SHIRE OF GINGIN

HISTORY | BEAUTY | PROSPERITY

MINUTES

Ordinary Council Meeting

21 October 2025

CONFIRMATION OF MINUTES

These Minutes have been CONFIRMED by Council as the official record for the Shire of Gingin's Ordinary Council Meeting held on 21 October 2025.

Councillor L Balcombe
SHIRE PRESIDENT

Date of Confirmation: **18 November 2025**

DISCLAIMER

Members of the public are advised that Council agendas, recommendations, minutes and resolutions are subject to confirmation by Council and therefore, prior to relying on them, one should refer to the subsequent meeting of Council with respect to their accuracy.

No responsibility whatsoever is implied or accepted by the Shire of Gingin for any act, omission or statement or intimation occurring during Council meetings or during formal/informal conversations with staff.

The Shire of Gingin disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council meetings or discussions. Any person or legal entity who acts or fails to act in reliance upon any statement does so at that person's or legal entity's own risk.

Applicants and other interested parties should refrain from taking any action until such time as written advice is received confirming Council's decision with respect to any particular issue.

ACKNOWLEDGEMENT OF COUNTRY

The Shire of Gingin acknowledges the Yued people, the traditional owners of Yued Boodja. The Shire pays respect to Yued Elders past and present, and acknowledges emerging Yued leaders. We extend this respect to all Aboriginal people. The Shire recognises the living, dynamic culture of the Yued people and the unique contribution they make to the Gingin region on Yued Boodja.

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ORDER OF BUSINESS

1 DECLARATION OF OPENING

The CEO declared the meeting open at 3:00pm and welcomed all in attendance.

2 RECORD OF ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE

2.1 ATTENDANCE

Councillors – L Balcombe, C Hyne, R Kestel, F Peczka, L Stewart, A Vis, J Weeks, D Wilkie and N Woods

Staff – S Wildgoose (Chief Executive Officer), Rachael Wright (Executive Manager Corporate Services), J Bayliss (Executive Manager Regulatory and Development Services), L Burt (Coordinator Governance/Minute Officer), and K Okely (EA to CEO)

Gallery – There were 17 members of the public present in the Gallery.

2.2 APOLOGIES

Nil

2.3 LEAVE OF ABSENCE

Nil

3 ELECTION OF PRESIDENT AND DEPUTY PRESIDENT

3.1 ELECTION OF PRESIDENT

Schedule 2.3, Division 1 of the *Local Government Act 1995* requires that an election be conducted for the position of President as the first item of business at the first meeting of Council following an ordinary local government election.

The CEO is to preside at the meeting until the office of President is filled and is to act as Returning Officer for the electoral process.

The election must be conducted by the CEO in accordance with Schedules 2.3 and 4.1 of the Act.

In essence, the election will be conducted as follows:

1. Nomination forms have been previously provided to all Councillors to assist with the election process and, where possible, should be lodged with the CEO prior to the commencement of the meeting. The CEO will, however, announce the closing time for the submission of nominations at the commencement of the meeting and will continue to receive nomination forms up until that time.

2. If a Councillor is nominated by another Councillor, then the CEO is not to accept the nomination unless the nominee has confirmed to the CEO, either verbally or in writing, that they are willing to be nominated for the office.

3. If more than one nomination is received, then Councillors will be required to vote on the matter by secret ballot as if they were electors voting at an election. Positions on the ballot paper will be drawn at the meeting and ballot papers will be compiled and distributed at that time.

4. Once all votes have been cast, the ballot box will be opened, all votes counted and the successful candidate determined as if those votes were votes cast at an election.

5. If there is an equality of votes between two or more candidates who are the only candidates in, or remaining in, the count then the meeting will be adjourned for a period of five minutes.

6. At this point, any nomination previously submitted may be withdrawn and new nominations will be received by the CEO up to a specified time.

7. If, at the recommencement of the meeting there is still more than one nomination for the position then Councillors will be required to vote again by secret ballot.

8. Once all votes have been cast for a second time, the ballot box will be opened, all votes counted and the successful candidate determined as if those votes were votes cast in an election.

9. The result will be declared by the CEO. The successful candidate will be called upon to make their Declaration of Office and will then assume the Chair as Presiding Member for the remainder of the meeting.

The CEO advised that, for the office of President, he had received 1 nomination from Cr Balcombe nominating herself and 1 nomination from Cr Peczka nominating himself. The CEO then called for any further nominations.

No further nominations being received, the CEO advised that an election would be conducted for the position of President of the Shire of Gingin in accordance with Schedule 2.3 of the *Local Government Act 1995*.

Ballot papers were prepared in accordance with Schedule 10 of the *Local Government (Elections) Regulations 1997*. Once all votes were cast, a count of ballot papers was conducted by the CEO in the presence of Mrs Margaret Greenwell JP, with the following result being declared:

1. Cr Linda Balcombe - 6 votes
2. Cr Frank Peczka - 3 votes

Accordingly, the CEO declared Cr Balcombe elected to the office of President of the Shire of Gingin for a term of two years, expiring at the October 2027 local government elections.

Cr Balcombe made her Declaration of Office for the position of President before Mrs Margaret Greenwell JP.

Cr Balcombe assumed the Chair at 3.17pm.

3.2 ELECTION OF DEPUTY PRESIDENT

Schedule 2.3, Division 2 of the *Local Government Act 1995* requires that an election be conducted for the position of Deputy President as the next item of business after the election of the President at the first meeting of Council following an ordinary local government election.

The election must be conducted in accordance with the procedure prescribed by the President and in accordance with the following, with the Chief Executive Officer acting as Returning Officer:

1. Nomination forms have been previously provided to all Councillors to assist with the election process and, where possible, should be lodged with the CEO prior to the commencement of the meeting. The CEO will, however, announce the closing time for the submission of nominations at the commencement of the meeting and will continue to receive nomination forms up until that time.

2. If a Councillor is nominated by another Councillor, then the CEO is not to accept the nomination unless the nominee has confirmed to the CEO, either verbally or in writing, that they are willing to be nominated for the office.

3. If more than one nomination is received, then Councillors will be required to vote on the matter by secret ballot as if they were electors voting at an election. Positions on the ballot paper will be drawn at the meeting and ballot papers will be compiled and distributed at that time.

4. Once all votes have been cast, the ballot box will be opened, all votes counted and the successful candidate determined as if those votes were votes cast at an election.

5. If there is an equality of votes between two or more candidates who are the only candidates in, or remaining in, the count then the meeting will be adjourned for a period of five minutes.

6. At this point, any nomination previously submitted may be withdrawn and new nominations will be received by the Chief Executive Officer up to a specified time.

7. If, at the recommencement of the meeting, there is still more than one nomination for the position then Councillors will be required to vote again by secret ballot.

8. Once all votes have been cast for a second time, the ballot box will be opened, all votes counted and the successful candidate determined as if those votes were votes cast in an election.

9. The result will be declared by the CEO. The successful candidate will be called upon to make their Declaration of Office and will then assume the seat reserved for the Deputy President.

The President requested that the CEO act as Returning Officer for the Deputy Presidential election.

The CEO advised that, for the office of Deputy President, he had received 1 nomination from Cr Kestel nominating himself and 1 nomination from Cr Peczka nominating himself. The CEO then called for any further nominations.

No further nominations being received, the CEO advised that an election would be conducted for the position of Deputy President of the Shire of Gingin in accordance with Schedule 2.3 of the *Local Government Act 1995*.

Ballot papers were prepared in accordance with Schedule 10 of the *Local Government (Elections) Regulations 1997*. Once all votes were cast, a count of ballot papers was conducted by the CEO in the presence of Mrs Margaret Greenwell JP, with the following result being declared:

1. Cr Robert Kestel - 4 votes
2. Cr Frank Peczka - 5 votes

Accordingly, the CEO declared Cr Peczka elected to the office of Deputy President of the Shire of Gingin for a term of two years, expiring at the October 2027 local government elections.

Cr Peczka made his Declaration of Office for the position of Deputy President before Mrs Margaret Greenwell JP.

Before proceeding with the meeting, Cr Balcombe welcomed new Councillors to Council, hoping that they found as much enjoyment in their Councillor role as she did working for the community. Cr Balcombe also thanked Mrs Margaret Greenwell JP for once again officiating at the Declarations of Office.

4 ALLOCATION OF COUNCILLOR SEATING

Clause 7.1 of the Shire of Gingin Meeting Procedures Local Law 2014 states as follows:

(1) Seating arrangements for members at council meetings are to be determined -

a. at the first council meeting after each ordinary election day –

i. by member consensus; or

ii. in the absence of member consensus, by the CEO allotting, by random draw, a position at the Council table to each member; and

b. at any time, by a council resolution.

(2) During a council meeting, a member must sit only in the seat allocated to him or her under subclause (1).

Once seating positions have been determined, Councillors will continue to occupy the same position at all meetings of Council until such time as there is a call by a majority of Councillors for a re-allotment of positions, or until the next local government election.

COUNCIL RESOLUTION

MOVED: Councillor Weeks SECONDED: Councillor Kestel

That the assignment of Councillor seating be deferred until the next Ordinary Council Meeting on 18 November 2025.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

5 DISCLOSURES OF INTEREST

Cr Rob Kestel

Item:	16.1 Application for Development Approval – Proposed Poultry Farm (Broiler) on Lot 3686 (326) Airfield Road, Bambun
Interest:	Impartiality
Reason:	Brother-in-law works for that farm.

Cr Craig Hyne

Item:	16.3 Amendment to Local Development Plan – Lot 601 Brockman Street, Gingin
Interest:	Indirect Financial
Reason:	His company has a contract with the owner of the land to sell the developed lots, for which his company receives a selling fee.

Item:	16.4 Subdivision Referral – Lot 9001 Lancelin Road, Lancelin (Lancelin South Stages 7 and 8)
Interest:	Indirect Financial
Reason:	His company has a non-exclusive agreement with the owner of the land to sell the developed lots, for which his company receives a selling fee.

6 PUBLIC QUESTION TIME

6.1 RESPONSES TO PUBLIC QUESTIONS PREVIOUSLY TAKEN ON NOTICE

The following questions were taken on notice by the Presiding Member at the Ordinary Council Meeting on 16 September 2025. Written responses have been provided to the questioners.

4.1.1 David Wilkie – Wanerie

Removal of Shire Assets

Q2. How was the cleat roller removed from the Shire's books?

Response by Presiding Member at OCM 16 September 2025

The heavy cleat roller has been on the Shire's Asset Register since 1995 and is still on the Shire's Asset Register.

4.1.2 Kerry Butler – Gingin

Guilderton Caravan Park

Q2. Can you ensure me that the Caravan Park will not close and they will lose their money?

Response by Presiding Member at OCM 16 September 2025

As advised at the Council meeting by the CEO if something significant happened the impetus on the Shire would be to implement a Plan B quickly to maintain that service. All Guilderton Caravan Park deposits are held as a liability by the Shire.

6.2 PUBLIC QUESTIONS

6.2.1 Kerry Butler – Gingin

Nominations for Tidy Town Awards

Q1. Does the Shire have any input in relation to nominating for a Tidy Town Award, or does someone else nominate?

Response by CEO

The Tidy Towns nomination referred to is actually for a community event, which was for the Why Me, Why Not youth event held earlier this year. The Tidy Towns people reached out to the Shire to apply, and the Shire did so.

Former Gingin Tennis Courts Site

Q2. When can we get something done with the tennis courts?

Response by CEO

Council has a budget allocation for this financial year to remove the fencing and concrete, and essentially reinstate the land as clear land. I can't confirm if the quotes and processes are finalised, but it's definitely in the works and we have the money towards clearing it.

7 PUBLIC STATEMENT TIME

Unlike Public Question Time, Public Statement Time is not a requirement under the *Local Government Act 1995* and is not listed in the Order of Business as set out in the Shire of Gingin Meeting Procedures Local Law 2014.

Public Statement Time was introduced at the Ordinary Council Meeting (OCM) on 20 February 2024 on a trial basis to provide an additional opportunity for the public to address Council. At its OCM on 15 October 2024 Council resolved that statements made during Public Question Time must relate to matters listed on the agenda for the meeting, and that practice has continued. No final decision has been made as to whether Public Statement Time will become a permanent part of Council's meeting procedures.

As part of ongoing local government reform measures, the State has previously flagged that model meeting procedures will be drafted which every local government in Western Australia will be required to adopt. There is currently no indication as to what the model procedures will require, and therefore there is no benefit to be gained by undertaking a formal amendment of the Shire's Meeting Procedures Local Law to include Public Statement Time as part of the Order of Business. In the interim, Council will continue to agree to include Public Statement Time at each council meeting.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Weeks SECONDED: Councillor Vis

That Council resolve to amend the order of business for the meeting to include Public Statement Time.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*
AGAINST: *Nil*

No members of the public present wished to make a statement.

8 PETITIONS

Nil

9 APPLICATIONS FOR LEAVE OF ABSENCE

Nil

10 CONFIRMATION OF MINUTES

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Woods SECONDED: Councillor Vis

That Council confirm the Minutes of the Ordinary Council Meeting held on 16 September 2025 as a true and accurate record.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

11 ANNOUNCEMENTS BY THE PRESIDING MEMBER

Cr Balcombe thanked everyone for their support and expressed her hope that everyone can work together as a cohesive Council going forward. She advised that she looked forward to the next 2 years as President with Cr Peczka as Deputy President and that she felt that Council could achieve a lot over the next 2 years.

12 UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS

Nil

13 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

14 REPORTS - OFFICE OF THE CEO

Nil

15 REPORTS - CORPORATE SERVICES

15.1 APPOINTMENT OF MEMBERS, PRESIDING MEMBER AND DEPUTY PRESIDING MEMBER - AUDIT COMMITTEE

File	GOV/33
Author	Lee-Anne Burt - Coordinator Governance
Reporting Officer	Rachael Wright - Executive Manager Corporate Services
Refer	Nil
Appendices	1. Audit Committee Terms of Reference [**15.1.1** - 3 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the appointment of members to the Audit Committee and appointment of a Presiding Member and Deputy Presiding Member for the Committee.

BACKGROUND

Section 7.1A of the *Local Government Act 1995* (the Act), requires that all local governments must establish an Audit Committee. The members of the Audit Committee are to be appointed by the local government, and at least three of the members, and the majority of the members, are to be council members.

Although the Audit Committee is established under s.7.1A, it is still required to comply with all of the requirements imposed on a committee established under s.5.8. This means that a person's membership of the committee only continues until the person no longer holds office or resigns from the committee, or the committee is disbanded, or the next ordinary elections day (whichever happens first).

Council is therefore required to appoint members to the Audit Committee, by Absolute Majority decision, after each election. There is no prohibition against previous members being re-appointed.

Further, section 5.12 of the Act requires Council to appoint a member of the Committee as Presiding Member by absolute majority decision. If Council decides to appoint a Deputy Presiding Member then that appointment must also be made by absolute majority decision.

The Audit Committee is currently the only formal committee of Council established under the Act.

COMMENT

A copy of the current Terms of Reference, which sets out the Aims and Functions, Membership and Operating Procedures relevant to the Committee, is attached as **an appendix** to this report.

Under s.5.10 of the Act:

- each Councillor is entitled to be a member of at least one committee; and
- if at a meeting where the Council is to make an appointment to a committee that has or could have a council member as a member and the President informs the Council of their wish to be a member, then the Council is to appoint the President to be a member of the Committee.

No employee of the local government, including the CEO, can be a member of the Committee. Local government employees can, and do, attend Audit Committee meetings in an advisory capacity only.

The Terms of Reference specify that the Audit Committee shall consist of four Council representatives. Council is therefore requested to appoint four Councillors as members and two Councillors as deputy members of the Audit Committee.

Prior to the 2025 elections, Councillor members and deputy members of the Advisory Committee were as follows:

Member		Deputy Member	
1.	Cr Balcombe	1.	Cr Vis
2.	Cr Johnson	2.	Cr Weeks
3.	Cr Peczka		
4.	Cr Stewart		

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995
Part 5 – Administration
Division 2 – Council meetings, committees and their meetings and electors' meetings
Subdivision 2 – Committees and their meetings

Part 7 – Audit
Division 1A – Audit Committee

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2022-2032

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable and principled environment

VOTING REQUIREMENTS - ABSOLUTE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Stewart SECONDED: Councillor Woods

That Council:

1. **Appoint the following Councillors as members and deputy members of the Audit Committee:**
   a. **Members:**
      i. **Cr Balcombe**
      ii. **Cr Peczka**
      iii. **Cr Vis**
      iv. **Cr Wilkie**
   b. **Deputy Members:**
      i. **Cr Hyne**
      ii. **Cr Stewart**
2. **Appoint Councillor Balcombe as Presiding Member of the Audit Committee.**
3. **Appoint Councillor Peczka as Deputy Presiding Member of the Audit Committee.**

CARRIED BY ABSOLUTE MAJORITY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*
AGAINST: *Nil*

TERMS OF REFERENCE

AUDIT COMMITTEE

July 2025

Name:	Audit Committee
Role/Purpose:	To support Council in fulfilling its governance and oversight responsibilities in relation to financial reporting, internal control structure, risk management systems, internal and external audit functions and ethical accountability.
Aims & Functions:	1. To guide and assist the local government in carrying out – a. its functions under Part 6 (Financial Management) of the Act; and b. its functions relating to other audits and other matters related to financial management. 2. To guide and assist the local government in carrying out the local government's functions in relation to audits conducted under Part 7 (Audit) of the Act. 3. To review a report in relation to risk management and/or internal control and/or legislative compliance given to it by the CEO under *Local Government (Audit) Regulations 1996* regulation 17(3) (the CEO's Report) and to: a. report to the Council the results of that review; and b. give a copy of the CEO's report to the Council. 4. To monitor and advise the CEO when the CEO is carrying out functions in relation to a review under: a. the *Local Government (Audit) Regulations 1996* regulation 17(1) (a report in relation to risk management and/or internal control and/or legislative compliance); and b. the *Local Government (Financial Management) Regulations 1996* regulation 5(2)(c) (a report in relation to the appropriateness and effectiveness of the financial management systems and procedures of the local government). 5. To review the annual Compliance Audit Return and report the results of the review to Council in accordance with Regulation 14(3A) of the *Local Government (Audit) Regulations 1996*. 6. To perform any other function conferred on it by the *Local Government (Audit) Regulations 1996* or another written law.
Membership:	1. The Committee shall consist of the following representation: • Four Councillor Representatives 2. The CEO and employees are not members of the Committee (s7.1.A(3) and (4) *Local Government Act 1995)*.

	3. The CEO and Executive Manager Corporate Services will attend all meetings to provide technical advice and guidance to the Committee. 4. Membership shall be for a period of up to two years terminating on the day of the next ordinary Council elections, with retiring members eligible to re-nominate. 5. Committee membership shall be appointed or removed by the Council. 6. Members must comply with the Shire's Code of Conduct for Council Members, Committee Members and Candidates. 7. The Committee has authority to second individuals from outside of the Committee, on a voluntary basis, for their expert advice.
Operating procedures:	1. Presiding Member and Deputy Presiding Member: a) The Presiding Member of the Audit Committee must be appointed by an Absolute Majority decision of Council, in accordance with s.5.12 of the *Local Government Act 1995*. b) The Presiding Member will preside at all meetings. c) If Council chooses to appoint a Deputy Presiding Member for the Audit Committee, then that appointment must also be made by an Absolute Majority decision of Council, in accordance with s.5.12 of the *Local Government Act 1995*. d) In the absence of the Presiding Member, the Deputy Presiding Member will assume the chair, and in his/her absence, a person is to be chosen by the Committee members present to preside at the meeting. e) The Presiding Member is responsible for the proper conduct of the Committee. 2. Meetings: a) The Committee shall meet as required, but must hold a minimum of two meetings in any one calendar year. b) Meetings can be scheduled by the CEO, by a written request of the Presiding Member to the CEO, or by a decision of the Council or the Committee. c) A Notice of Meeting, including an agenda, will be circulated to the Committee members (including deputy members) at least 72 hours prior to each meeting where possible. d) The Presiding Member shall ensure that detailed minutes of all meetings are kept and shall provide the Committee members (including deputy members) with a copy of such minutes within 7 working days of the Committee meeting. 3. Quorum: The quorum for a meeting shall be at least 50% of the number of endorsed members.

	4. Reporting: a) The Minutes of every Committee meeting will be circulated for the information of all Councillors within 7 working days of the Committee meeting. b) Any Committee resolution requiring action on the part of the Council or requiring a Council commitment will be listed as a separate report on the Agenda for the next ordinary Council meeting.
Appointing legislation:	The Committee is established under section 7.1A of the *Local Government Act 1995*.
Delegated Authority:	The Committee has no delegated power and has no authority to implement its recommendations without approval of Council.

Version	Decision Reference	Synopsis
1.	06/09/2005 – Item 10.2.1	Committee established and Terms of Reference adopted.
2.	22/10/2013 – Item 10.2	Terms of Reference reviewed.
3.	18/08/2015 – Item 11.1.6	Terms of Reference reviewed.
4.	19/09/2017 – Item 11.1.3	Terms of Reference reviewed. Aims & Functions cl. 16 added. Operating procedures cl. 2c deleted. Membership cl. 1 amended to include one external person.
5.	17/04/2018 – Item 11.1.1	Membership cl. 1 amended to delete external member. Committee name changed from Audit Committee to Audit and Governance Committee.
6.	22/01/2019 – Item 11.1.1	TOR amended to align with amendments to the *Local Government (Audit) Regulations 1996*. Committee membership amended to include Shire President and a minimum of 4 other councillors. Additional function included with respect to coordination of CEO performance review process.
7.	15/10/2019 – Item 11.1.1	Membership cl. 1 amended to include all Crs. Membership cl. 4 deleted. Operating Procedures cl. 1a) and 1b) amended. New Operating Procedures cl. 1c) inserted. Operating Procedures cl. 2b) amended.
8.	17/08/2021 – Item 11.1	Amend Aims & Functions cl. 3 and cl. 4a). Delete Aims & Functions cl. 5 and 6. Amend Membership cl. 6. Amend Operating Procedures cl. 2d) and 4a).
9.	18/07/2023 – Item 11.1	Audit & Governance Committee renamed as Audit Committee. Committee membership amended from all Councillors to 4 Councillors (inc. Shire President), effective from 21 October 2023.
10.	15/08/2023 – Item 11.1	Membership amended to remove Shire President as a mandatory committee member and Chairperson.
11.	22/07/2025	Administrative amendments to requirements for appointment of President and Deputy President, reflecting changes to s.5.12 of the *Local Government Act 1995*.

15.2 APPOINTMENT OF MEMBERS - LOCAL EMERGENCY MANAGEMENT COMMITTEE AND BUSH FIRE ADVISORY COMMITTEE

File	GOV/33
Author	Lee-Anne Burt - Coordinator Governance
Reporting Officer	Rachael Wright – Executive Manager Corporate Services
Refer	Nil
Appendices	1. Bushfire Advisory Committee Terms of Reference [**15.2.1** - 3 pages] 2. Local Emergency Management Committee Terms of Reference [**15.2.2** - 3 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the appointment of members to the Local Emergency Management Committee (LEMC) and Bush Fire Advisory Committee (BFAC).

BACKGROUND

Council currently has 2 committees in place outside of its Audit Committee (which is dealt with in a separate report to this meeting), being the LEMC and the BFAC.

These committees are not formed under the *Local Government Act 1995*. The LEMC is a requirement of the *Emergency Management Act 2005*, and the BFAC is formed under the *Bush Fires Act 1954*.

Council also has a number of advisory and working groups that have been formed over time for the purpose of providing Council with advice on various matters. Usually the appointment of Council representatives to these groups would be dealt with in conjunction with representation on the BFAC and LEMC. However, as it is intended to have a conversation with Council about the roles of these various groups in coming months and given that there is no urgency in appointing Council representatives to them, they do not form part of this report.

COMMENT

Local Emergency Management Committee (LEMC)

Section 38 of the *Emergency Management Act 2005* requires every local government to establish at least one LEMC within its district.

The functions of the LEMC are to:

1. Advise and assist Council in establishing local emergency management arrangements for the district;

2. Liaise with public authorities and other persons in the development, review and testing of the local emergency management arrangements; and

3. Carry out other emergency management activities as directed by the State Emergency Management Committee or prescribed by regulations.

Previously the Western Australia LEMC Administration Guide recommended that the LEMC should be chaired by the President or CEO and this requirement is reflected in the Terms of Reference. This publication has now been replaced by the LEMC Handbook (published by the State Emergency Management Committee) which simply recommends that the LEMC Chair should be an elected member. However, if necessary the position could also be held by the CEO or another senior staff member.

This means that Council can, if it wishes, appoint a Councillor other than the President as its representative on the LEMC, in the understanding that the Councillor will be filling the position of Committee Chairperson. This provides the opportunity for a Councillor with a demonstrated understanding of, and interest in, local emergency management to fill the role.

It should be noted that the appointment of a Council representative other than the President will require a corresponding amendment to the Committee's Terms of Reference, and this would be presented to the next OCM on 18 November 2025 for Council's attention.

Prior to the 2025 elections, Councillor members and deputy members of the Local Emergency Management Committee were as follows:

Member		Deputy Member	
1.	Cr Balcombe (President and Committee Chair)	1.	Cr Woods

A copy of the current LEMC Terms of Reference is included in the **appendices** to this report.

Bush Fire Advisory Committee (BFAC)

Section 67 of the *Bush Fires Act 1954* provides a local government with the power to:

...appoint such persons as it thinks fit as a bush fire advisory committee for the purpose of advising the local government regarding all matters relating to the preventing, controlling and extinguishing of bush fires, the planning of the layout of fire-breaks in the district, prosecutions for breaches of this Act, the formation of bush fire brigades and the grouping thereof under group brigade officers, the ensuring of co-operation and co-ordination of bush fire brigades in their efforts and activities, and any other matter relating to bush fire control...

The Terms of Reference adopted by Council in relation to the BFAC specify that its functions are to:

1. Make recommendations to Council with respect to the appointment of Fire Control Officers;

2. Determine training requirements and strategies; and

3. Consider and make recommendation to Council with respect to all bush fire mitigation issues.

If a local government establishes a BFAC under s.67 then it must also appoint a member of the Council as its representative on the Committee. It is Council's current practice to appoint the President as its representative on, and Chairperson of, the BFAC to ensure continuity of representation on this Committee and this is reflected in the BFAC Terms of Reference.

However, as explained in the context of the LEMC, there is no legislative requirement for the President to fill the position of Council representative and Chairperson of the BFAC, and Council may wish to consider the appointment of another elected member with demonstrated experience in, and understanding of, bush fire-related matters to fill the role.

As with the LEMC, if Council wishes to appoint a Councillor other than the President as its representative on the BFAC, then it will be necessary to subsequently amend the Committee's Terms of Reference, and this would be presented to the next OCM on 18 November 2025 for Council's attention.

Prior to the 2025 elections, Councillor members and deputy members of the Advisory Committee were as follows:

Member		Deputy Member	
1.	Cr Balcombe (President and Committee Chair)	1.	Cr Peczka

A copy of the current BFAC Terms of Reference is included in the **appendices** to this report.

Council is requested to appoint the number of Councillor members specified in each Terms of Reference, plus 1 Councillor deputy member for each body (depending on the number of members required).

STATUTORY/LOCAL LAW IMPLICATIONS

Bush Fires Act 1954
Part V - Miscellaneous
Section 67 – Advisory committees

Shire of Gingin Bush Fire Brigades Local Law 2004
Division 4 – Bush Fire Advisory Committee

Emergency Management Act 2005
Part 3 – Local arrangements
Division 1 – Local emergency authorities
Section 38 – Local emergency management committees

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2022-2032

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable and principled environment

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Stewart SECONDED: Councillor Kestel

That Council make the following appointments::

1. Local Emergency Management Committee

   Member: Cr Balcombe
   Deputy Member: Cr Woods

2. Bush Fire Advisory Committee

   Member: Cr Balcombe
   Deputy Member: Cr Peczka

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

TERMS OF REFERENCE

BUSH FIRE ADVISORY COMMITTEE

July 2025

Name:	Bush Fire Advisory Committee
Role/Purpose:	To advise Council with regard to matters relating to bush fire control within the Shire of Gingin.
Aims & Functions:	1. To make recommendations to Council with respect to the appointment of Fire Control Officers; 2. To determine training requirements and strategies; and 3. To consider and make recommendation to Council with respect to all bush fire mitigation issues.
Membership:	1. The Committee shall consist of the following representation: <u>Voting</u> • President or Council's nominated deputy representative; • Community Emergency Services Manager/Chief Bush Fire Control Officer; • Deputy Chief Bush Fire Control Officers; and • Volunteer Bush Fire Brigade Captains <u>Non-Voting</u> • One representative - Department of Fire and Emergency Services; • One representative – Department of Parks and Wildlife; • One representative – Department of Agriculture and Food; • One representative – Gingin Volunteer Fire and Rescue Service; and • One representative – Lancelin Volunteer Fire and Rescue Service. 2. In the event that a Brigade Captain is unable to attend a meeting, then the Brigade shall be represented by its 1st Lieutenant. 3. Voting members cannot hold two positions on the Committee. a. If a Council representative also holds the position of Deputy Chief Bush Fire Control Officer or Brigade Captain then they must attend meetings in their capacity as a representative of the Shire of Gingin. b. If a Brigade Captain is appointed to another voting position on the Committee, then the Brigade's 1st Lieutenant shall represent the Brigade.

	4. Membership shall be for a period of up to two years terminating on the day of the next ordinary Council elections, with retiring members eligible to re-nominate. 5. Committee membership shall be appointed or removed by the Council. 6. Members must comply with the Shire's Code of Conduct for Council Members, Committee Members and Candidates. 7. The Committee has authority to second individuals from outside of the Committee, on a voluntary basis, for their expert advice.
Operating procedures:	1. Presiding Member: a) The President or Council's nominated deputy representative shall fill the position of Presiding Member at all meetings. b) In the absence of both the President and Council's nominated deputy representative, the Community Emergency Services Manager/Chief Bush Fire Control Officer will assume the Chair for the duration of that meeting. c) The Presiding Member is responsible for the proper conduct of the Committee. 2. Meetings: a) The Committee shall meet as required, but must hold a minimum of four meetings in any one calendar year (March, June, September and December). b) Additional meetings can be scheduled by a written request of the Presiding Member to the Chief Executive Officer, or by a decision of the Council or the Committee. c) A Notice of Meeting, including an agenda, will be circulated to the Committee members (including deputy members) at least 72 hours prior to each meeting where possible. d) The Presiding Member shall ensure that detailed minutes of all meetings are kept and shall provide the Committee members (including deputy members) with a copy of such minutes within 7 working days of the Committee meeting. e) All Committee meetings will be conducted in accordance with the Shire of Gingin Meeting Procedures Local Law 2014. 3. Quorum: The quorum for a meeting shall be at least 50% of the number of endorsed members. 4. Reporting: a) The Minutes of every Committee meeting will be circulated for the information of all Councillors within 7 working days of the Committee meeting.

	b) Any Committee resolution requiring action on the part of the Council or requiring a Council commitment will be listed as a separate report on the Agenda for the next ordinary Council meeting.
Appointing legislation:	The Committee is established under section 67 of the *Bush Fires Act 1954*.
Delegated Authority:	The Committee has no delegated power and has no authority to implement its recommendations without approval of Council.

Version	Decision Reference	Synopsis
1.	22/10/2013 - Item 10.3	Committee structure reviewed and Terms of Reference adopted.
2.	17/12/2013 – Item 11.1.1	Amended to include volunteer bush fire brigade representatives as voting members.
3.	18/08/2015 – Item 11.1.6	Terms of Reference reviewed. Reference to Standing Orders Local Law deleted from Operating Procedure 2b and replaced with Meeting Procedures Local Law 2014. Reference to provision of Committee Minutes via Information Bulletin deleted from Operating Procedure 4a.
4.	19/01/2016 – Item 11.1.3	Operating Procedures Clause 1b amended to specify that Community Emergency Services Manager/Chief Bush Fire Control Officer to assume the Chair in the absence of the Presiding Member.
5.	19/09/2017 – Item 11.1.3	Terms of Reference reviewed. Operating Procedures cl. 2c deleted.
6.	15/10/2019 – Item 11.1.1	Operating Procedures cl. 2b) amended.
7.	21/07/2020 – Item 11.1.1	Membership cl. 1 amended by deleting CEO or representative as a non-voting member. Membership cl. 7 added.
8.	17/08/2021 – Item 11.1	Membership cl. 1, 2 and 6 amended. Membership cl. 7 deleted. Operating Procedures cl. 1a), 1b) 2d) and 4a) amended.
9.	22/07/2025	Minor administrative amendments made to correct typographical errors.

TERMS OF REFERENCE

LOCAL EMERGENCY MANAGEMENT COMMITTEE

March 2023

Name:	Local Emergency Management Committee
Role/Purpose:	To advise and assist Council in the development, review and testing of the Shire of Gingin Local Emergency Management Arrangements.
Aims & Functions:	1. To advise and assist Council in establishing local emergency management arrangements for the district; 2. To liaise with public authorities and other persons in the development, review and testing of the local emergency management arrangements; and 3. To carry out other emergency management activities as directed by the State Emergency Management Committee or prescribed by regulations.
Membership:	1. The Committee shall consist of the following representation: <u>Voting Members</u> Shire of Gingin Shire President (Chairperson) WA Police OIC Gingin (Local Emergency Coordinator) OIC Lancelin (Local Emergency Coordinator) Department of Fire and Emergency Services Department of Communities Red Cross St John Ambulance Chittering/Gingin Sub-Centre St John Ambulance Lancelin and Coastal Districts Sub-Centre <u>Non-Voting Members</u> Shire of Gingin Principal Environmental Health Officer Community Emergency Services Manager/Chief Bush Fire Control Officer (Executive Officer) Local Recovery Administrator Local Recovery Coordinator WA Police Inspector Wheatbelt District Department of Biodiversity, Conservation and Attractions Western Power Main Roads WA Image Resources

	Royal Australian Air Force Base Pearce Lancelin Volunteer Marine Rescue Group Inc Department of Education Gingin District High School Lancelin Primary School Silver Chain Tronox State Emergency Management Committee Department of Water and Environmental Regulation Department of Agriculture and Food Department of Health – WA Country Health Service Golden Egg Farms 2. A nominated deputy member may attend in place of the endorsed representative member. 3. The Shire's Chief Executive Officer will act as deputy member for the Shire President. 4. Membership shall be for a period of up to two years terminating on the day of the next ordinary Council elections, with retiring members eligible to re-nominate. 5. Committee membership shall be appointed or removed by the Council. 6. Members must comply with the Shire's Code of Conduct for Council Members, Committee Members and Candidates. 7. The Committee has authority to second individuals from outside of the Committee, on a voluntary basis, for their expert advice.
Operating procedures:	1. Presiding Member: a) The Shire President shall fill the position of Presiding Member at all meetings. b) In the absence of the Shire President, the Chief Executive Officer, as Council's appointed deputy member, will attend and assume the Chair as Presiding Member for the duration of that meeting. c) In the event that neither the Shire President or the Chief Executive Officer are present, the Community Emergency Services Manager/Chief Bush Fire Control Officer will assume the Chair as Presiding Member for the duration of that meeting. d) The Presiding Member is responsible for the proper conduct of the Committee. 2. Meetings: a) The Committee shall meet as required, but must hold a minimum of one meeting every three months (February, May, August and November). b) Additional meetings can be scheduled by decision of the Council or the Committee, or at the discretion of the Committee's Presiding Member.

	c) A Notice of Meeting, including an agenda, will be circulated to the Committee members (including deputy members) at least 72 hours prior to each meeting where possible. d) The Presiding Member shall ensure that detailed minutes of all meetings are kept and shall provide the Committee members (including deputy members) with a copy of such minutes within seven working days of the Committee meeting. e) All Committee meetings will be conducted in accordance with the Shire of Gingin Meeting Procedures Local Law 2014. 3. Quorum: The quorum for a meeting shall be at least 50% of the number of voting members. 4. Reporting: a) The Minutes of every Committee meeting will be circulated for the information of all Councillors within seven working days of the Committee meeting. b) Any Committee resolution requiring action on the part of the Council or requiring a Council commitment will be listed as a separate report on the Agenda for the next ordinary Council meeting.
Appointing Legislation:	The Committee is established under section 38 of the *Emergency Management Act 2005*.
Delegated Authority:	The Committee has no delegated power and has no authority to implement its recommendations without approval of Council.

Version	Decision Reference	Synopsis
1.	22/10/2013 - Item 10.7	Terms of Reference adopted.
2.	16/12/2014 – Item 11.1.10	Amendments to membership and who shall chair meeting in absence of Shire President.
3.	18/08/2015 – Item 11.1.6	Terms of Reference reviewed. Reference to Standing Orders Local Law deleted from Operating Procedure 2b and replaced with Meeting Procedures Local Law 2014. Reference to provision of Committee Minutes via Information Bulletin deleted from Operating Procedure 4a.
4.	21/03/2017 – Item 11.1.1	Amendments to membership and who shall chair meeting in absence of Shire President.
5.	18/7/2017 – Item 11.1.3	Amendment to months for meetings to be held – now February, May, August and November
6.	15/10/2019 – Item 11.1.1	Membership cl. 1 amended. Operating Procedures cl. 2b) amended.
7.	16/6/2020 – Item 11.1.1	Addition of Principal Environmental Health Officer as a non-voting member, removal of Empire Oil Company (WA) Limited and replacing with Image Resources
8.	17/08/2021 – Item 11.1	Membership cl. 1 and 6 amended. Operating Procedures cl. 2d) and 4a) amended.
9.	18/01/2022 – Item 11.2	Membership c. 1 Local Recovery Coordinator re-added as Voting Member and representative from Golden Egg Farms added as a Non-Voting Member
10.	21/03/2023 – Item 11.2	Membership cl. 1 Local Recovery Coordinator and Community Bush Fire Control Officer removed as voting members and appointed as non-voting members

15.3 APPOINTMENT OF COUNCIL REPRESENTATIVES - EXTERNAL BODIES

File	GOV/33
Author	Lee-Anne Burt - Coordinator Governance
Reporting Officer	Rachael Wright - Executive Manager Corporate Services
Refer	Nil
Appendices	1. Gingin District High School Board Terms of Reference [**15.3.1** - 11 pages] 2. 2025 WALGA Elected Member Prospectus [**15.3.2** - 7 pages] 3. Wheatbelt North Regional Road Group Reference Information for Elected Members [**15.3.3** - 28 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the appointment of Council representatives to external committees, groups, and boards.

BACKGROUND

Council has appointed representatives to several external bodies, usually in response to a request from the organisation in question or because there is a requirement for Council to provide representation (for example the Avon-Midland Country Zone of WALGA). Details of relevant bodies are provided in the Comment section of this report.

Although there is no explicit requirement to do so under the *Local Government Act 1995* (the Act), in the interests of good governance local governments generally review their appointed representatives to external bodies following each local government election.

This practice not only provides an opportunity for the local government to fill any vacancies that may have occurred because of an existing Councillor either retiring or not being re-elected to Council but also allows newly elected Councillors to nominate as representatives to any body or bodies in which they may have an interest.

The exception to this practice is representation on the Regional Development Assessment Panel, which is administered by the Department of Planning, Lands and Heritage (DPLH). Appointments to the Panel are fixed term and will remain current until 26 January 2026 unless an appointee is not returned to Council at the October elections. Further information is provided in relation to the Panel later in this report.

COMMENT

Gingin Community Resource Centre Management Committee

The Gingin Community Resource Centre (CRC) is a not-for-profit organisation which provides access to a range of services, government information and training opportunities to the Gingin and Chittering communities, and travellers to the region. Services provided include:

a. Access to Government and agency (ie, Centrelink, Australian Tax Office, Veterans' Affairs etc) information;

b. Administration (ie, photocopying, printing, laminating and secretarial) services;

c. Community services such as producing the Gingin Community News, Gingin Business Director, events calendar etc;

d. Delivery terminal for various courier services;

e. Access to internet and IT facilities (including video conferencing); and

f. Training and information sessions and development opportunities.

The Management Committee consists of seven members, including a Council representative. The committee meets bi-monthly, generally on a Monday, and is responsible for overseeing the CRC's strategic direction, setting the organisation's policies, and monitoring operational management in collaboration with the Coordinator/Manager.

The Gingin CRC occupies a Council-owned building shared by the Shire-operated Gingin Public Library. CRC staff provide staffing for the Library on the Shire's behalf.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Balcombe	Cr Woods

Gingin District High School Board

At the request of the Gingin District High School (GDHS), since 2011 Council has appointed a Council representative to serve on the Gingin District High School Board.

The Terms of Reference for the Board state that Board membership will include three members of "the general community", but do not specify that one of those members must be a representative of the Shire of Gingin. However, the Board has confirmed that it would prefer that the Shire continue to be represented.

The Board tends to meet two to three times per school term, usually on a Thursday. Meetings usually run for about 90 minutes and relate to the governance of the School including policies, finances and strategic planning. An induction is provided for new members which goes through relevant legislation, the Terms of Reference and the Board's Code of Conduct.

A copy of the Board's Terms of Reference is attached as an **appendix.**

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Woods	Cr Kestel

Gingin Brook Catchment Group

The Gingin Brook Catchment Group (previously known as the Gingin Water Group) was formed in 2010 at a public meeting of interested stakeholders with concerns about the sustainability of existing streams and aquifers in the Gingin area, given current usage rates and the continuing approval by the State of water licences for irrigated horticulture.

The Group's Mission Statement is:

The Gingin Brook Catchment Group working with a diverse community to protect waterways, biodiversity, sustainable water use and production.

The Group is supported by the Chittering Landcare Centre and generally meets three times a year plus an AGM. Meetings are held at the Gingin CRC, usually on a Monday at 9am and run for approximately 90 minutes.

Council appoints a representative and deputy representative to the Gingin Water Group at the Group's request.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Sorensen	Cr Balcombe

Lancelin Community Resource Centre Management Committee

Like the Gingin CRC, the Lancelin CRC is a not-for-profit organisation which provides access to a range of services, government information and training opportunities to the Lancelin community and surrounding areas and to travellers to the region. Services provided include:

a. Access to Government and agency (i.e., Centrelink, Australian Tax Office, Medicare etc) information;

b. Administration (i.e., photocopying, printing, laminating and secretarial) services;

c. Community services such as producing the Coastal Business Directory and Lancelin Holiday Guide;

d. Event management;

e. Access to internet and IT facilities (including video conferencing); and

f. Training and development opportunities.

The Management Committee consists of six members, including a Council representative. The committee meets on a bi-monthly basis and is responsible for overseeing the CRC's strategic direction, setting the organisation's policies, and monitoring operational management in collaboration with the Coordinator/Manager.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Weeks	Cr Peczka

Regional Development Assessment Panel

Development Assessment Panels (DAP) are panels of technical experts and local government representatives with the power to determine applications for development within a particular local government district. Generally proposed developments with a value of $2 million or over are eligible to be considered by a DAP rather than the relevant local government.

Each Council represented on a DAP must nominate 2 primary members and 2 alternate members as its representatives. Alternate members may be invited by the DPLH's DAP Executive Director to attend a DAP meeting if either of the primary members are unavailable.

It is a mandatory requirement for all DAP members to attend training before they can sit on a DAP and determine applications. Local government representatives who have previously been appointed to a DAP and who have undertaken training are not required to attend further training.

All current DAP appointments will expire on 26 January 2026 and the DPLH has requested that, prior to 21 November 2025, Council nominate a total of 4 Councillors to fill the positions of Primary Member (2) and Alternate Member (2) when the current terms end.

It should be noted that any Councillors who are existing DAP members and who are not returned to Council at the 2025 elections will cease to be a member as of 19 October 2025.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire to the Regional DAP.

Members	Alternate Members
Cr Balcombe	Cr Sorensen
Cr Johnson	Cr Stewart

Western Australian Local Government Association (WALGA) Avon-Midland Country Zone

The Western Australian Local Government Association (WALGA) lobbies and negotiates on behalf of Western Australia's 139 local governments. As the peak lobbying and advocacy organisation for local government, WALGA has a strong influence on how policy decisions are made that affect the sector.

There are 17 WALGA zones across the state, including the Avon-Midland Country Zone which covers the local governments of Chittering, Dalwallinu, Dandaragan, Gingin, Goomalling, Moora, Northam, Toodyay, Victoria Plains, Wongan-Ballidu and York.

Each Council in the Zone is required to appoint a delegate to attend Zone meetings, which normally occur on a bi-monthly basis, as well as a deputy delegate who will attend meetings if the delegate is unavailable. The Zone elects a Zone President, Zone Deputy President, Zone Representative to the WALGA State Council and Zone Deputy Representative to the WALGA State Council from amongst the delegates of the member local governments.

A copy of the WALGA Elected Member Prospectus which provides further information on becoming a Zone Delegate or State Councillor is attached as an **appendix**.

Previously Council has been prepared to consider a nomination by any interested Councillor for this representative position. However, given the strategic importance to Council of the Zone representative's role in terms of advocacy and building regional relationships, it is strongly recommended that Council give serious consideration to implementing a protocol of appointing the President as its Zone representative.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Stewart	Cr Sorensen

Wheatbelt North Regional Road Group (Moora Subgroup)

Regional Road Groups are a requirement of the State Road Funds to Local Government Agreement 2018/19 to 2022/23 and are administered by Main Roads Western Australia.

The Wheatbelt North Regional Road Group is divided into the Avon, North-East, Kellerberrin and Moora Subgroups, with the Moora Subgroup consisting of the Shires of Chittering, Dalwallinu, Dandaragan, Gingin, Moora, Victoria Plains and Wongan-Ballidu. Each member Shire is required to appoint a delegate and deputy delegate to their subgroup following each local government election.

A copy of the Wheatbelt North Regional Road Group Reference Information for Elected Members on a Regional Road Group produced by WALGA is attached as **an appendix**.

Prior to the October 2025 elections, the following Councillors were appointed as representative/s of the Shire:

Representative	Deputy Representative
Cr Kestel	Cr Vis

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Policy 1.29 Councillors' Entitlements

BUDGET IMPLICATIONS

Under *Local Government Act 1995* s.5.98(2) and Council Policy 1.29 Councillors' Entitlements cl. 2.1, Councillors are entitled to be reimbursed by the Shire for motor vehicle travel expenses, parking expenses and childcare expenses incurred when attending (amongst other things)... *Any meeting of a body to which the Councillor has been appointed by Council, unless the Councillor is eligible to claim reimbursement of travel costs direct from that body.*

An allocation is included in Council's adopted annual budget for reimbursement of expenses of this nature.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable and principled environment

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Woods SECONDED: Councillor Hyne

That Council make the following appointments to external bodies for a term of 2 years ending at the 2025 local government elections:

1. **Gingin Community Resource Centre Management Committee**

   Member: Cr Balcombe
   Deputy Member: Cr Woods

2. **Gingin District High School Board**

   Member: Cr Woods
   Deputy Member: Cr Kestel

3. **Gingin Brook Catchment Group**

   Member: Cr Stewart
   Deputy Member: Cr Wilkie

4. **Lancelin Community Resource Centre Management Committee**

   Member: Cr Weeks
   Deputy Member: Cr Peczka

5. **Regional Development Assessment Panel**

   Members: a. Cr Balcombe
   b. Cr Kestel

   Alternate Member/s: a. Cr Wilkie
   b. Cr Hyne

6. WALGA Avon Midland Country Zone

Member: Cr Stewart
Deputy Member: Cr Balcombe

7. Wheatbelt North Regional Road Group Moora Sub Group

Member: Cr Stewart
Deputy Member: Cr Vis

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

GINGIN DISTRICT HIGH SCHOOL BOARD
TERMS OF REFERENCE

1 Name

The name of the Board is:

Gingin District High School Board.

The Board is established under the School Education Act 1999 (Sections 125 to 128) (**SEA**) and School Education Act Regulations (**SER**).

2 Purpose of Board

2.1

The Board is formed with the fundamental purpose of enabling parents and members of the community to engage in activities that are in the best interests of students and will enhance the education provided by the school.

3 Functions of the Board

3.1

The Board has the following functions:
To take part in:

a) establishing and reviewing from time to time, the school's objectives, priorities and general policy directions;
b) the planning of financial arrangements necessary to fund those objectives, priorities and directions;
c) evaluating the school's performance in achieving them; and
d) formulating codes of conduct for students at the school.

3.2

With the approval of the Director General to:

a) take part in the selection of, but not the appointment of, the school principal or any other member of the teaching staff.

3.3

To approve:

a) of a charge or contribution determined by the principal for the provision of certain materials, services and facilities;
b) of the costs determined by the principal to be paid for participation in an extra cost optional component of the school's educational program;
c) of the items determined by the principal to be supplied by a student for the student's personal use in the school's educational program; and
d) of an agreement or arrangement for advertising or sponsorship in relation to a government school.

3.4

To determine in consultation with students, their parents and staff a dress code for students when they are attending or representing the school.

3.5
To provide advice to the principal of the school on:
a) a general policy concerning the use in school activities of prayers, songs and material based on religious, spiritual or moral values being used in a school activity as part of religious education; and
b) allowing time for the special religious education of students in the school, but the total number of hours so allowed in a school year is not to exceed 40.

3.6
To promote the school in the community.

4 Limits of Functions

4.1
The Board cannot:
a) intervene in the control or management of the school;
b) intervene in the educational instruction of students;
c) exercise authority over teaching staff or other persons employed at the school; or
d) intervene in the management or operation of a school fund.

4.2
The Board is not permitted to borrow money, or obtain funds for the school.

4.3
The Director General may give directions in writing to a Board with respect to the performance of its functions, either generally or in relation to a particular matter, and the Board is to give effect to any such direction.

5 Qualifications for membership of the Board

5.1
Membership of the Board will be drawn from the following categories:
a) parents of students at the school;
b) members of the general community;
c) staff of the school;
d) the Principal is automatically a member of the Board; and
e) students of the school where there is a perceived benefit for including.

5.2
Staff who are also parents or community members will only serve on the Board in their capacity as a Department of Education employee. Such a person will only be on the Board in the category of staff membership.

5.3
The number of members of the Board will be **8 members.**

5.4
The composition of the Board will be:
i. **The school Principal;**
ii. **Three members of the general community;**

iii. **Two staff of the school in addition to the Principal;**
iv. **Two parents.**

5.5

The Board may co-opt members of the local community to be members of the Board for such period, or in relation to such matters, as determined by the Board where that person's experience, skills or qualifications would enable him or her to make a contribution to the Board's functions.

5.5.1 The tenure for the co-opted member will be established by the Board at the time of the appointment.

5.6

The Board may co-opt a **student** as a member of the Board where there is a perceived benefit to the Board to do so. The student will be selected by the Board and will serve for the duration of time specified by the Board, not exceeding the time to the end of the school year.

6 Roles of Office Bearers

6.1

Chairperson

The role of the Chairperson is to:

a) chair and convene Board meetings;
b) provide leadership to the Board;
c) manage the business of the Board;
d) declare the result of decisions and motions;
e) uphold Board decisions;
f) work in partnership with the Principal;
g) ensure the Board stays focused on supporting the school to achieve the best outcomes for students;
h) prepare and present an annual report to members and the school community at annual public meetings;
i) comply with any directions of the Board in relation to the venue and time of meeting and giving notice of the meeting;
j) resolve disputes as required;
k) facilitate mediation meetings as required and
l) represent the school in the community and formal functions.

6.2

A member may at any reasonable time inspect the books, documents, records and securities of the Board. Members may make a copy of or take an extract, but have no right to remove the books, documents, records or registers of the Board.

7 Elections and appointment of members

7.1

Parent and Staff members of the Board are appointed for a term of three years. The appointment shall be from the commencement of the school year following the selection. Community members shall be appointed for a term specified by the Board.

7.2

Members may be reappointed for a further term once or more than once.

7.3
A casual vacancy means a vacancy that arises when a member resigns within the duration of their tenure.

7.4
Any member appointed or elected to a casual vacancy on the Board will hold office for the residual period of the predecessor's term of office.

7.5
The chairperson is elected by and from its membership annually at the first formal meeting of the year.

7.6
Where a vacancy arises, either through expiry of membership or retirement, the Principal of the school will invite nominations from all persons in each category to fill vacancies in the Board membership.

7.7
If there are more nominees than places available on the Board:
a) the Principal will conduct an election to appoint parents and staff; and
b) in the category 'community members' the choice of nominee will be decided by the Board rather than by election.

7.8
Only those people eligible for a position are eligible to vote for representatives for that position.

7.9
Parent members are to be elected from and by parents. Parents eligible to vote are:
a) each parent whose name and address has been provided to the school on the enrolment register as a parent of a student; or
b) if neither parent's name and address has been so provided in relation to a particular student, each person who is responsible for the student.

7.10
Staff members are to be elected from and by the staff of the school. Staff members who are eligible to vote are each person who is employed at the school under **SEA s.235(1)**, and whose usual place of work is at the school.

7.11
There will not be an election to appoint community members. The Board may appoint suitably qualified persons from the list of nominees by vote in a meeting, for a term specified by the Board, but not exceeding three years.

7.12
There will not be an election to appoint co-opted members. The Board will appoint persons of the local community having such skills, experience, or qualifications as would enable the person to make a contribution to the Board's functions for a specified time period, not exceeding three years.

7.13
A person will not vote in respect of more than one category of membership of the Board.

7.14

Voting in Board elections will be conducted in written form (as opposed to a show of hands).

7.15
The school Principal is responsible for the proper conduct of all elections.

7.16
A person who wishes to nominate to serve on the Board will notify the school Principal in writing by the due date in order to be considered. The Principal will keep a record of nominations received.

7.17
Where no nominations for a particular category of membership are received by the closing date, the Board is able to appoint a suitable person from the people eligible under that category of membership.

7.18
Where a member is going to be unavoidably absent for up to three meetings, they may provide the Board in writing with a nomination for a proxy member for the term of their leave signed by the member and the proxy member. A proxy member cannot be a current member of the Board.

7.19
A proxy member must be endorsed by the Board, but after endorsement will have the same rights as the normal member for the duration of the proxy membership.

8 Board meetings and proceedings

8.1
The Board must meet together to undertake Board functions for not less than *5* ordinary meetings in each year.

8.2
The Chairperson will give to the school community not less than *14* days formal notice of an ordinary meeting.

8.3
The Board will determine that medium for formal notice as the school newsletter, and/or the school website, and/or another appropriate form of notice.

8.4
Annual public meeting

a) "Annual public meeting" is the meeting held once in every calendar year that is open to the public.
b) An annual report will be presented at the meeting to advise the school community of the performance of the Board in relation to its functions since the previous annual public meeting.

8.5
The chairperson will give to all members and parents not less than 14 days formal notice of an annual public meeting.

8.6
A special meeting:

a) Is a meeting called for by families of students at the school for a particular purpose.
b) will be held by determination of the Board; or
c) will be called for by:
   i. at least 20 families of students at the school; and
   ii. a formal notice to the chairperson, which will state the purpose for which the special meeting concerned is required; and be signed by the families who called for the special meeting.

8.7
The Chairperson is not to convene a special meeting if the purposes of the proposed meeting is not relevant to the Board's functions.

8.8
A special meeting is to deal only with matters relevant to the purposes set out in the notice received by the Chairperson.

8.9
The Chairperson will give to all members and the school community not less than **14 days formal notice of a special meeting**.

8.10
The Chairperson will convene the special meeting within 30 days of receiving the request in writing.

8.11
The Chairperson may, with the consent of a meeting at which a quorum is present, and must, if so directed by such a meeting, adjourn that meeting from time to time and from place to place.

8.12
No business will be transacted at an adjourned meeting other than business left unfinished or on the agenda at the time when the meeting was adjourned.

8.13
When a meeting is adjourned for a period of 30 days or more, the Chairperson will give formal notice of the adjourned meeting as if that meeting were a fresh meeting.

8.14
The Board will agree on the manner that the Secretary will communicate notice of ordinary, special and annual public meetings to members and the school community.

8.15
Meetings for the Board and the Parents and Citizens' Association are to be held separately.

8.16
Subject to this Terms of Reference, the Board will determine its own procedures.

8.17
The Board may establish sub-committees for any purpose relating to the Board's functions. These committees will be responsible to, and report back to the Board at regular intervals or until the sub-committee is dissolved.

9 Quorum at Board meetings

9.1
At a meeting ***five*** members present in person or by a conference call at a Board meeting constitute a quorum, provided the majority are Parent and Community members of the Board.

9.2
If within 30 minutes after the time specified for the holding of a meeting of which formal notice has been given a quorum is not present, the meeting lapses and will be rescheduled;

9.3
If within 30 minutes of the time for the resumption of adjourned meeting a quorum is not present, the members who are present in person may nevertheless proceed with the business of the meeting as if a quorum were present.

10 Motions at Board meetings

10.1
A motion may be moved by a member with full voting rights and voted on by a member with full voting rights at an ordinary meeting, special meeting, or annual public meeting.

10.2
The Board will agree on the manner that the School will communicate notice of motions to members and the school community.

11 Resolutions at Board meetings

11.1
Each Board member is entitled to one vote only.

11.2
Procedures for counting of votes will be by a show of hands.

11.3
Voting on issues will be recorded in the minutes.

11.4
A decision of the Board will not take effect unless it has been made by an absolute majority, that is, **five votes**, regardless of the number of members present.

11.5
A motion put to the vote:

a) may be moved and voted on at an ordinary, special or annual public meeting; and
b) will be decided by an absolute majority of votes.

11.6
A motion which is passed will be declared by the Chairperson as a resolution. A declaration by the Chairperson is evidence of the fact.

12 Closing an ordinary Board meeting to the public

12.1
Meetings of the Board are generally to be open to the public.

12.2
The Board will not close to members of the public an annual public meeting or special meeting.

12.3
The Board may decide to close an ordinary meeting or part of an ordinary meeting if it deals with any of the following:

a) a matter affecting a person who is employed at the school;
b) the personal affairs of any person;
c) a contract entered into, or which may be entered into, by the Board and which relates to a matter to be discussed at the meeting;
d) legal advice obtained, or which may be obtained, by the Board and which relates to a matter to be discussed at the meeting;
e) a matter that if disclosed, would reveal:
   i. information that has a commercial value to a person and that is held by, or is about, a person other than the Board; or
   ii. information about the business, professional, commercial or financial affairs of a person and that is held by, or is about, a person other than the Board; and
f) information which is the subject of a direction given under **PCA s.23(1)(a).**

12.4
A decision to close an ordinary meeting or part of an ordinary meeting and the reason for the decision are to be recorded in the minutes of the meeting.

12.5
A student member of the Board, where selected, may be excluded by the Board at the discretion of the Board.

13 Disputes and Mediation

13.1
The grievance procedure set out in this rule applies to disputes under these rules between:

a) a Board member and another member;
b) a Board member and the Principal of the school;
c) a Board member and the Chairperson; or
d) a Board member and co-opted members.

13.2
The parties to the dispute should meet and discuss the matter in dispute, and, if possible, resolve the dispute within 14 days after the dispute comes to the attention of all parties.

13.3

If the parties are unable to resolve the dispute at the meeting, a meeting may be held in the presence of a mediator.

13.4
The mediator will be-

a) a person chosen by agreement between the parties; or
b) in the absence of agreement:
   i. in the case of a dispute between a member and another member, a person appointed by the Chairperson of the Board;
   ii. in the case of a dispute between a member or relevant non-member and the Board, a person who is a mediator appointed to, or employed with, a not for profit organisation.

13.5
A member of the Board can be a mediator.

13.6
The mediator cannot be a member who is a party to the dispute.

13.7
The mediator, in conducting the mediation, will-

a) give the parties to the mediation process every opportunity to be heard;
b) allow due consideration by all parties of any written statement submitted by any party; and
c) ensure that natural justice is accorded to the parties to the dispute throughout the mediation process.

13.8
The mediator will not determine the dispute.

13.9
The mediation will be confidential and without prejudice.

13.10
If the mediation process does not result in the dispute being resolved, the parties may seek advice from the Regional Director of Schools.

14 Cessation or termination of membership of the Board

14.1
The office of a member of the Board becomes a casual vacancy if the member:

a) becomes ineligible to hold office as a member as a result of no longer being a member of the category for which they are a representative;
b) resigns by written notice delivered to the Board; or
c) is removed from office by the Director General.

14.2
The Board may remove a person as a member of the Board on the grounds that the person:

a) has neglected his or her duty as a member;
b) has misbehaved or is incompetent;
c) is suffering from mental or physical incapacity, other than temporary illness, impairing the performance of his or her function as a member; or

d) has been absent, without leave or reasonable excuse, from three consecutive meetings of which the member has had notice.

14.3

The Board will not remove a person as a member unless the person has been given a reasonable opportunity to show that he or she should not be removed from office.

14.4

A decision of the Board to remove a person from office is to be made by resolution of a majority comprising enough of the members for their number to be at least two thirds of the number of offices, whether vacant or not, of members of the Board.

ADDENDUM

In these rules, unless the contrary intention appears:

- "*Board*" means the Council of an Independent Public School. "Council" means the Council referred to in rule 1, established in ***SEA s.125***.
- "*Director General*" means the chief executive officer of the Department of Education as defined in ***SEA s.229***.
- "*Parent*" in relation to a child, means a person who at law has responsibility –
  - For the long term care, welfare and development of the child; or
  - For the day to day care, welfare and development of the child (***SEA s.4***).
- "*Student*" means a person who is enrolled at the school (***SEA s.4***).
- "*PCA*" means ***Parliamentary Commissioner Act 1971***.
- "*Minister*" means a body corporate with the name "Minister for Education" (***SEA s.214(1)***).
- "*SEA*" means ***School Education Act 1999***.
- "*SER*" means ***School Education Regulations 2000***.
- "*Ordinary meeting*" means a meeting held by determination of the Board (***SER r.115(1))***.
- "*Annual public meeting*" is the annual meeting in which the Board presents to the school community an annual report based on the Board's functions (***SER r.117***).
- "*Special meeting*" means a meeting of the Board called for by written notice to the chairperson by parents of students at the school for a specific purpose (***SER r.118***).
- "*Terms of Reference*" means these rules that will apply to the Board and members.

The following links provide access to legislation and other documents relevant to school governance.

*School Education Act 1999 (**SEA**)*
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_878_homepage.html

*School Education Regulations 2000 (**SER**)*
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_2033_homepage.html

School Curriculum And Standards Act 1997
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_233_homepage.html

Public Sector Management Act 1994
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_233_homepage.html

Financial Management Act 2006
https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_233_homepage.html

Department of Education Policies Website
http://det.wa.edu.au/policies/detcms/portal/

ELECTED MEMBER PROSPECTUS

WALGA

Guide to becoming a Zone Delegate or WALGA State Councillor – 2025

THE VOICE OF WA LOCAL GOVERNMENT

The Western Australian Local Government Association (WALGA) is an independent, member-based, not-for-profit organisation representing and supporting the WA Local Government sector. Our membership includes all 139 Local Governments in the State.

Consider nominating for a position on the Zone or State Council and play a role in shaping policy and advocacy on behalf of Local Government in Western Australia.

OUR FOCUS AREAS

- **Climate resilience**
- **Disaster readiness**
- **Low carbon**
- **High quality Infrastructure**
- **Diversity, equity and inclusion**
- **Appropriately resourced and flexible Local Government**

WHAT DOES WALGA DO?

Influence

- **Advocacy:** Lead advocacy and engagement on issues important to Local Government.
- WALGA acts as a single point of contact for the Local Government sector.
- WALGA facilitates connections with Local Government leaders and stakeholders from all regions across WA.
- WALGA represents every Local Government across WA to ensure local communities are heard and considered in policy-making processes.
- **Events:** WALGA events provide a platform to engage with Local Government representatives, industry stakeholders, and experts to discuss key issues, share knowledge, and foster collaboration.

Support

- **Specialist Support Services:** Providing vital support to Local Government in areas such as governance, employee relations and procurement.
- **Training:** WALGA is a Registered Training Organisation (RTO) offering a range of professional development courses that provide the essential knowledge and skills the Local Government sector requires.
- **Collaboration:** Facilitating partnerships and knowledge-sharing among Local Governments to promote best practice and innovative solutions.
- **Preferred Supplier Program:** Offering access to prequalified suppliers, simplifying procurement for Local Government.

Expertise

- **Policy development:** WALGA has one of the largest policy teams outside of Government, with expertise across planning, environment and waste, economics, community and social policy, emergency management, and governance.
- Our collaborative, evidence-based policy positions aim to deliver positive outcomes that meet community needs.
- **Data and insights:** WALGA collects data covering various aspects of Local Government operations, which can provide valuable insights and analysis to inform policy development and program planning.
- **Program support:** WALGA has a long history in the delivery and administration of grant programs on behalf of Government to ensure the smooth delivery of priority programs and initiatives at a community level.

HOW IS WALGA FUNDED?

A number of components contribute to the WALGA operational budget.

As with most member-based organisations, WALGA has an annual membership fee paid by all Member Local Governments.

WALGA secures additional funding through charges to State and Federal departments and agencies for the administration of grants, fee-for-services selected for use by Members, and returns from supplier contracts as part of group buying arrangement that guarantees lowest market rates for Members.

ZONES

The relationship between State Council and Zones is critical as it underpins WALGA's advocacy on behalf of Local Government at the State and Federal Government levels. Zones have an integral role in shaping the political and strategic direction of WALGA.

Not only are Zones responsible for bringing relevant local and regional issues to the State Council table, but they are also a key player in developing policy and legislative initiatives for Local Government in WA.

ROLE OF ZONES

The key functions of Zones are to:

- elect one or more State Councillor;
- consider the State Council Agenda; and
- provide direction and feedback to their State Councillor.

Additional activities undertaken by Zones may include:

- developing and advocating positions on regional issues affecting Local Government;
- progressing regional Local Government initiatives;
- initiating regional projects relating to the Zone;
- identifying relevant issues for action by WALGA;
- networking and information sharing; and
- contributing to policy development through policy forums and other channels.

Zones provide input into State Council's policy and advocacy efforts in two critical ways:

1. passing resolutions on items contained in the State Council Agenda; and
2. passing resolutions requesting that WALGA act on a particular state-wide issue.

ROLE OF A ZONE DELEGATE

Zone Delegates are appointed to represent their Local Government on the Zone and make decisions at the regional level. Each Zone is an autonomous body with the functions set out in WALGA's Constitution. Zones are responsible for deciding how many Delegates will represent each member Local Government, and for electing a Zone Chair and Deputy Chair.

As their Local Government's representative, a Zone Delegate should give regard to their Council's positions on policy issues. There is also an expectation that Zone Delegates will report decisions made by the Zone back to their Local Government.

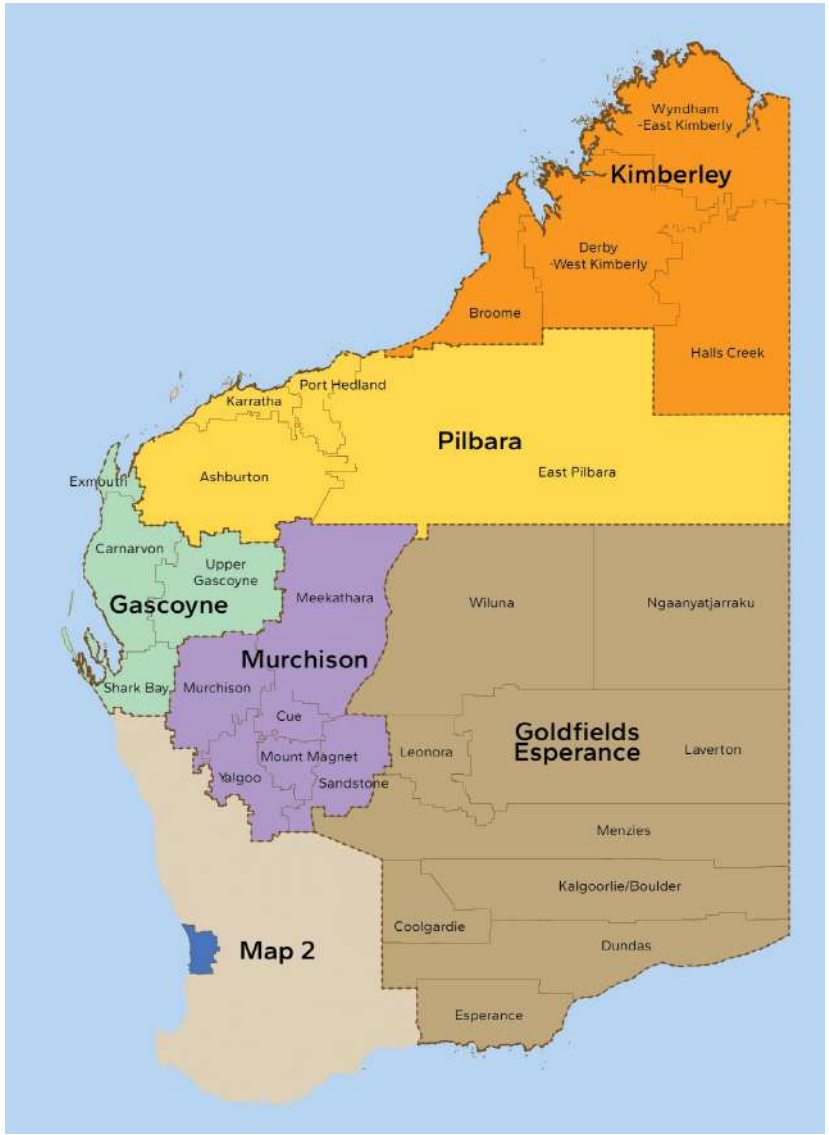
Zones generally meet five times per year in February, April, June, August and November. The day and time of meetings are determined by the Zone. The length of meetings differs between Zones but generally take two to four hours.

Approximate time commitment per year (excluding travel time):

MEETINGS	10 - 20 hours
PREPARATION	Five hours

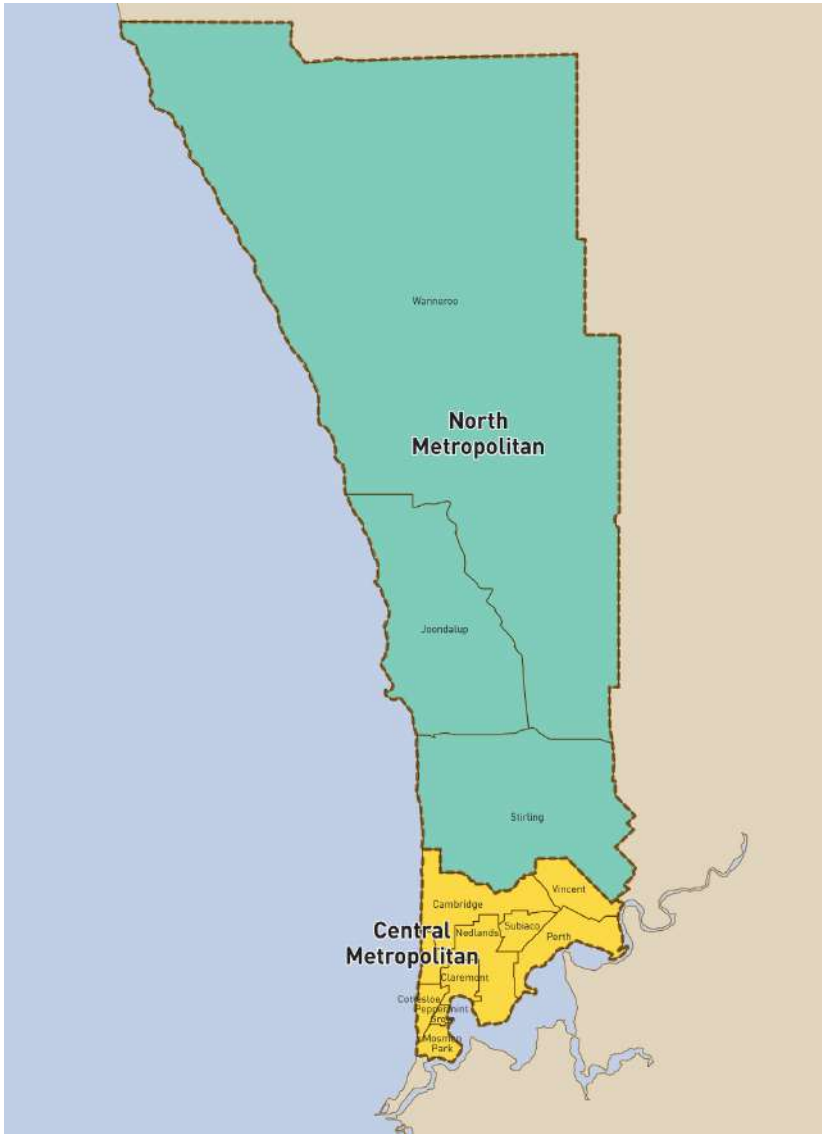
ZONE MAP 1

Zone maps are available on
walga.asn.au/who-we-are/corporate-governance/zones



ZONE MAP 2

ZONE MAP 3



ZONE MAP 4

STATE COUNCIL

WALGA's State Council is the decision-making representative body of all 139 Member Local Governments and is responsible for sector-wide policy making and strategic planning.

WALGA is governed by a President and State Council, consisting of 24 State Councillors – 12 from Country constituencies and 12 from Metropolitan constituencies.

Each State Councillor is elected by and from a Zone.

ROLE OF STATE COUNCIL

State Council's primary role is to govern the successful operation of WALGA and broadly includes:

- strategy formulation and policy-making;
- development, evaluation and succession of the CEO;
- monitoring financial management and performance, including the annual budget;
- monitoring and controlling compliance and organisational performance;
- ensuring effective identification, assessment and management of risk;
- promoting ethical and responsible decision-making;
- ensuring effective communication and liaison with Members and stakeholders; and
- ensuring an effective governance framework.

ROLE OF A STATE COUNCILLOR

State Councillors have ultimate responsibility for the overall successful operations of WALGA.

The principal roles of State Councillors relate to:

- policy positions and issues;
- the strategic direction of WALGA; and
- financial operations and solvency.

State Councillors, as Directors of a Board, are required to act consistently in the best interests of the organisation as a whole.

State Councillors are expected to be champions for WALGA and for the Local Government sector.

There are five ordinary meetings of State Council per year, generally held in March, May, July, September and December.

State Councillors are required to serve on a Policy Team or Committee which meets every one or two months, and are encouraged to attend WALGA events and functions, to play an active and engaging role in representing WALGA and the Local Government sector.

As State Councillors are elected by their Zone, they are also expected to attend and play a prominent role in Zone meetings, including reporting back to Zone Delegates about State Council decisions and WALGA's recent activities, events and advocacy efforts.

State Councillors are paid an annual sitting fee and all expenses incurred to attend State Council meetings are reimbursable.

Approximate time commitment per year (excluding optional events and travel time):

MEETINGS	30 - 40 hours plus one full day and one overnight regional visit
PREPARATION	15 hours

GET INVOLVED

Involvement with WALGA through representing your Local Government on the Zone or representing your Zone on State Council is an enriching and rewarding experience.

To learn more about nominating for a position on the Zone or State Council and play a role in shaping policy and advocacy on behalf of Local Government in WA, visit the WALGA website.

Contacts

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Tony Brown, Executive Director Member Services
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RESOURCES

The Western Australian Local Government Directory 2025

Each year, WALGA produces a directory containing contact information and statistics on every WA Local Government. This is a useful resource for our Members, fostering collaboration and efficiency across the sector.

WALGA Annual Report 2023-24

For more details on how WALGA uses its influence, support and expertise to deliver better outcomes for WA Local Governments and their communities, read our 2023-24 Annual Report.

WALGA's 2025 State Election Priorities

This resource showcases initiatives and solutions WALGA presented to the incoming State Government, and continues to advocate for, to keep the state running at its best.

WALGA
Influence. Support. Expertise.

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walga.asn.au

Wheatbelt North Regional Road Group

Reference information for Elected Members on a Regional Road Group

WALGA
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This reference information aims to inform Elected Members of a Regional Road Group of matters pertinent to the business of that Group.

Specifically, the contents will inform Elected Members of:

- State Road Funds to Local Government Agreement
- Role of the State Road Funds to Local Government Advisory Committee
- Terms of Reference for a Regional Road Group
- Regional Strategies for Significant Local Government roads
- Restricted Access Vehicle (RAV) network
- Accredited Mass Management Scheme (AMMS)
- Funding sources for road projects
- Key Performance Indicators for a Regional Road Group
- WALGA RoadWise

Contact:

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1.0 Governing Documentation

The various documents that govern the existence and processes of Regional Road Groups are listed below for easy reference.

- **State Road Funds to Local Government Agreement** - state-road-funds-to-local-government-agreement-2023-24-to-2027-28.pdf (mainroads.wa.gov.au)
- **State Road Funds to Local Government Agreement Procedures** - Microsoft Word - SRFLGA Procedures - State Road Funds to Local Government Agreement (D23#763850) (mainroads.wa.gov.au)
- **Regional Road Group Procedures and Practices** – available on request from the Main Roads secretariat (contact details under 14.0)
- **Roads 2040** - https://walga.asn.au/policy-and-advocacy/our-policy-areas/infrastructure/resources/roads-2040-regional-development-strategies

2.0 Regional Road Groups

The State Road Funds to Local Government Agreement mandates the existence and operation of Regional Road Groups, which the State Road Funds to Local Government Advisory Committee oversees.

The State Roads to Local Government management structure identified the following Regional Road Groups:

- Gascoyne
- Goldfields-Esperance
- Great Southern
- Kimberley
- Metropolitan
- Mid-West
- Pilbara
- South West
- Wheatbelt North
- Wheatbelt South

The Chairperson of a Regional Road Group shall be an Elected Member. Each Local Government shall be represented on the RRG by an Elected Member.

A Regional Road Group is responsible for

- Convening at least two meetings per year.
- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Establish and maintain project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate grant acquittal in accordance with the annual budget.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under or over expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.

- Monitoring and responding to the delivery of the Agreement commitments.

Main Roads Western Australia provides technical and administrative support to Regional Road Groups.

See Annexure 1 for the Terms of Reference for a Regional Road Group and Annexure 5 for the profile of the Wheatbelt North Regional Road Group. The Main Roads secretariat maintains the Regional Road Group procedures and practices document, which outlines the terms of reference, operation of the group, and details of the Multi-Criteria Assessment model used to prioritise Road Project Grant funding submissions. This document is available from the secretariat upon request.

3.0 Regional Road Sub-Groups or Technical Groups

Regional Road Sub Group

A Regional Road Group may establish a Regional Road Sub Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the Regional Road Group.
- Provide advice to the Regional Road Group.

A Regional Road Group will determine and approve the Terms of Reference for a Regional Road Sub Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub Group(s).
- Process to elect the Chairperson.
- Membership of the Sub Group(s).
- Voting rights within the Sub Group(s).
- Voting rights of the Sub Group(s) at the Regional Road Group.

A Local Government may apply to the Regional Road Group to transfer from one Sub Group to another.

Regional Road Technical Group

A Regional Road Group may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the Regional Road Group.
- Provide technical advice to the Regional Road Group.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.
- Membership of the Technical Group(s).

The Technical Group(s) is an advisory group with no voting rights at the Regional Road Group.

Elected Members can be members of a Technical Group(s); however, ordinarily, Local Government technical staff comprise a Regional Road Technical Group.

A Local Government may apply to the Regional Road Group to transfer from one Technical Group to another.

4.0 State Road Funds to Local Government Agreement

The State Road Funds to Local Government Agreement (the Agreement) is a formal agreement between State and Local Government in Western Australia.

The Agreement seeks to ensure that funds *are allocated across Western Australia, focusing on areas of strategic importance and areas that will provide maximum benefit to communities. The needs of all road users and the Western Australian community will be considered during the allocation process.* (State Road Funds to Local Government Agreement, Guiding Principles, page 5)

The current Agreement expires in 2027/2028 and states, "On an annual basis, the share of State road funds to be allocated on Local Government roads will be equivalent to 20% of the State Budget estimated motor vehicle licence fees for that year." (State Road Funds to Local Government Agreement, Funding sources, page 8)

The Agreement recognises and determines the membership of:

- State Road Funds to Local Government Advisory Committee
- Regional Road Groups
- Regional Road Sub Groups (if considered necessary)
- Regional Road Technical Advisory Groups (if considered necessary)

Under the Agreement the available funding is split into two categories:

1. Local Government Managed Programs (Category 1)
2. Main Roads Western Australia Managed Programs (Category 2)

The Agreement (page 3) is projected to produce annual allocations from State road funds to Local Government roads for the years 2023/24 to 2027/28 as per the following schedule:

2023/24	2024/25	2025/26	2026/27	2027/28
$253 million	$264 million	$275 million	$288 million	$300 million

The revenue is to be distributed to Local Government roads on the basis of[1]:

Local Government Managed Programs

(Category 1): 67%

Strategic and Technical Support
Direct Grants
Road Project Grants
State Black Spot
Remote Aboriginal Access Roads

[1] See Annexure 2: Road Funding Sources, and Annexure 3: Indicative timetable for Funding Submissions.

Main Roads Western Australian Managed Programs

(Category 2): 33%

Traffic Management, Signs and Pavement Markings
Bridgeworks and Inspections
State Initiatives on Local Roads
Regional Road Group Support

The allocation to the categories and sub categories will move in line with the total Agreement pool or as otherwise approved by the State Road Funds to Local Government Advisory Committee. (State Road Funds to Local Government Agreement, page 9)

5.0 State Road Funds to Local Government Advisory Committee

The Agreement stipulates the State Road Funds to Local Government Advisory Committee (SAC) will oversee, monitor and endorse to the Honourable Minister for Transport, via the Managing Director Main Roads, the allocation of State funds under this Agreement.

The SAC will set in place and be responsible for the overarching policy and procedures covering the administration and functioning of the Agreement.

Membership

The SAC consists of:

- Managing Director of Main Roads Western Australia as Chairperson.
- Chief Executive Officer of the Western Australian Local Government Association (or their nominee).
- Four representatives as nominated by the Western Australian Local Government Association.
- Four Main Roads Western Australia officers as nominated by Main Roads.

Responsibilities

The responsibilities of SAC include:

- Endorsing the Annual Local Roads Program to the Managing Director, Main Roads WA.
- Monitoring the delivery and acquittal of funded programs/projects.
- Redistributing funds between projects, programs and Regional Road Groups if required to suit delivery progress/schedules.
- Reviewing individual Regional Road Group procedures.
- Set and be responsible for these procedures covering the administration and functioning of the Agreement.
- Responding with appropriate strategies when funding changes are made under the Agreement.
- Deciding and approving changes to relevant policies and processes affecting the Agreement.
- Responding to transport issues received from Regional Road Groups, Local Government and MRWA.

The SAC will meet a minimum of three times each year. Meeting agendas/minutes will be available on the WALGA website at: http://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Funding.aspx

6.0 Wheatbelt North Regional Road Group Policy and Procedure Manual

The Wheatbelt North Regional Road Group has a document titled "Wheatbelt North Regional Road Group Policy and Procedure Manual". The manual provides information on:

- Representation and Election of Office Bearers
- Local Road Project Funding
- Roads of Regional Significance
- Revisions

The Main Roads WA Wheatbelt Regional Office can provide a copy of the manual.

7.0 Regional Strategies for Significant Local Government Roads

Each Regional Road Group has a document known as *Regional Strategies for Significant Local Government Roads*. The document provides a strategic view of regionally significant Local Government roads and the development strategies for those roads. The current version of the document is *Roads 2040*.

A Memorandum of Understanding between the State Government and WALGA requires that Regional Road Groups review their road development strategies at five yearly intervals to assess the effects of changing circumstances and demand on the local road network.

Local Governments (via Regional Road Groups) work collaboratively to review their local road network to produce an agreed strategic approach to allocate limited funding across the extensive local road network in WA.

It is important to note that only projects on local roads included in the current version of *Regional Strategies for Significant Local Government Roads* are eligible for Road Project Grant funding under the current State Roads Funds to Local Government Agreement.

See Annexure 2 for a breakdown of State Government and Federal Government funding sources for Local Government roads.

The SAC must endorse any amendment to a Regional Road Group's *Regional Strategies for Significant Local Government Roads* document. If a Regional Road Group seeks an amendment for a road crossing into an adjoining region, SAC requires evidence of agreement with the adjoining Regional Road Group.

Access the current version of *Regional Strategies for Significant Local Government Roads* for each Regional Road Group: https://walga.asn.au/policy-advocacy/our-policy-areas/infrastructure/roads/roads-2040-regional-road-development-strategies.

8.0 Level One Bridge Inspections

Local Governments are responsible for bridges on local roads and must perform annual level-one inspections of bridges under their responsibility. Local Governments submit inspection reports to Main Roads WA. Demonstration of such inspections is critical for a Local Government to be eligible for funding from the Agreement to maintain or replace a bridge.

Main Roads WA performs other detailed technical inspections of bridges, known as level-two and level-three inspections, on behalf of and/or in consultation with Local Governments.

Main Roads WA will provide a list each year to every Regional Road Group to monitor annual level-one bridge inspections by member Local Governments. A Regional Road Group may discuss outstanding inspections and, if necessary, consult with Main Roads WA or WALGA to provide support.

To guide Local Governments in their responsibilities, a *Level 1 Bridge Inspection Framework* is available on the WALGA website: https://walga.asn.au/awcontent/Web/Documents/Infrastructure/20220803_Level_1_Bridge_Inspection_Framework-(ID-694010).pdf

9.0 Key Performance Indicators for Regional Road Groups

Part 7 of the Agreement relates to Key Performance Indicators (KPIs) for Regional Road Groups. Part 7 states, *Key Performance Indicators will focus on Expenditure Performance, asset management and road safety. KPIs have been established for monitoring purposes and no financial incentives or penalties will apply on the basis of performance against KPIs. Main Roads Western Australia and WALGA will prepare an annual KPI report for SAC. The report will be provided to the Regional Road Groups.*

Expenditure performance

1.1 Percentage of Black Spot Programs funding expended. (Includes State Government and Australian Government Black Spot Programs). Target 100%.

1.2 Percentage of road project grants expended (includes commodity route supplementary funds projects). Target 100%.

Asset management

2.1 Percentage of sealed road length subject to a documented visual condition survey within the region in the previous 5 years. Target 75%.

Local road inventory data

3.1 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. Target 100%.

3.2 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. Target 100%.

Reporting on the KPIs commenced in 2012-2013. Annexure 4 is the KPI report for 2022/2023. The KPIs listed above reflect the KPIs in the 2023/2024 – 2027/2028 Agreement, while Annexure 4 retains KPIs pertinent to the 2018/2019 – 2022/2023 Agreement.

10.0 Restricted Access Vehicle (RAV) Network

A Restricted Access Vehicle (RAV) is a vehicle that exceeds a statutory mass or dimension limit as prescribed in the Road Traffic (Vehicles) Regulations 2014. RAVs can only operate on roads approved by Main Roads, under either an Order (Notice) or a permit. A Notice is an instrument of approval that is published in the Government Gazette

and grants access for certain types of RAVs on defined networks of roads. All RAVs require a permit unless they are authorised under a Notice.

There are three types of restricted networks; the Standard RAV Network, Concessional Loading RAV Network and the Tri – drive Restricted Access Vehicle Network.

Operators may apply to add or amend a RAV route. It is Main Roads WA policy to consult with Local Governments before adding or amending a RAV route. Local Governments may request that Main Roads WA consider certain conditions for the RAV route. Once a Local Government has provided their conditional approval for a RAV route, Main Roads WA conducts a route assessment and prepares a summary report. The Main Roads Heavy Vehicle Services (HVS) considers the application before the RAV Network is updated.

The Restricted Access Vehicle (RAV) Network consists of ten levels of road network (i.e. RAV Network 1 to RAV Network 10) on which an approved category of restricted access (heavy) vehicle can be driven (i.e. category 1 restricted access vehicle to category 10 restricted access vehicle). Main Roads WA maintains an electronic list of all roads in the RAV Network.

A restricted access vehicle cannot travel on any road not listed in the RAV network - to do so is contrary to the law.

A higher category restricted access vehicle (e.g. a RAV 10) cannot be driven on a lower RAV rated road (e.g. a RAV 5 road); however, a lower category restricted access vehicle (e.g. a RAV 4) can be driven on a higher RAV rated road (e.g. a RAV 7 road).

Restricted Access Vehicles can only operate on a road (RAV route) approved by Main Roads WA. Vehicle operators may apply to Main Roads WA to add or amend a RAV route and it is the policy of Main Roads WA to refer applications to Local Governments for preliminary assessment.

To provide guidance to a Local Government when assessing an application to add or amend a road on the RAV network, WALGA developed a model policy known as "Policy for Assessing Applications to Operate Restricted Access Vehicles on Local Government Roads". Download the model policy from the WALGA website (here).

Main Roads WA maintains the following guidance documents for the RAV network:

1. Guidelines for Approving RAV Access

   https://www.mainroads.wa.gov.au/globalassets/heavy-vehicles/rav-access/access-guideline-approving-rav-access.pdf

2. Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines

   https://www.mainroads.wa.gov.au/globalassets/heavy-vehicles/rav-access/access-guide-standard-restricted-access-vehicle-rav-route-assessment-guidelines

As of right vehicles

An *as of right vehicle* is any vehicle not a restricted access vehicle, for example, rigid trucks and semi-trailers. These vehicles may operate state-wide provided they are:

- Not a road train or b-double;
- Within regulation axle mass limits;
- Less that nineteen (19) metres in combination length or less than 12.5 metres in length for rigid vehicles;

- Less than 42.5 tonnes in total combination mass;
- Less than 2.5 metres wide (excluding mirrors and lights); and
- Less than 4.3 metres high.

11.0 Accredited Mass Management Scheme (AMMS)

The Accredited Mass Management Scheme (AMMS) is a scheme allowing heavy vehicles to carry additional payload on an identified and limited part of the road network assessed as suitable by Main Roads WA.

AMMS allows for three concessional mass levels and allows for any product and use of any proven loading control method. Only vehicles accredited under the AMMS can carry additional mass.

A transport operator applies to have local roads assessed for inclusion in the AMMS network. Main Roads WA seek the support of Local Government before assessing the suitability of a local road for inclusion in the AMMS network. At that time, Local Governments can seek to have relevant conditions applied to the use of a particular local road.

Once a road is approved for access, it is included on the AMMS network list of roads published on the AMMS page of the Main Roads WA website.

Similar to the RAV network, transport operators must comply with the particular conditions of the AMMS network on which they are operating.

Information about the AMMS is available on the Main Roads WA website: https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/accredited-mass-management-scheme-amms/.

12.0 Informing Own Councils

Each Regional Road Group approves and recommends to the SAC a substantial amount of road funding on behalf of member Local Governments. It is useful that delegates to each Regional Road Group keep their own Councils informed of the business and decisions made by the Regional Road Group of which they are a member.

The Procedures state that the "Local Governments RRG representative ensure that the RRG minutes are communicated to each of the LGs other Elected Members."

13.0 WALGA RoadWise

WALGA's RoadWise, through the RoadWise Councils initiative, aims to proactively engage, motivate and support Local Governments in adopting and applying policies and practices that make an effective and sustainable contribution to the achievement of the objectives and targets of the WA road safety strategy.

Local Governments as road managers, planning authorities, community leaders, fleet managers and employers will be supported by WALGA's road safety staff to embed the systems thinking to road safety action.

A team of regional and metropolitan based Road Safety Advisors support RoadWise Councils to achieve this by:

- providing direct assistance and support (services and products),
- applying the safe systems approach within the Local Government context,
- building capacity and capability,

- recognising and showcasing road safety achievements, and
- facilitating opportunities for leadership in local road safety.

Local Governments that are not currently registered as a RoadWise Council will have access to WALGA's road safety information and resources through the RoadWise website and general WALGA communications. WALGA will also provide road safety representation, policy and advocacy on behalf of the Local Government sector.

Visit the RoadWise website; www.roadwise.asn.au or email roadwise@walga.asn.au for further information.

The contact details for the WALGA RoadWise Road Safety Advisor for the Wheatbelt North Region are:

Tracy Peacock
Email: tpeacock@walga.asn.au

14.0 Main Roads WA Contact

Contact details for Main Roads WA Wheatbelt Region are:

Narrogin office:	Northam office:
Mokine Road, Narrogin WA 6312 PO Box 194, Narrogin WA 6312 Telephone 9881 0566	Peel Terrace, Northam WA 6401 PO Box 333, Northam WA 6401 Telephone 9622 4777

15.0 WALGA Contacts

For further information, please contact the people listed below.

Ian Duncan, Executive Manager, Infrastructure
Telephone: 9213 2031
Email: iduncan@walga.asn.au

Mark Bondietti, Manager, Transport and Roads
Telephone: 9213 2040
Email: mbondietti@walga.asn.au

Max Bushell, Senior Policy Advisor, Road Safety and Infrastructure
Telephone: 9213 2086
Email: mbushell@walga.asn.au

WALGA

ANNEXURE 1 - Terms of Reference for Regional Road Groups

Excerpt from *State Road Funds to Local Government Procedures*
(Part 8 – September 2023 – document number D23#763850, Main Roads WA)

Terms of Reference for Regional Road Groups

Each Local Government shall be a member of a RRG. RRGs operate under the delegated authority of SAC.

These Terms of Reference shall apply to the role and responsibilities of the RRG.

Management and Administration

Region

Each Local Government in Western Australia shall be included in an appropriate RRG as defined by SAC. As a principle, the regional boundaries be as similar as possible to those used by MRWA.

Where there are exceptional circumstances, a Local Government may apply to SAC to transfer from one RRG to another. Supporting documentation shall accompany an application to justify the reasons for a change.

Where SAC approves a Local Government to transfer to another RRG, it will amend funding allocations to reflect the change.

Chairperson

An Elected Member shall be the Chairperson of each RRG. A RRG shall elect a Chairperson at least every second year at its first meeting following Local Government elections.

Membership

Each Local Government shall be represented on the RRG by an Elected Member.

Voting and Decision Making

As far as practicable, decisions should be by consensus. Where voting is necessary, only Local Government Elected Members will be voting representatives on the following basis:

- One vote for each Local Government represented at RRG meetings where no Sub-Group(s) exist; or
- One vote for each Sub-Group represented at RRG meeting where Sub-Group(s) exist.

Unresolved issues shall be brought to the attention of SAC by the RRG Chair.

Meetings

The Chairperson of a RRG, assisted by the Secretariat, will develop an annual meeting timetable relating to the timetable of SAC.

The schedule of RRG meetings can be found on the WALGA website.

Delegated Representatives

A member of a RRG may delegate authority, including voting rights, to another Elected Member from the same Local Government to attend and represent them at a meeting.

Quorum

Whilst it is expected that each member will either attend each meeting or arrange for a delegated representative, a quorum of 50% plus one is required to conduct a meeting.

Reporting Structure

The Local Government's RRG representative (being an Elected Member under 8.1.3) ensure that the RRG minutes are communicated to each of that LG's other Elected Members.

RRGs will make recommendations to SAC in relation to the annual Local Roads Program and other issues as they pertain to the Local Road Network.

Observers

A RRG Chair and/ or Secretariat may invite to a meeting any person with appropriate experience or expertise to assist in any matter.

Secretariat

MRWA shall provide technical and administrative support to the RRG. Regional Directors will provide the secretariat contact for each RRG (refer to attachment 5 for a Guide).

Regional Road Sub-Group

A RRG may establish a Regional Road Sub-Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the RRG.
- Provide advice to the RRG.

A RRG will determine and approve the Terms of Reference for a Regional Road Sub-Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub-Group(s).
- Process to elect the Chairperson.
- Membership of the Sub-Group(s)
- Voting rights within the Sub-Group(s)
- Voting rights of the Sub-Group(s) at the RRG.

A Local Government may apply to the RRG to transfer from one Sub-Group to another.

Regional Road Technical Group

A RRG may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.

- Membership of the Technical Group(s).

Note: the Technical Group(s) is an advisory group with no voting rights at the RRG.

Correspondence

Address all correspondence:

Chairperson
RRG
C/- Regional Director
Main Roads WA (See Attachment 2 for Regional addresses)

Regional Road Group Responsibilities

Within policies and guidelines established by SAC, the RRG shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, monitoring and reporting on the financial/delivery outcomes of the application of the funds to Local Government roads in its region.

A RRG shall ensure that funds made available by the State are applied to the Local Government road network to:

- Deliver benefits to the community.
- Preserve, improve, and extend the road system; and
- Comply with the obligations of the Managing Director of MRWA under legislation.

A RRG is responsible for:

- Convening at least two meetings per year.
- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Establish and maintain project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate grant acquittal in accordance with the annual budget.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under or over expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.
- Monitoring and responding to the delivery of the Agreement commitments.

Key Performance Indicators

- Percentage of Blackspot Programs funding expended. (Target 100%)
- Percentage of Road Project Grants expended. (Target 100%)
- Percentage of sealed road length within the region subject to documented visual condition survey in the previous five years. (Target 75%)

- Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years. (Target 100%)
- Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. (Target 100%)

State Road Funds to Local Government Administrative Procedures

(To be used as a guide)

Executive Support

MRWA's Regional Office will provide the executive support and all other administrative, technical support to the RRG. (Where there are Sub Groups or Technical Groups to the RRG, support is to be provided by Local Government.) The following is an outline of the support to be provided:

- Provide information to Regional Road Groups and Local Governments on annual and programs of works, indicative funding and other financial matters.
- Provide the necessary support to assist Local Governments in programming and prioritising projects.
- Provide minute takers for meetings, distribute the minutes to the Regional Road Group members and State Funds to Local Government Advisory Committee.
- Provide the necessary administrative duties involved in the follow up of meeting action.

Records

The following will be maintained by MRWA to support RRG:

- Correspondence File (which provides background information required to support action of the Regional Road Group).
- Meeting and Agenda files (to ensure that ready access is available and records of Minutes maintained).
- Annual and Three-Year Program of Works including amendments.
- Summary of Payments of Local Road Funds to Local Governments.
- Certificates of Completion for Local Roads Projects and Direct Grants.
- An up-to-date Procedures and Road Projects Evaluation Guidelines Manual.
- An up-to-date list of RRG and Sub Group or Technical Group membership.

Meetings

Timing and Venue

An annual timetable will be established and meetings should be conducted on a regular basis. The date and venue of meetings to be determined by the RRG. Consider holding meetings at locations equitable for all participants.

Meeting Agenda

MRWA staff to prepare the Agenda in consultation with Chairperson of the RRG.

Meeting Format

- Chairperson to open meeting, welcome members and observers and call for apologies.
- Confirmation of Minutes of previous meeting.

- Business arising from previous minutes.
- Presentation of Advisory Committee Minutes since last RRG meeting.
- Inwards and Outwards Correspondence
- Reports:
    - Chairperson
    - WALGA Representative Submissions from Local Governments
    - Recommendations to State Road Funds to Local Government Advisory Committee
    - Summary of payments made to Local Governments (recoups, audit forms).
    - Amendments to Program of Works.
    - Black Spot and Road Safety Progress Report
- General Business.
- Future meeting dates.
- Meeting close.

The Agenda provided to each RRG member is to include the following:

- Minutes of the previous meeting.
- Summary of financial status and completion of projects.
- Copies of inward and outward correspondence.
- Any other relevant papers, maps etc. to assist the Group.

Correspondence

In general, correspondence is to be dealt with in the following manner:

- RRG correspondence is addressed to the Chairperson or the Regional Manager.
- All correspondence dealing with Local Roads Funding and RRG involvement is treated as inwards correspondence at the RRG meetings.
- Urgent matters are referred by email/facsimile direct to the Chairperson, or otherwise presented at the RRG meeting.

ANNEXURE 2 - Road Funding Sources

The following funding sources are available to Local Governments for roads.

Direct Grants (State Road Funds to Local Government Agreement)

Provided annually for routine maintenance of Local Government roads. The grants are allocated directly to a Local Government using the Asset Preservation Model formula provided by the Western Australia Local Government Grants Commission.

Road Project Grants (State Road Funds to Local Government Agreement)

Provided annually and used for specific projects assessed and prioritised by a Regional Road Group. Funding may only be used on roads of regional significance for specific road improvements and major preservation works such as resealing to maintain the road asset.

Commodity Routes (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) for routes where there is a significant high priority transport task associated with the transport of a commodity such as grain, timber, agricultural lime, iron ore, etc. The funding is intended for roads requiring upgrade or maintenance to accommodate the commodity transport function.

Road and Bridge Condition Data Collection Fund (State Road Funds to Local Government Agreement)

Provided annually (from the Road Project Grant allocation) for assessing the condition of regionally significant Local Government bituminous sealed roads, as defined in each Regional Road Group's *Regional Strategies for Significant Local Government Roads*, and to assist Local Governments to perform Level 1 bridge inspections on local roads.

State Black Spot Program (State Government)

The Program targets improving the safety of roads with a proven crash history or high-risk location with the likelihood of crashes occurring identified by a road safety audit/inspection. Projects on local roads are funded by a joint contribution of two dollars from the State Government and a one-dollar contribution from the Local Government where the project is located.

State Initiatives on Local Roads (State Road Funds to Local Government Agreement)

Provided annually for works that are generally larger in nature and fall outside the criteria of other funding groups, however are still of strategic importance to the State.

Bridge Works/Bridge Inspections (State Road Funds to Local Government Agreement)

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local Government. Some of this funding is set aside for major maintenance and replacement of bridges on Local Government roads. The State provides a matching contribution of $1 for every $2 provided under this arrangement.

Remote Aboriginal Community Access Roads (State Road Funds to Local Government Agreement)

The Commonwealth provides Financial Assistance Grant funding to the Western Australian Local Government Grants Commission in the form of Untied Funds for Local

Government. Some of this funding is set aside for access roads serving Aboriginal Communities. The State provides a matching contribution of $1 for every $2 provided under this arrangement.

Australian Government Black Spot Program (Australian Government)

The Program aims to reduce the social and economic costs of road trauma by treating locations with a record of casualty crashes or with the likelihood of crashes occurring identified by a road safety audit/inspection. The Australian Government fully funds projects on local roads under this program.

Roads to Recovery (Australian Government)

Funded by the Australian Government, the Roads to Recovery Program commenced in 2001 to address the significant amount of Local Government road infrastructure reaching the end of its economic life. In many cases, replacing this infrastructure was beyond the capacity of Local Governments. Roads to Recovery funds are paid directly to Local Governments for priority road projects chosen by Local Governments.

Low Cost Urban Road Safety Program (WA State Government)

The goal of this program is to identify and prioritise areas within neighbourhoods that have a higher-than-average casualty crash rate. Once identified, funding is available to Local Governments via reimbursement to construct various area-wide or whole-of-street road treatments with the intent of reducing serious injuries and fatalities. Local Governments are responsible for conducting consultation, maintenance, and evaluation under this program.

Disaster Recovery Funding Arrangements Western Australia (WA State Government)

Revised in 2018, the Disaster Recovery Funding Arrangement outlines the necessary details and context for applying for funding for disaster relief and recovery efforts. The funding is divided into four different types with Local Governments most likely to apply for and receive funding under Category B, emergency assistance for the repair of essential public assets, and Category C, a community recovery package supporting holistic recovery.

WA Bicycle Network Grants Program (WA State Government)

Administered through the WA Department of Transport, the WA Bicycle Network Grants Program provides funding to Local Governments for various initiatives intended to encourage people of all ages and abilities to ride bicycles. There are currently two streams of funding, the Perth Bicycle Network and Regional Bicycle Network grants, which supports the development of bicycle plans and infrastructure, and the Active Travel Officer grants, intended to provide financial support to Local Governments in employing Active Travel Officers.

Financial Assistance Grants (Australian Government)

These grants are provided directly to Local Governments from the Australian Government. The funding is provided via two separate streams, a general purpose element allocated based on population and an element specifically for Local Government roads distributed by historical shares. Funding from this source is provided quarterly, is untied, and can be spent in accordance with identified local priorities.

See Annexure 3 – Indicative timetable for funding submissions

ANNEXURE 3 – Indicative timetable for funding submissions

Indicative timetable for funding applications and proposed meetings of the Wheatbelt North Regional Road Group.

AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Submissions close	July
Proposed Wheatbelt North RRG meeting	July
Submissions assessed	September/October
Prepare recommended program	October/November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Proposed Wheatbelt North RRG meeting	February
Approved program announced	May

STATE GOVERNMENT BLACK SPOT PROGRAM

Process step	Month
Call for submissions	April
Submissions close	July/August
Proposed Wheatbelt North RRG meeting	July
Submissions assessed	September/October
Prepare recommended program	November
State Panel meets and assesses recommended program	December
Submit recommended program to State Government for approval	December
Proposed Wheatbelt North RRG meeting	February
Approved program announced	May

ROAD PROJECT GRANTS

Process step	Month
Proposed Wheatbelt North RRG meeting	July
Local Governments apply to the RRG for project funds with supporting justification	September (for next financial year)
RRG's provide project recommendations to SAC	November (for next financial year)
SAC makes project recommendations to the Managing Director, Main Roads WA	December (for next financial year)
Proposed Wheatbelt North RRG meeting	February
Local Governments advised of approved projects	June (for next financial year)
RRG to advise SAC of likely under expenditure of allocated funds (if applicable)	Before end of June (for current financial year)

COMMODITY ROUTE SUPPLEMENTARY FUNDING

Process step	Month
Call for submissions	June
Proposed Wheatbelt North RRG meeting	July
Submissions close	September
RRG assesses projects and makes recommendations to Technical Review Group (consists of representatives from WALGA and Main Roads WA, Perth)	September/October
Technical Review Group assesses projects and makes recommendations to SAC	October/November
SAC approval	December
To State Government for approval	January
Approved program announced	January

ANNEXURE 4 - Key Performance Indicators

Regional Road Group
Key Performance Indicators Annual Report 2022/2023

1.1 Number of Regional Road Group meetings held. (Minimum 2 meetings per year)

Region	2018-2019	2019-2020	2020-2021	2021-2022	**2022-2023**
Great Southern	2	1	2	2	**2**
South West	4	3	3	3	**3**
Gascoyne	3	3	3	2	**3**
Mid-West	2	2	2	2	**2**
Goldfields-Esperance	2	2	2	2	**2**
Kimberley	2	2	2	2	**2**
Wheatbelt South	2	3	2	2	**2**
Wheatbelt North	2	3	2	2	**2**
Pilbara	1	2	2	2	**2**
Metropolitan	2	2	4	2	**2**

All Regional Road Groups met at least twice during the reporting year.

1.2 Percentage of Black Spot Programs funding expended. (Target 100%)

(Includes State Government and Australian Government Black Spot Programs)

Region	2018-2019	2019-2020	2020-2021	2021-2022	**2022-2023**
	%	%	%	%	**%**
Great Southern	61	58	59	99	**41**
South West	91	85	63	64	**58**
Gascoyne	96	100	100	100	**88**
Mid-West	4*	47	66	67	**54**
Goldfields-Esperance	66	100	31	46	**17**
Kimberley	85	58	98	97	**32**
Wheatbelt South	74	78	44	86	**56**
Wheatbelt North	83	90	51	53	**62**
Pilbara	0**	80	22	65	**45**
Metropolitan	66	61	56	53	**43**
Total	**62**	**76**	**54**	**73**	**49**

With the exception of the Wheatbelt North, annual percentage of funds expended declined in every region. Project delivery performance outside the Metropolitan region can vary significantly from year to year due to the relatively small number of projects in the program.

1.3 Percentage of road project grants expended. (Target 100%)

(Includes Commodity Route Supplementary Fund projects)

Region	2018-2019	2019-2020	2020-2021	2021-2022	**2022-2023**
	%	%	%	%	**%**
Great Southern	69	86	96	84	**91**
South West	83	84	90	90	**83**
Gascoyne	98	93	100	84	**100**
Mid-West	100	95	100	100	**100**
Goldfields-Esperance	96	86	94	78	**99**
Kimberley	84	48	100	78	**84**
Wheatbelt South	94	89	97	90	**89**
Wheatbelt North	85	90	90	85	**81**
Pilbara	55	89	68	75	**72**
Metropolitan	78	78	87	78	**70**
Total	**84**	**84**	**92**	**84**	**87**

The average annual percentage of road project grant funds expended increased from 84% to 87% Both the Mid-West and Gascoyne regions expended 100% of the funds, whilst the Goldfields-Esperance region acquitted 99% of their project funding. The remaining regions maintained a project acquittal and delivery percentage broadly in keeping with their records over the past five-year period. Percentage expenditure in the Metropolitan Region declined significantly from 78% to 70%.

Metropolitan Region by Sub Group

Sub Group	2018-2019	2019-2020	2020-2021	2021-2022	**2022-2023**
	%	%	%	%	**%**
North West	61	94	93	79	**64**
West	78	53	43	79	**73**
Central	93	79	80	100	**85**
East	91	98	98	96	**84**
South East	79	91	79	71	**57**
South West	95	65	95	92	**92**
Total	79	84	87	86	**70**

The South West Sub Group acquitted the highest percentage of funding at 92%, while the South East Sub Group acquitted the lowest at 57%. Across every sub group, the percentage of acquitted funding either decreased or remained the same from 2021-22 to 2022-23.

Member Local Governments of Metropolitan Subgroups

North West	Joondalup, Stirling & Wanneroo
West	Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands & Peppermint Grove
Central	Perth, Subiaco & Vincent
East	Bassendean, Bayswater, Kalamunda, Mundaring & Swan
South East	Armadale, Belmont, Canning, Gosnells, Serpentine-Jarrahdale, South Perth & Victoria Park
South West	Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

2.1 Percentage of sealed road length subject to a documented visual condition survey within the region in the previous 5 years. (Target 75%)

Region	**% of sealed road length surveyed in the past 5 years**				
	2018-2019	2019-2020	2020-2021	2021-2022	**2022-2023**
Great Southern	54	44	44	81	**67**
South West	74	53	56	59	**45**
Gascoyne	89	86	86	56	**35**
Mid-West	68	49	79	39	**80**
Goldfields-Esperance	44	52	56	69	**71**
Kimberley	76	35	35	84	**39**
Wheatbelt South	90	90	75	100	**92**
Wheatbelt North	83	72	52	58	**83**
Pilbara	100	62	100	51	**100**
Metropolitan	74	70	73	76	**61**
Total for WA	77	65	64	65	**69**

The data excludes 21 Local Governments that do not use RAMM. Across WA, only four of ten regions achieved the 75% target with three regions achieving less than 50%.

2.2 Regional Road Groups (other than the Metropolitan RRG) submits a three year works projection for road project grants as part of their Annual Local Government Roads Program to the SAC secretariat for reporting to SAC. (Target 100%)

Region	**2021-2022**	**2022-2023**
Great Southern	Y	N
South West	Y	100%
Gascoyne	Y	100%
Mid-West	Y	100%
Goldfields-Esperance	Y	100%
*Kimberley	N	N
Wheatbelt South	N	78% (14/18)

Region	2021-2022	2022-2023
Wheatbelt North	N	83% (20/24)
Pilbara	N	100%

*The Kimberley Region does not have a three-year program as the majority of their RPG projects are standalone one year projects.

Compliance with this requirement has improved, with five Regional Road Groups submitting three-year works projections for road projects grants. Of the Regional Road Groups that complied with this requirement in 2021-22, only the Great Southern Regional Road Group is not in compliance in 2022-23.

2.3 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. (Target 100%)

Region	Number of Local Governments in RRG	2017-18, 2018-19 and 2019-20	2018-19, 2019-20 and 2020-21	2019-20, 2020-21 and 2021-22	2020-21, 2021-22, and 2022-23
Great Southern	12	10	8	6	4
South West	16	6	8	6	5
Gascoyne	4	1	2	3	4
Mid-West	16	6	4	5	5
Goldfields-Esperance	9	5	5	3	5
Kimberley	4	3	3	0	1
Wheatbelt South	18	7	10	9	7
Wheatbelt North	24	11	12	7	7
Pilbara	4	2	2	2	2
Metropolitan	30	11	19	19	21
Total	**137**	**62**	**73**	**60**	**61**

Less than half of Local Governments in WA have updated their road inventory and submitted this information to Main Roads WA for uploading into the IRIS database between 2020-21 and 2022-23. Compliance in regional areas remains well below 50%, with the exception of the Gascoyne Region. Compliance with this requirement in the Metropolitan Region has steadily increased.

2.4 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to Main Roads WA in the previous reporting cycle as per the WALGA/Main Roads WA framework. (Target 100%)

Region	2020-2021	2021-2022	2022-2023
Great Southern	25%	65%	**81%**
South West	96%	98%	**92%**
Gascoyne	80%	80%	**100%**

Region	2020-2021	2021-2022	2022-2023
Mid-West	36%	73%	**25%**
Goldfields-Esperance	0%	100%	**100%**
Kimberley	0%	0%	**85%**
Wheatbelt South	54%	89%	**31%**
Wheatbelt North	41%	89%	**72%**
Pilbara	93%	96%	**100%**
Metropolitan	90%	93%	**91%**

During 2022-23, Level 1 Inspections were completed and documented on more than 80% of the bridges in seven of the ten Regional Road Group regions. The Gascoyne, Goldfields- Esperance and Pilbara regions inspected all of their bridges.

3.0 Regional Road Groups (other than the Metropolitan RRG) – percentage of Road Project Grant funded projects that include Safe System improvement treatments to roads and roadsides. (Target 100%) (Note: Prior to 2020/2021, the target was 50%)

Region	2018-2019	2019/2020	2020/2021	2021/2022	**2022/2023**
	%	%	%	%	%
Great Southern	56	51	54	79	76
South West	58	67	100	100	100
Gascoyne	100	100	100	100	100
Mid-West	100	100	100	100	100
Goldfields-Esperance	50	97	100	57	79
Kimberley	84	71	63	66	22
Wheatbelt South	66	68	100	95	100
Wheatbelt North	63	65	100	78	100
Pilbara	80	50	100	100	100

With the advent of the road safety category in the Multi-Criteria Assessment model and the increased communication and clarification that Safe System treatments can be applied to preservation projects, the percentages by Regional Road Group in this category are expected to increase.

These KPIs pertain to the State Road Funds to Local Government Agreement 2018/2019 to 2022/2023. The new State Road Funds to Local Government Agreement 2023/2024 to 2027/2028 includes a modified set of KPIs:

- Percentage of Blackspot Programs funding expended. (Target 100%)
- Percentage of Road Project Grants expended. (Target 100%)
- Percentage of sealed road length within the region subject to documented visual condition survey in the previous five years. (Target 75%)
- Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years. (Target 100%)

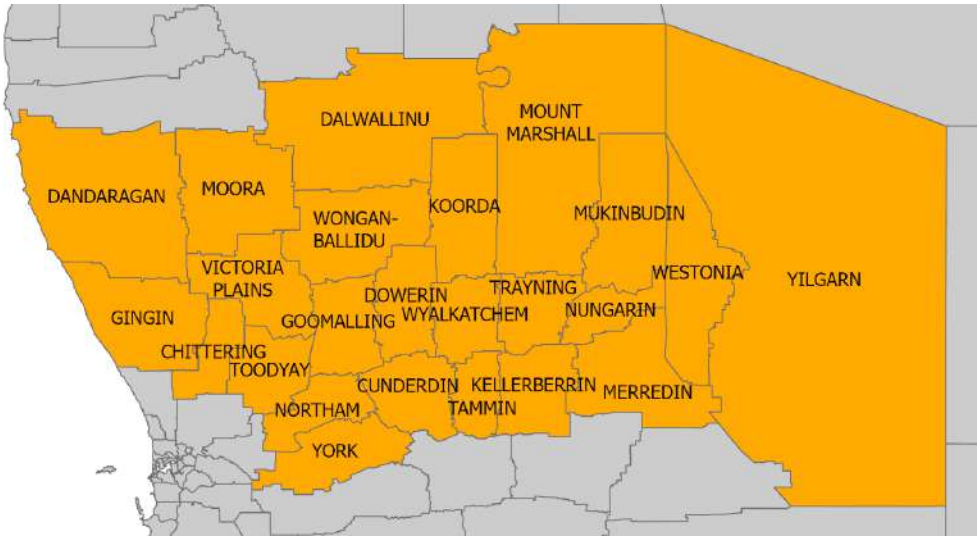
- Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. (Target 100%)

WALGA

ANNEXURE 5 – Profile of Wheatbelt North Regional Road Group

(Source: Report on Local Government Road Assets & Expenditure 2021/22, Appendix 13, page 132)

Local Governments (23)	Chittering, Cunderdin, Dalwallinu, Dandaragan, Dowerin, Gingin, Goomalling, Kellerberrin, Koorda, Merredin, Moora, Mount Marshall, Mukinbudin, Northam, Nungarin, Tammin, Toodyay, Trayning, Victoria Plains, Westonia, Wongan-Ballidu, Wyalkatchem, Yilgarn, and York	
Length of roads in Region (km)	Sealed:	6,708
	Gravel:	12,858
	Formed:	3,709
	Unformed:	644
	Total:	**23,918**
Avon Sub-Group	Shire of Goomalling, Shire of Northam, Shire of Toodyay and Shire of York	
Kellerberrin Sub-Group	Shire of Cunderdin, Shire of Dowerin, Shire of Kellerberrin, Shire of Merredin and Shire of Tammin	
Moora Sub-Group	Shire of Chittering, Shire of Dandaragan, Shire of Dalwallinu, Shire of Gingin, Shire of Moora, Shire of Victoria Plains and Shire of Wongan-Ballidu	
North East Sub-Group	Shire of Koorda, Shire of Mount Marshall, Shire of Mukinbudin, Shire of Nungarin, Shire of Trayning, Shire of Westonia, Shire of Wyalkatchem and Shire of Yilgarn	



15.4 SHIRE OF GINGIN PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW (NO. 2) 2025

File	LAW/1
Author	Lee-Anne Burt - Coordinator Governance
Reporting Officer	Rachael Wright - Executive Manager Corporate Services
Refer	15 July 2025 - Item 13.3
Appendices	1. Parking and Parking Facilities Amendment Local Law (No. 2) 2025 [**15.4.1** - 2 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To commence the statutory process for making a local law (Shire of Gingin Parking and Parking Facilities Amendment Local Law (No. 2) 2025) in accordance with the *Local Government Act 1995* (the Act) s.3.12.

BACKGROUND

At the Ordinary Council Meeting on 15 July 2025, Council considered a determination made by the Joint Standing Committee on Delegated Legislation (JSCDL) in relation to amendments to the Parking and Parking Facilities Local Law 2004 introduced by the Parking and Parking Facilities Amendment Local Law 2025, and resolved to make an undertaking to the JSCDL to:

1. Within six months, amend the Shire of Gingin Parking and Parking Facilities Local Law 2004 as follows:

    a. in the clause 1.3 definition of 'permissive parking', replace the second occurrence of 'parking' with 'parking area';

    b. amend clause 3.4 to:

        i. provide reasonable, defined time limits for which the parking facilities, thoroughfares and public places may be set aside for events; and

        ii. require the giving of sufficient public notice of the areas that will be subject to event parking; and

    c. make all consequential amendments arising from the above amendments.

2. Not enforce the local law to the contrary before it is amended in accordance with Undertaking 1.

3. Ensure that a copy of these undertakings accompanies the local law wherever it is made publicly available by the Shire, whether in hard copy or electronic form.

In accordance with this undertaking, a draft Parking and Parking Facilities Amendment Local Law has been prepared for Council's consideration **(see appendices)**.

COMMENT

Cl. 3.4 Event Parking was introduced to provide the Shire with a formalised power to close all or part of a parking facility, thoroughfare or public place for the purpose of providing parking for those attending a particular event. It is the view of the JSCDL that the clause, in its current form, does not provide sufficient clarity with respect to the areas that may be closed for the purpose of providing event parking or what will constitute "sufficient public notice" with respect to such closures.

In reviewing this matter, it has become apparent that, in reality, cl. 3.4 only needs to address the closure of parking facilities. Local governments are already empowered under cl. 3.50 of the *Local Government Act 1995* to close (either wholly or partially) any thoroughfare that they manage for any purpose. If the closure is for less than 4 weeks then there is no need to provide any public notice. If closure is proposed for more than 4 weeks then local public notice must be given.

With respect to the closure of public places, cl. 6.1 of Council's current Local Government Property Local Law 2004 prohibits unauthorised entry to local government property on which a function is being conducted. The local law defines "function" as:

... an event or activity characterised by all or any of the following –

(a) formal organisation and preparation;

(b) its occurrence is generally advertised or notified in writing to particular persons;

(c) organisation by or on behalf of a club;

(d) payment of a fee to attend it; and

(e) systematic recurrence in relation to the day, time and place;

In view of the above, the amendment local law proposes that cl. 3.4 be deleted and replaced with a new clause which deals solely with the closure of parking facilities for the purpose of providing event parking.

The same statutory process applies to the making of new, amendment and repeal local laws, and is as follows:

- Council must resolve to commence the process of making the local law;
- Local public notice of the proposed local law must be given inviting public submissions. A submission period of at least 6 weeks must be allowed;
- During the public submission period the proposed local law must also be submitted to the Department of Local Government, Sport and Cultural Industries (DLGSC) and any other department responsible for administering the Act under which the local law is made for comment;
- At the conclusion of the public submission period, a summary of submissions received, and any changes recommended by the DLGSC or another department must be considered by Council. At this point Council may resolve to make the local law either as proposed, or in a form that is not significantly different from what was proposed. If, as a result of public submissions, Council wishes to make substantial changes to the proposed local law, then a further public submission period will be required;
- Once Council has resolved to make the local law, it must be published in the Government Gazette and a further copy provided to the DLGSC;
- Local public notice must be given of the adoption, gazettal and commencement date of the local law; and
- A copy of the local law, together with a copy of the required Explanatory Memorandum, must then be submitted to the Parliamentary JSCDL for review. The JSCDL will review the local law and its effects, and may recommend to Parliament that it be amended, or request that it be disallowed. If amendment is required, then the local government will be requested to provide an undertaking to progress the amendment within a specified time frame.

The *Local Government (Functions and General) Regulations 1996* requires that, in commencing the making of a local law, the person presiding at a Council meeting is to give notice of the purpose and effect of the local law by ensuring that the purpose and effect are included in the Agenda and Minutes for that meeting.

Accordingly, the purpose and effect for the Shire of Gingin Parking and Parking Facilities Amendment Local Law (No. 2) 2025 are:

Purpose: To amend the Shire of Gingin Parking and Parking Facilities Local Law 2004 in accordance with the undertaking given to the Joint Standing Committee on Delegated Legislation by Council at its Ordinary Council Meeting on 15 July 2025.

Effect: To amend the definition of 'permissive parking' in cl. 1.3, replace cl. 3.4 Event Parking and insert a new Item 2 into Schedule 2 Prescribed Offences.

RISK IMPLICATIONS

It is not considered that there is any risk associated with complying with the requirements of the JSCDL.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995
Part 3 – Functions of local governments
Division 2 – Legislative functions of local governments
Section 3.12 – Procedure for making local laws

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Any costs associated with the process of amending the Shire of Gingin Parking and Parking Facilities Amendment Local Law 2025 will be met from Council's 2025/26 budget.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable, and principled environment.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Peczka SECONDED: Councillor Kestel

That Council agree, in accordance with the *Local Government Act 1995* s. 3.12(2) and (3) and all other legislation enabling it, to give local public notice of its intention to make the Shire of Gingin Parking and Parking Facilities Amendment Local Law (No. 2) 2025 and, within that notice:

1. Invite public submissions in relation to the proposed amendment local law for a minimum period of six (6) weeks; and

2. Advise of the following Purpose and Effect:

   Purpose: To amend the Shire of Gingin Parking and Parking Facilities Local Law 2004 in accordance with the undertaking given to the Joint Standing Committee on Delegated Legislation by Council at its Ordinary Council Meeting on 15 July 2025.

   Effect: To amend the definition of 'permissive parking' in cl. 1.3, replace cl. 3.4 Event Parking and insert a new Item 2 into Schedule 2 Prescribed Offences.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

LOCAL GOVERNMENT ACT 1995

SHIRE OF GINGIN

PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW (No. 2) 2025

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the Council of the Shire of Gingin resolved on _____ to adopt the following local law.

1. Citation
This local law may be cited as the *Shire of Gingin Parking and Parking Facilities Amendment Local Law (No. 2) 2025.*

2. Commencement
This local law comes into operation 14 days after the date of its publication in the *Government Gazette*.

3. Principal local law
This local law amends the *Shire of Gingin Parking and Parking Facilities Local Law 2004* published in the *Government Gazette* on 13 September 2004 and amended in the *Government Gazette* on 10 October 2006, 11 December 2018 and 14 March 2025.

4. Clause 1.3 amended
In clause 1.5, in the definition of ***permissive parking***, replace the second occurrence of 'parking' with 'parking area'.

5. Clause 3.4 amended
Delete clause 3.4 and replace with –

3.4 Event parking

(1) For the purpose of this clause –
  (a) ***local public notice*** has the meaning given to it by s.1.7 of the *Local Government Act 1995*.
  (b) ***event*** means –
  Any single, one off event either indoor or outdoor, where people assemble for sporting, entertainment, concerts, fairs, festivals or other common purposes (excluding private functions) which warrants the setting aside of any parking facility or the establishment of additional parking facilities on a reserve or local government property; and
  (c) ***set aside or setting aside*** means to save or keep for a particular purpose.

(2) The local government may –
  (a) by giving local public notice and the use of any type of sign, temporary or otherwise, and for the period specified on the sign –
    (i) set aside all or part of a parking facility for a period not exceeding 4 weeks for the parking of vehicles by persons attending an event; or
    (ii) establish additional parking facilities on a reserve or local government property for a period not exceeding 4 weeks for the parking of vehicles by persons attending a public event.
  (b) by resolution of Council and by giving a minimum of 14 days local public notice and the use of a sign, temporary or otherwise, and for the period specified on the sign –
    (i) set aside parking facilities for a period exceeding 4 weeks for the parking of vehicles by those attending a public event; or
    (ii) establish additional parking facilities on a reserve or local government property for a period exceeding 4 weeks for the parking of vehicles by those attending a public event.

(3) A person must not park a vehicle in a parking facility set aside or established under subclause (2) during the period for which it is set aside or established unless –
  (a) authorisation is first gained from the local government; or

(b) the person complies with any alternate method of payment for parking authorised by the local government.

6. Schedule 2 amended

In Schedule 2, after Item 1 insert the following –

2	3.4(3)	Parking in a parking facility set aside for an event	150

_____

Dated _____

The Common Seal of the Shire of Gingin was affixed)
by authority of a resolution of the Council in the)
presence of:)

_____
COUNCILLOR .....
PRESIDENT

_____
SCOTT WILDGOOSE
CEO

15.5 LIST OF PAID ACCOUNTS SEPTEMBER 2025

File	FIN/25
Author	Emma Edwards – Accounts Payable Officer
Reporting Officer	Rachael Wright – Executive Manager Corporate Services
Refer	Nil
Appendices	1. Voucher List September 2025 [**15.5.1** - 6 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

For Council to note the payments made in September 2025.

BACKGROUND

Council has delegated authority to the Chief Executive Officer (CEO) to exercise the power to make payments from the Municipal Fund (Delegation 1.1.13 Payments from the Municipal or Trust Funds). The CEO is required to present a list to Council of those payments made since the last list was submitted.

COMMENT

Accounts totalling $1,927,490.84 were paid during the month of September 2025.

A payment schedule is included as **an appendix** to this report.

The schedule details:

• Municipal Fund electronic funds transfers (EFT)	$1,754,224.04
• Municipal Fund cheques	$0.00
• Municipal Fund direct debits	$173,266.80
TOTAL MUNICIPAL EXPENDITURE	**$1,927,490.84**
TOTAL EXPENDITURE	**$1,927,490.84**

All invoices have been verified, and all payments have been duly authorised in accordance with Council's procedures.

RISK IMPLICATIONS

Nil

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995
s.6.4 – Financial Report

Local Government (Financial Management) Regulations 1996
Reg. 13 – Payments from municipal fund or trust by CEO
Reg. 13A – Payments by employees via purchasing cards

Shire of Gingin Delegation Register – Delegation 1.1.13 Payments from the Municipal or Trust Funds

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocations.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.4 Strategic & Sustainable Financial Planning - Undertake long-term resource planning and allocation in accordance with the Integrated Planning and Reporting Framework

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis SECONDED: Councillor Woods

That Council note all payments made by the Chief Executive Officer under Delegation 1.1.13 for September 2025 totalling $1,927,490.84 as detailed in the appendices to this report, comprising:

• Municipal Fund electronic funds transfers (EFT)	$1,754,224.04
• Municipal Fund cheques	$0.00
• Municipal Fund direct debits	$173,266.80

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor

TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-45163	1/09/2025	Australian Taxation Office (PAYG)	Payroll deduction for PE: 28/08/2025	48158.00	
EFT-45164	1/09/2025	CFMEU	Payroll deduction for PE: 28/08/2025	60.00	
EFT-45165	1/09/2025	Child Support Agency	Payroll deduction for PE: 28/08/2025	19.89	
EFT-45166	1/09/2025	LGRCEU (WA Division)	Payroll deduction for PE: 28/08/2025	48.00	
EFT-45167	1/09/2025	Paywise	Payroll Salary Sacrifice Payment	1398.86	
EFT-45168	1/09/2025	Helen Sampson	Gingin Waste Facility Management	1806.75	L
EFT-45169	4/09/2025	ACS Swan Express Print	Printing: Rates Notices	2266.00	
EFT-45170	4/09/2025	Advance Office Solutions	Franking Machine: Quarterly rental	643.50	
EFT-45171	4/09/2025	Avantgarde Technologies	Shire Depot: Ethernet Switches	1304.90	
EFT-45172	4/09/2025	Avon Waste	Waste Recycling Calendar 2025/26	2546.50	
EFT-45173	4/09/2025	Brown Acres WA Pty Ltd t/as Brown Automotive	GG005: 60K Service	525.00	L
EFT-45174	4/09/2025	Bullsbrook Water Carriers	Lancelin sport: Supply potable water	1100.00	
EFT-45175	4/09/2025	Bullsbrook Windscreens and Window Tinting	GG020: Supply and fit new windscreen	795.00	
EFT-45176	4/09/2025	Caraban Limestone, Sand and Landscaping Supplies	Road Maintenance: Limestone Cartage	1986.27	L
EFT-45177	4/09/2025	Carringtons Traffic Services	Traffic Management for month of July	5944.23	
EFT-45178	4/09/2025	Cemeteries and Crematoria Association of WA (CCAWA)	Cemeteries and Crematoria Association - Ordinary Membership 2025/26	130.00	
EFT-45179	4/09/2025	Coastal Courier	Advertising: Event Flyer Palettes & Plates	40.00	L
EFT-45180	4/09/2025	Complete Office Supplies Pty Ltd	Lancelin Admin: Stationery Order	121.33	
EFT-45181	4/09/2025	Conplant Pty Ltd	Hire Smooth Drum Roller	2640.99	
EFT-45182	4/09/2025	Department of Planning, Lands & Heritage - DPLH	Development Assessment Planning Fee	6322.00	
EFT-45183	4/09/2025	Frontline Fire and Rescue Equipment	Gingin South Light Tanker-Repairs BFB PPE Order	3079.84	
EFT-45184	4/09/2025	Gingin District Community Resource Centre Inc (CRC)	25/26 Funding Assistance Scheme Grants - Gingin Visitors Centre	11000.00	G
EFT-45185	4/09/2025	Gingin Fuel and Tyres Pty Ltd	GG096: Battery GG098A Kanga: parts Gingin Depot: Bulk Diesel	30406.56	L
EFT-45186	4/09/2025	Jtagz Pty Ltd	2025: Cat & Dog Tags	418.28	
EFT-45187	4/09/2025	K B Riley & Sons Pty Ltd t/a Lancelin Sands	Road Maintenance Works: Gravel Cartage	50875.00	L
EFT-45188	4/09/2025	Lancelin Outdoors	Seabird Fire Shed: Replace roof skylight sheet	308.00	L
EFT-45189	4/09/2025	McLeods Lawyers Pty Ltd	Legal Advice: Compliance	513.92	
EFT-45190	4/09/2025	Moore Catchment Council	25/26 Community Grant: Guilderton Dunes restoration Funding Assistance Scheme 25/26: Environmental Services	5445.00	G
EFT-45191	4/09/2025	Moore River Electrical Services	Upper Coastal: Test/tag/smoke alarm test	4840.00	L
EFT-45192	4/09/2025	Moore River Tree Services	Three Bridges: Remove fallen trees Coolyena Rd: Remove fallen tree	2860.00	L
EFT-45193	4/09/2025	NAPA a division of GPC Asia Pacific Pty Ltd	GG061: UHF Mount GG061: Beacons/works lights	1520.63	
EFT-45194	4/09/2025	Rowe Group	Planning Services: Preparation of Local Planning Policy	1256.75	
EFT-45195	4/09/2025	Rural Infrastructure Services	Consultancy Services: Brookview Estate Stage 4	2277.00	L
EFT-45196	4/09/2025	Seabreeze Landscape Supplies	GOAS: Soil and mulch	2040.00	
EFT-45197	4/09/2025	Seek Limited	Employment Advertisement: Governance Support Officer	379.50	
EFT-45198	4/09/2025	Team Global Express Pty Ltd	Courier Charges	183.19	
EFT-45199	4/09/2025	Technology One Limited	AMS Program Intramaps/Geospatial Technical Support	26819.63	
EFT-45200	4/09/2025	The Australian Local Government Job Directory Pty Ltd	Employment Advertisements: Plant Operator, General Hand, Leasing and Grants Officer, Governance Support Officer	1155.00	
EFT-45201	4/09/2025	Tiffany's Catering	Catering: LEMC Meeting	146.00	L
EFT-45202	4/09/2025	Toolmart Australia Pty Ltd	GG060/GG048: Ratchet Straps Gingin depot: Workshop jumper lead pack	985.00	
EFT-45203	4/09/2025	Truck Centre WA Pty Ltd	2025 UD CG32 460 8 Wheeler truck with hardox end tipper, accessories and license fees	350317.55	
EFT-45204	4/09/2025	WA Mapping	Bootoo St Lancelin: Location of services	1650.00	
EFT-45205	4/09/2025	WANT Plumbing Services Pty Ltd	Grave Digging	1705.00	L
EFT-45206	4/09/2025	Wheatbelt Fabrication	GG21029: Towing	462.00	L
EFT-45207	4/09/2025	Helen Sampson	Gingin Waste Facility Management	1806.75	L
EFT-45208	4/09/2025	LJ Hughes	Reimbursement: Water Service Charges Lancelin Administration Office	207.75	R
EFT-45209	4/09/2025	Sharon Smith	Annual Mobile Phone Costs Aug 2025 - Aug 2026. Compliance Officer Reimbursement.	300.00	S
EFT-45210	4/09/2025	Thomas Kusters	Aged Unit Water leak repair	160.00	L
PAY-165	11/09/2025	Shire of Gingin	Net Pays PE 09/09/2025	162952.82	S
EFT-45211	11/09/2025	AFGRI Equipment Pty Ltd	GG012: Service Parts	756.14	
EFT-45212	11/09/2025	AMPAC Debt Recovery WA Pty Ltd	Rates Debt Recovery Costs, Commissions & Refunds	7308.40	
EFT-45213	11/09/2025	Avantgarde Technologies	Service Desk and System Administration Support	9862.20	

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor

TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-45214	11/09/2025	Avon Waste	Kerbside Collection Services (30/06/2025 - 22/08/2025)	93055.08	
EFT-45215	11/09/2025	Benara Nurseries	GOAS: Plants	930.60	
EFT-45216	11/09/2025	BOC Pty Ltd	Gas & Oxygen Supplies for the Workshop & Gingin Medical Centre	110.90	
EFT-45217	11/09/2025	Boya Equipment	GG019: Tractor Service	645.54	
EFT-45218	11/09/2025	Carringtons Traffic Services	Traffic Management for month of August	5448.67	
EFT-45219	11/09/2025	Central Regional Tafe	Central Regional Tafe: Ranger Course	263.00	
EFT-45220	11/09/2025	Commercial Locksmiths	Gingin Aquatic centre: Padlock replacement	185.93	
EFT-45221	11/09/2025	Complete Office Supplies Pty Ltd	Custom Stamp: DoT Licensing Stationery Re-Stock	233.47	
EFT-45222	11/09/2025	Construction Training Fund	Payments August 2025	4329.04	F
EFT-45223	11/09/2025	Curnow Group Hire Pty Ltd	Maintenance Works: Gravel Cartage	51150.00	
EFT-45224	11/09/2025	DB Auto Electrical & Mechanical	Fire Brigade Fleet: 8 x Annual Servicing	5439.92	L
EFT-45225	11/09/2025	Department of Local Government Industry Regulation and Safety - Bonds ADMIN	Payments August 2025	8515.99	F
EFT-45226	11/09/2025	Department of Transport	Release of Information fee for Parking Infringement Notices	25.50	
EFT-45227	11/09/2025	Dibbles Plumbing Service	Gingin Hardcourts: New hot water system Guilderton Foreshore: Service cisterns Woodridge Recreation Grounds: Burst water main	2295.70	L
EFT-45228	11/09/2025	Eagleye Technical Services	Granville Park: Replace damage light pole	1725.90	L
EFT-45229	11/09/2025	Frontline Fire and Rescue Equipment	BFB PPE Order	1265.66	
EFT-45230	11/09/2025	Gingin District Community Resource Centre Inc (CRC)	Advertisement: Event Flyer Palettes & Plates	110.00	L
EFT-45231	11/09/2025	Gingin Trading	Hardware Store Purchases	2154.50	L
EFT-45232	11/09/2025	Gull Gingin Pty Ltd	Operations Staff Catering: Monthly toolbox meeting	225.00	L
EFT-45233	11/09/2025	ID RENT PTY LTD	Skid Steer Drum Mulcher Hire	5687.88	
EFT-45234	11/09/2025	IGA Local Grocer Gingin	Supermarket Purchases Gingin	418.00	L
EFT-45235	11/09/2025	Iron Mountain Australia Group Services Pty Ltd	Storage Business Cartons	146.86	
EFT-45236	11/09/2025	IT Vision	Realign Rates Final Notices Templates	831.60	
EFT-45237	11/09/2025	J & K Hopkins Office Furniture	Office Furniture: Corporate Services	1548.00	
EFT-45238	11/09/2025	Kleen West Distributors	Toiletries Lower Coastal Ablutions	960.30	
EFT-45239	11/09/2025	Lancelin Gull Roadhouse	Fuel Purchases	1784.14	L
EFT-45240	11/09/2025	Lancelin Trade and Rural Supplies	Hardware Store Purchases	2366.10	L
EFT-45241	11/09/2025	Lancelin Tree Services	Horton Way Lancelin: Tree Removal Casserley Way: Tree removal	2310.00	L
EFT-45242	11/09/2025	LG Best Practices Pty Ltd	Rates Mentoring	220.00	
EFT-45243	11/09/2025	Moore River Roadhouse	Fuel Purchases August 2025	381.66	L
EFT-45244	11/09/2025	NAPA a division of GPC Asia Pacific Pty Ltd	5GG: Pollen filter	1111.39	
EFT-45245	11/09/2025	Ohura Consulting	Strategic Industrial Relations Advice: Industrial Agreements	2340.00	
EFT-45246	11/09/2025	On Track Meals Pty Ltd	Brigade volunteers: Shift packs for attending incidents	2751.94	
EFT-45247	11/09/2025	Shire of Gingin	Commissions August 2025	360.00	
EFT-45248	11/09/2025	State Library of WA	Better Beginnings Program - 2025/26	236.50	
EFT-45249	11/09/2025	Stewart & Heaton Clothing Co Pty Ltd	BFB/BRMO PPE Order	1051.81	
EFT-45250	11/09/2025	Team Global Express Pty Ltd	Courier Charges	103.38	
EFT-45251	11/09/2025	Truck Centre WA Pty Ltd	GG002:Service, Weather shields	2644.87	
EFT-45252	11/09/2025	Waterlogic Australia Pty Ltd	Rental Service of SD5 Cool & Cold Countertop and Clean Stream	173.97	
EFT-45253	11/09/2025	Bridget Baxter	Prize Money: Winner for Community Survey	200.00	
EFT-45254	11/09/2025	Elizabeth Broad	Prize Money: Winner for Community Survey	200.00	
EFT-45255	11/09/2025	Helen Sampson	Gingin Waste Facility Management	1806.75	L
EFT-45256	11/09/2025	Tony Pisconeri	Seabird Waste Facility Management Lancelin Waste Facility Management	18000.00	
EFT-45300	22/09/2025	AMPAC Debt Recovery WA Pty Ltd	Rates Debt Recovery Costs and Commissions	2827.96	
EFT-45301	22/09/2025	Australia Post	Reply Paid Letters Small	1.13	
EFT-45302	22/09/2025	Australian Taxation Office (PAYG)	Payroll deduction for PE: 11/09/2025	47882.00	
EFT-45303	22/09/2025	Avantgarde Technologies	FortiNet 50G-DSL Firewall Product	2091.52	
EFT-45304	22/09/2025	Carringtons Traffic Services	Traffic Management	9055.02	
EFT-45305	22/09/2025	Cellarbrations Gingin	BFAC Meeting beverages	98.67	L
EFT-45306	22/09/2025	CFMEU	Payroll deduction for PE: 11/09/2025	60.00	
EFT-45307	22/09/2025	Child Support Agency	Payroll deduction for PE: 11/09/2025	129.47	
EFT-45308	22/09/2025	Commercial Locksmiths	Recreation Centre Gingin: 4x Keys	137.50	
EFT-45309	22/09/2025	Complete Office Supplies Pty Ltd	Keyboards and Magnetic Whiteboard	379.82	
EFT-45310	22/09/2025	Country Values Real Estate - Trust Account	Rental - Robinson Street, Gingin	2200.00	L
EFT-45311	22/09/2025	DFES - Department of Fire and Emergency Services	25/26 Emergency Services Levy and Option B Quarter 1 Payment	185746.26	F
EFT-45312	22/09/2025	Eastern Hills Chainsaws & Mowers Pty Ltd	Chainsaw Parts, Return Credit: Spare Honda/Chainsaw Bar & Chain	50.20	
EFT-45313	22/09/2025	Ergolink	Office Chair	570.00	
EFT-45314	22/09/2025	Full Flow Plumbing and Gas	Guilderton Country Club: Unblock and repair stormwater pipe	869.00	L

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
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TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-45315	22/09/2025	Gingin District Community Resource Centre Inc (CRC)	Gingin Library: 2025 Friends of the Library Grant	654.50	G
EFT-45316	22/09/2025	Gingin Fuel and Tyres Pty Ltd	Boonanaring: Abandoned Vehicle Tow, Audi Wagon	440.00	L
EFT-45317	22/09/2025	Gull Gingin Pty Ltd	Catering: BFAC Meeting	190.00	L
EFT-45318	22/09/2025	JCB Construction Equipment Australia (WA)	GG011: RHR Tail lamp assy	220.58	
EFT-45319	22/09/2025	LGRCEU (WA Division)	Payroll deduction for PE: 11/09/2025	48.00	
EFT-45320	22/09/2025	Limestone Park Earthmoving	Fire Operations Earthmoving Equipment: INC#718810 Red Gully	4649.70	L
EFT-45321	22/09/2025	Linthorne Automotive	GG084: Service GG03: Service	2968.40	L
EFT-45322	22/09/2025	Mellanie Culhane T/A Environmental Resilience	Bushfire Risk Management Plan Review	9391.03	F
EFT-45323	22/09/2025	Mobile Sentinel Pty Ltd T/A Little Rippers Technology	Lower and Upper Coastal: Dog waste bags and dispensers	6605.50	
EFT-45324	22/09/2025	Moore River Electrical Services	Lancelin Sports Complex: Repair faulty wall lights & GPO Guilderton Cafe: Install power point	451.00	L
EFT-45325	22/09/2025	Moore Sands Resources Pty Ltd	Frogmore Depot: Yellow sand stock pile	3300.00	L
EFT-45326	22/09/2025	Optima Press	Lancelin Office: Printing	523.60	
EFT-45327	22/09/2025	ORH Trucks Solutions Pty Ltd	GG056: New LH tail lamp & guards	857.35	
EFT-45328	22/09/2025	Paywise	Payroll Salary Sacrifice Payment	1398.86	
EFT-45329	22/09/2025	Place Info Pty Ltd	Demographic Forecast	5390.00	
EFT-45330	22/09/2025	RingCentral Australia Pty Ltd	Gingin Admin: Monthly Phone Service	1178.10	
EFT-45331	22/09/2025	Seek Limited	Employment Advertisements: Finance Officer, Customer Service/Corporate Services Support Officer Gingin & Lancelin, Coordinator-Customer Experience & Aquatic Centre Lifeguard	1941.50	
EFT-45332	22/09/2025	Stewart & Heaton Clothing Co Pty Ltd	BFB PPE Order	769.91	
EFT-45333	22/09/2025	Sydney Tools Pty Ltd	Gingin/Lancelin Depot: Cordless tools	7500.26	
EFT-45334	22/09/2025	The Australian Local Government Job Directory Pty Ltd	Employment Advertisements: Customer Service/Corporate Services Support Officer Gingin & Lancelin, Coordinator-Customer Experience & Aquatic Centre Lifeguard	1540.00	
EFT-45335	22/09/2025	Tiffany's Catering	Catering: Bushfire Awareness Training & Council Meeting	740.00	L
EFT-45336	22/09/2025	WEX Australia Pty Ltd	Caltex Fuel Card Purchases	1972.47	
EFT-45337	22/09/2025	Helen Sampson	Gingin Waste Facility Management	1806.75	L
EFT-45338	22/09/2025	Helen Sutherland	Reimbursement: Library CD Players	298.10	S
EFT-45339	22/09/2025	Karen Meyle	Rate Refund	500.00	R
EFT-45340	22/09/2025	Leigh Solomon	Lancelin Admin: Install flagpole PORVA: Entry signage Guilderton Caravan Park: Roof Leak Repair	2964.00	L
EFT-45341	22/09/2025	Peter Crowe	Community Bus Booking Bond Refund	500.00	R
EFT-45342	24/09/2025	A1 Fire Risk Services (WA) Pty Ltd	Fire extinguisher service	7116.89	
EFT-45343	24/09/2025	Advanced Liquid Waste	Ledge Point waste oil site: remove waste oil/sludge	2387.00	
EFT-45344	24/09/2025	Avantgarde Technologies	Lancelin depot: Hardware & Wifi Device	282.50	
EFT-45345	24/09/2025	Belgravia PRO Pty Ltd	Guilderton Caravan Park: Pure Glamping & Hire equipment & Management Fee	42073.28	
EFT-45346	24/09/2025	Brightmark Group Pty Ltd	Cleaning Shire Facilities	28388.62	
EFT-45347	24/09/2025	Bunnings Buildings Supplies Pty Ltd	CU@Park Cafe: Non slip rubber mats Seabird Ablutions: Paint	828.30	
EFT-45348	24/09/2025	Carringtons Traffic Services	Traffic Management	3619.58	
EFT-45349	24/09/2025	Civil Products WA	LPORVA Directional & Entry Way Rural Road Number Plaques	1106.44	
EFT-45350	24/09/2025	Commercial Locksmiths	Ledge Point Country Club: Replace lock	826.10	
EFT-45351	24/09/2025	Cooee Couriers & Transport	Courier Charges	2360.99	L
EFT-45352	24/09/2025	Country Copiers	Colour Copier Charges: Gingin & Lancelin	305.29	
EFT-45353	24/09/2025	Duncan Solutions	Guilderton Parking Meters: Credit Card Transactions and monthly support	164.82	
EFT-45354	24/09/2025	Eagleye Technical Services	Shire Facilities: Electrical Testing and Tagging, Replacement RCDs and Plugs	27935.60	L
EFT-45355	24/09/2025	Ecowater Services	Quarterly ATU Services and Emergency Works	1977.40	
EFT-45356	24/09/2025	Fulton Hogan	Road Maintenance: Bulk Bags Patch Seal	7259.96	
EFT-45357	24/09/2025	Gingin Eagles Mortlock Netball Club	Community Bus Bond Refund	500.00	R
EFT-45358	24/09/2025	Gingin Fuel and Tyres Pty Ltd	GG049: Tyre repair & GG048/GG060 Parts	575.57	L
EFT-45359	24/09/2025	Gull Gingin Pty Ltd	Small Plant Fuel Purchases	86.41	L
EFT-45360	24/09/2025	Jeff's Mechanical Service	GG072: Service GG01: Service GG084: Service	3832.40	L
EFT-45361	24/09/2025	Lancelin Community & Sporting Club Inc.	2025/2026 Contribution to Lancelin Community Bus	500.00	L
EFT-45362	24/09/2025	LD Total	Monthly Turf Maintenance	44617.02	
EFT-45363	24/09/2025	Ledge Point Community Association - LPCA	Books: Ledge Point	105.00	L
EFT-45364	24/09/2025	Ledge's Kanga Service and Skip Bin Hire	Lancelin Jetty Skip Bin Hire	2200.00	

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
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TYPE	DATE PAID	NAME	DETAILS	AMOUNT	
EFT-45365	24/09/2025	Local Government Professionals WA - LGPWA	LGPRO State Conference 5-6 November 2025	1700.00	
EFT-45366	24/09/2025	Major Motors Pty Ltd	GG048: Mud flaps GG048: Freight on parts	189.86	
EFT-45367	24/09/2025	McLeods Lawyers Pty Ltd	Legal Advice	44495.98	
EFT-45368	24/09/2025	Meliador (WA) Pty Ltd	Refund of Crossover Bond	2000.00	R
EFT-45369	24/09/2025	Moore River Tree Services	Brockman Street Gingin: Removal of tree Aquatic Centre: Tree lopping Granville Park: Remove fallen tree	6930.00	L
EFT-45370	24/09/2025	NAPA a division of GPC Asia Pacific Pty Ltd	9GG: Filters	30.53	
EFT-45371	24/09/2025	Northern Valley News	Advertising: Country to Coast Advertising: Event Flyer Palettes & Plates	1,025.00	L
EFT-45372	24/09/2025	Omnicom Media Group Australia Pty Ltd (Marketforce)	Careers at Council: 12 Month Subscription Advertisement: Adoption of Local Law	2844.45	
EFT-45373	24/09/2025	Premier Tarps	GG088: Rear double rib section/plastic slides	347.27	
EFT-45374	24/09/2025	Seaview Park Community Association SPCA	2025/26 Community Grant: Seaview Park Bushland Centre Project	2500.00	G
EFT-45375	24/09/2025	Seek Limited	Employment Advertisement: Leasing Officer and Grants Officer	869.00	
EFT-45376	24/09/2025	Stewart & Heaton Clothing Co Pty Ltd	BFB PPE Order	152.80	
EFT-45377	24/09/2025	TONER PLUS	Toner Cartridges	496.50	
EFT-45378	24/09/2025	TX Australia Pty Ltd	TX Australia Pty Ltd: Lancelin Transmission Tower License Fee	5002.53	
EFT-45379	24/09/2025	Western Australian Local Government Association	Training Course: Authorised Health Officer Training	192.50	
EFT-45380	24/09/2025	Zipform	Annual Rates Mailout 2025	19561.96	
EFT-45381	24/09/2025	Andrea Vis	Councillor Quarterly Payment	2705.00	C
EFT-45382	24/09/2025	Erik Sorensen	Councillor Quarterly Payment	2705.00	C
EFT-45383	24/09/2025	Frank Johnson	Councillor Quarterly Payment	2705.00	C
EFT-45384	24/09/2025	Frank Peczka	Councillor Quarterly Payment	2705.00	C
EFT-45385	24/09/2025	Glen Flanders	Reimbursement: Property Damage	1000.00	R
EFT-45386	24/09/2025	Helen Sampson	Gingin Waste Facility Management	1806.75	L
EFT-45387	24/09/2025	Jason Weeks	Councillor Quarterly Payment	2705.00	C
EFT-45388	24/09/2025	Lincoln Stewart	Councillor Quarterly Payment	2705.00	C
EFT-45389	24/09/2025	Linda Balcombe	Shire President Quarterly Payment	8525.00	C
EFT-45390	24/09/2025	Nicole Woods	Councillor Quarterly Payment	2705.00	C
EFT-45391	24/09/2025	Tanya Anderson	Reimbursement for course attendance expenses	134.50	S
PAY-166	25/09/2025	Shire of Gingin	Net Pays PE 23/09/2025	157936.40	S
EFT TOTAL				**1,754,224.04**	
CHEQUES					
CHEQUES				**-**	
DIRECT DEBIT					
DE-7013	1/09/2025	QPC Group	Epson WF-C21000 Click Charges	531.31	
DE-7020	1/09/2025	Bendigo Bank	Bendigo Bank: Transfer Fees	62.50	
DE-7021	1/09/2025	Bendigo Bank	Bendigo Bank: De Fees	5.33	
DE-6932	1/09/2025	Synergy	Electricity charges Lot 77 Edwards St Seabird	123.46	
DE-7010	1/09/2025	Go Go Media	Monthly Messages On Hold	75.90	
DE-7022	1/09/2025	Bendigo Bank	Bendigo Bank: De Fees	0.90	
DE-7023	1/09/2025	Department of Transport	Department of Transport - Licensing 28/08/2025	1,526.85	
DE-7024	1/09/2025	Bendigo Bank	Bendigo Bank: BPay Biller Fee	349.36	
DE-7028	2/09/2025	Bendigo Bank	Bendigo Bank: Tyro Fees Jul 25	24.13	
DE-7029	2/09/2025	Bendigo Bank	Bendigo Bank: Tyro Fees Jul 25	1,493.69	
DE-7030	2/09/2025	Bendigo Bank	Bendigo Bank: Tyro Fees Jul 25	4.96	
DE-6960	2/09/2025	Synergy	Electricity charges Lot 12 Dewar St Guilderton	187.74	
DE-6940	2/09/2025	Synergy	Electricity charges 25007 Dewar St Guilderton	3,116.75	
DE-6962	2/09/2025	Synergy	Electricity charges 7 Brockman St Gingin	2,586.57	
DE-6941	2/09/2025	Synergy	Electricity charges 106 Paperbark Ave, Gabbadah	453.22	
DE-6939	2/09/2025	Synergy	Electricity charges Sovereign Hill Dr, Gabbadah	117.13	
DE-6942	2/09/2025	Synergy	Electricity charges Lot 244 Sovereign Hill Dr, Gabbadah	184.93	
DE-7031	2/09/2025	Department of Transport	Department of Transport - Licensing 29/08/2025	1,883.45	
DE-7032	3/09/2025	Bendigo Bank	Bendigo Bank: CBA Merchant Fees #2965	64.00	
DE-7033	3/09/2025	Bendigo Bank	Bendigo Bank: CBA Merchant Fees #6026	101.28	
DE-7034	3/09/2025	Bendigo Bank	Bendigo Bank: CBA Merchant Fees #2629	229.45	
DE-6955	3/09/2025	Synergy	Electricity charges Lot 41 Weld Street Gingin	1,706.02	
DE-6956	3/09/2025	Synergy	Electricity charges Lot 86 Gingin Road, Lancelin	137.80	
DE-6957	3/09/2025	Synergy	Electricity charges Lot 236 Brockman St Guilderton	67.42	
DE-6958	3/09/2025	Synergy	Electricity charges Lot 197 Chalon Ave, Seabird WA	431.37	

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
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TYPE	DATE PAID	NAME	DETAILS	AMOUNT
DE-6959	3/09/2025	Synergy	Electricity charges Lot 47 Chalon Avenue, Seabird WA	123.82
DE-7035	3/09/2025	Department of Transport	Department of Transport - Licensing 01/09/2025	4,741.15
DE-7036	3/09/2025	Department of Justice	Lodgement fee for registering unpaid infringements	354.00
DE-6952	4/09/2025	Synergy	Electricity charges Dewar Street Guilderton	265.45
DE-6953	4/09/2025	Synergy	Electricity charges Lot 11 Dewar Street, Guilderton	1,038.41
DE-6954	4/09/2025	Synergy	Electricity charges Loc 3 Ocean Farm Drive	1,447.49
DE-7038	4/09/2025	Bendigo Bank	Bendigo Bank: De Fees	6.30
DE-7039	4/09/2025	Department of Transport	Department of Transport - Licensing 02/09/2025	5,196.45
DE-6970	5/09/2025	Synergy	Electricity charges Lot 232 Wedge St, Guilderton WA	321.26
DE-6971	5/09/2025	Synergy	Electricity charges Fraser Street, Guilderton WA	200.08
DE-7040	5/09/2025	Department of Transport	Department of Transport - Licensing 03/09/2025	3,871.05
DE-7045	8/09/2025	QPC Group	Epson Replacement Toner Freight	33.00
DE-7050	8/09/2025	Department of Transport	Department of Transport - Licensing 04/09/2025	3,124.30
DE-7052	9/09/2025	Department of Transport	Department of Transport - Licensing 05/09/2025	2,695.85
DE-6976	10/09/2025	Synergy	Electricity charges 13 King Dr Woodridge	2,489.82
DE-6977	10/09/2025	Synergy	Electricity charges Lot 99 Weld St Gingin	926.43
DE-7053	10/09/2025	Department of Transport	Department of Transport - Licensing 08/09/2025	3,953.10
DE-7051	11/09/2025	Precision Administration Services Pty Ltd	Payroll deduction for PE: 11/09/2025	32,532.57
DE-6991	11/09/2025	Synergy	Electricity charges Lot 889 Gingin Brook Road, Neergabby	204.18
DE-7054	11/09/2025	Bendigo Bank	Bendigo Bank: De Fees	14.25
DE-7055	11/09/2025	Bendigo Bank	Bendigo Bank: De Fees	6.90
DE-7056	11/09/2025	Department of Transport	Department of Transport - Licensing 09/09/2025	2,994.00
DE-7008	12/09/2025	Synergy	Electricity charges 708 Ocean Farm Dr, Nilgen	498.35
DE-6995	12/09/2025	Synergy	Electricity charges 60 King Dr Woodridge	1,148.79
DE-6994	12/09/2025	Synergy	Electricity charges Lot 269 Seaview Drive, Karakin	316.28
DE-7060	12/09/2025	Department of Transport	Department of Transport - Licensing 10/09/2025	5,861.00
DE-7017	12/09/2025	Viva Energy Australia Pty Ltd	Shell Fuel Card Purchases	2.50
DE-7044	14/09/2025	Credit Card - EMRDS	Credit Card Purchases	908.15
DE-7041	14/09/2025	Credit Card - CEO	Credit Card Purchases	123.55
DE-7042	14/09/2025	Credit Card - CESM	Credit Card Purchases	241.88
DE-7043	14/09/2025	Credit Card - EMO	Credit Card Purchases	3,486.36
DE-7061	14/09/2025	Credit Card - Mechanic/Depot Controller	Credit Card Purchases	1,266.07
DE-7069	14/09/2025	Credit Card - EMCCS	Credit Card Purchases	4.00
DE-7062	15/09/2025	Bendigo Bank	Bendigo Bank: BPoint Transaction Fees	44.14
DE-7063	15/09/2025	Department of Transport	Department of Transport - Licensing 11/09/2025	4,229.80
DE-7064	16/09/2025	Department of Transport	Department of Transport - Licensing 12/09/2025	1,903.15
DE-7066	17/09/2025	Department of Transport	Department of Transport - Licensing 15/09/2025	2,019.30
DE-7067	17/09/2025	Business Service Brokers T/A TeleChoice	Mobile Phone Charges	171.00
DE-7068	18/09/2025	Department of Transport	Department of Transport - Licensing 16/09/2025	302.15
DE-7016	19/09/2025	Synergy	Electricity charges Lot 5489 Red Gully Rd	205.80
DE-7070	19/09/2025	Department of Transport	Department of Transport - Licensing 17/09/2025	1,335.95
DE-7090	22/09/2025	Bendigo Bank	Bendigo Bank: De Fees	6.30
DE-7091	22/09/2025	Department of Transport	Department of Transport - Licensing 18/09/2025	5,219.80
DE-7092	22/09/2025	Windcave Pty Ltd	Windcave Transaction Fees WAU 2980298	1,402.18
DE-7025	22/09/2025	Vocus Communications	GESC Internet 01/09/2025 - 31/09/2025	808.50
DE-7099	22/09/2025	Westnet Internet Services	Internet Service CEO Residence	79.99
DE-7019	23/09/2025	Water Corporation	Sewerage charges Miragliotta St Lancelin Lot 85 RES 2401	123.36
DE-7117	23/09/2025	Department of Transport	Department of Transport - Licensing 19/09/2025	5,838.45
DE-7122	23/09/2025	Department of Transport	Department of Transport - Licensing 22/09/2025	2,741.55
DE-7027	24/09/2025	Synergy	Electricity charges Lot 1 Brockman St, Gingin WA 6503	132.64
DE-7026	24/09/2025	Synergy	Electricity charges Street Lights	11,294.42
DE-7119	24/09/2025	Bendigo Bank	Bendigo Bank: De Fees	7.50
DE-7015	24/09/2025	Australia Post	Postage Charges up to 31/08/2025	881.30
DE-7123	25/09/2025	Bendigo Bank	Bendigo Bank: De Fees	14.40
DE-7124	25/09/2025	Department of Transport	Department of Transport - Licensing 23/09/2025	7,600.60
DE-7118	25/09/2025	Precision Administration Services Pty Ltd	Payroll deduction for PE: 25/09/2025	31,506.34
DE-7125	26/09/2025	Department of Transport	Department of Transport - Licensing 24/09/2025	1,752.25
DE-7071	29/09/2025	Viva Energy Australia Pty Ltd	Shell Fuel Card Purchases	162.22
DE-7126	30/09/2025	LJ Hughes	Allocation of lease payment for September 2025	688.25
DE-7002	30/09/2025	Dell Financial Services Pty Ltd	Allocation of lease payment for September 2025	1,651.29
DE-7127	30/09/2025	HP Financial Services (Australia) Pty Ltd	Allocation of lease payment for September 2025	748.57
DE-7128	30/09/2025	Department of Transport	Department of Transport - Licensing 25/09/2025	4,986.25
DE-7129	30/09/2025	Department of Transport	Department of Transport - Licensing 26/09/2025	2,440.50
DIRECT DEBIT				**173,266.80**
TOTAL MUNICIPAL				**1,927,490.84**

Payments made under Delegated Authority *2.1 Payment of Creditors* for the period 01/09/2025 - 30/09/2025

Payment Category
L - Local, R - Reimbursement, F - Funded, S - Staff, PF - Partially Funded, C - Councillor

TYPE	DATE PAID	NAME	DETAILS	AMOUNT
CREDIT CARD BREAK-UP				
AUGUST	CEO	Mailchimp	Monthly Description	116.07
		Mailchimp	International Transaction Fee	3.48
		Bendigo Bank	Card Fee	4.00
				123.55
	EMRDS	Landgate	Certificate of Title Search	32.60
		Humanitix Limited	Aquatic Weed Management Training	203.96
		WALGA	WALGA Planning Showcase 2025	270.00
		Shire of Gingin	Demolition Permit	24.35
		Crown Metropol Perth	Community Conference Accommodation	373.24
		Bendigo Bank	Card Fee	4.00
				908.15
	EMCS	Bendigo Bank	Card Fee	4.00
				4.00
	CESM	Shire of Gingin DoT	Vehicle Transfer	20.50
		99 Bikes	Phone Case	49.95
		Bunnings	Vehicle Supplies	56.00
		Gull Gingin	Diesel 15.26L	28.06
		Shire of Gingin DoT	Vehicle Plate Change	38.80
		Gingin Trading	Vehicle Buckle	8.58
		Shire of Gingin DoT	Vehicle Plate Change	32.00
		Gingin Trading	Drill Bits	3.99
		Bendigo Bank	Card Fee	4.00
				241.88
	EMOA	Event & Conference Co	Waste & Recycle Conference	609.00
		Event & Conference Co	Waste & Recycle Conference	1,494.08
		Swan Valley Vet	Canine Consultation	70.40
		Geofabrics	Texcel Roll	1,308.88
		Bendigo Bank	Card Fee	4.00
				3,486.36
	MECHANIC	Jaycar	USB Lightning Cord/Chisels	108.35
		Rendezvous Hotel	Course Accommodation	229.56
		Rendezvous Hotel	Course Accommodation	229.56
		Mainroads	RAV Permit	50.00
		Fluid Management	Brackets	78.10
		O'Brien	Windscreen Deposit	100.00
		East Coast Trailers	Repairs	566.50
		Rendezvous Hotel	Parking Refund	(50.00)
		Rendezvous Hotel	Parking Refund	(50.00)
		Bendigo Bank	Card Fee	4.00
				1,266.07
	Total			**6,030.01**
CALTEX CARD BREAKUP				
AUGUST		WEX Australia Pty Ltd	GG033: 247.64L	488.06
			GG070: 157.29L	307.65
			GG005: 204.20L	391.75
			GG09: 178.51L	328.28
			2GG: 96.46L	181.73
			GG026: 104.83L	202.85
			Small Parts & Jerry Cans: 35.85L	71.15
			Transaction Fees	1.00
	Total			**1,972.47**
SHELL CARD BREAKUP				
		Viva Energy Australia Pty Ltd	GG072: 91.69L	162.22
			Monthly Administration Fee	2.50
	Total			**164.72**

15.6 MONTHLY FINANCIAL REPORT FOR THE PERIOD ENDING 30 SEPTEMBER 2025

File	FIN/25
Author	Alarna Richards - Coordinator Financial Planning & Reporting
Reporting Officer	Rachael Wright- Executive Manager Corporate Services
Refer	Nil
Appendices	1. Monthly Financials September 2025 FINAL [**15.6.1** - 23 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To present for Council endorsement the Monthly Financial Report for the period ending 30 September 2025.

BACKGROUND

The Financial Report is presented to Council in accordance with the *Local Government Act 1995* and *Local Government (Financial Management) Regulations 1996.*

COMMENT

The Monthly Financial Report for the period ending 30 September 2025 presents the financial performance of the Shire for the 2025/2026 financial year and compares year-to-date expenditure and revenue against the current budget.

A break-up of the **$1,971,077** variance in the Monthly Financial Report for the period ending 30 September 2025 is summarised across operations, investing and financing below, with a detailed explanation of variations within each area contained within the **Appendix**.

Under Budget

Opening Funding Surplus/Deficit	$763,103
Operating Expenditure	$852,933
Investing Activities – Expenditure	$354,921

Over Budget

Operating Revenue	$169
Financing Activities – Revenue	$596
Financing Activities – Expenditure	$(645)

An explanation outlining a summary of the variances across each of the above areas is provided in Note 3, and those specific to capital works are provided within the supplementary information on page 12.

It should be noted that the 2024/2025 opening surplus is unaudited and may change after finalisation of the audit process.

Investments

As required by Council Policy 3.2 Investments, details of Council's investments are provided within the supplementary information on page 10.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Government Act 1995
Part 6 – Financial Management
Division 3 – Reporting on activities and finance
Section 6.4 – Financial Report

Local Government (Financial Management) Regulations 1996
Part 4 – Financial Reports
Reg 34 – Financial activity statement required each month.

Shire of Gingin Delegation Register – Delegation 1.1.10 Power to Invest and Manage Investments

RISK IMPLICATIONS

Not applicable

POLICY IMPLICATIONS

Policy 3.2 – Investments

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	4. Excellence & Accountability - Deliver Quality Leadership and Business Expertise
Strategic Objective	4.2 Effective Governance - Apply systems of compliance which assists Council to make informed decisions within a transparent, accountable and principled environment

VOTING REQUIREMENTS – SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Kestel SECONDED: Councillor Peczka

That Council endorse the Monthly Financial Report for the period ending 30 September 2025.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

SHIRE OF GINGIN

MONTHLY FINANCIAL REPORT

For the period ended 30 September 2025

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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SHIRE OF GINGIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

	Note	Amended Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance* $ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates		8,311,526	8,301,841	**8,311,526**	9,685	0.12%	
Rates excluding general rates		3,616,345	3,616,345	**3,606,660**	(9,685)	(0.27%)	
Grants, subsidies and contributions		3,012,036	964,948	**799,331**	(165,617)	(17.16%)	▼
Fees and charges		5,138,826	2,876,510	**2,942,089**	65,579	2.28%	
Interest revenue		402,637	17,000	**50,622**	33,622	197.78%	▲
Other revenue		340,108	95,645	**162,230**	66,585	69.62%	▲
Profit on asset disposals		45,025	0	**0**	0	0.00%	
		20,866,503	**15,872,289**	**15,872,458**	**169**	0.00%	
Expenditure from operating activities							
Employee costs		(8,077,400)	(2,019,489)	**(1,732,615)**	286,874	14.21%	▲
Materials and contracts		(10,223,566)	(2,689,299)	**(2,095,954)**	593,345	22.06%	▲
Utility charges		(566,166)	(141,547)	**(104,821)**	36,726	25.95%	▲
Depreciation		(11,002,864)	(2,750,736)	**(8,295)**	2,742,441	99.70%	▲
Finance costs		(195,291)	(11,179)	**(26,953)**	(15,774)	(141.10%)	
Insurance		(472,672)	(236,312)	**(242,702)**	(6,390)	(2.70%)	
Other expenditure		(821,284)	(70,268)	**(112,116)**	(41,848)	(59.55%)	▼
Loss on asset disposals		(92,739)	0	**0**	0	0.00%	
		(31,451,982)	**(7,918,830)**	**(4,323,456)**	**3,595,374**	45.40%	
Non cash amounts excluded from operating activities	2(c)	11,142,078	2,750,736	**8,295**	(2,742,441)	(99.70%)	▼
Amount attributable to operating activities		**556,599**	**10,704,195**	**11,557,297**	**853,102**	7.97%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		9,685,062	0	**0**	0	0.00%	
Proceeds from disposal of assets		267,000	0	**0**	0	0.00%	
Proceeds from financial assets at amortised cost - self supporting loans		2,430	0	**0**	0	0.00%	
Proceeds on disposal of financial assets at fair value through profit and loss		2,036	0	**0**	0	0.00%	
		9,956,528	**0**	**0**	**0**	0.00%	
Outflows from investing activities							
Right of use assets recognised		(15,234)	(15,234)	**(15,830)**	(596)	(3.91%)	
Acquisition of property, plant and equipment		(2,680,537)	(527,166)	**(475,070)**	52,096	9.88%	
Acquisition of infrastructure		(11,640,702)	(342,123)	**(39,297)**	302,826	88.51%	▲
		(14,336,473)	**(884,523)**	**(530,197)**	**354,325**	40.06%	
Non-cash amounts excluded from investing activities	2(d)	15,234	15,234	**15,830**	596	3.91%	
Amount attributable to investing activities		**(4,364,711)**	**(869,289)**	**(514,367)**	**354,921**	40.83%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Leases liabilities recognised		15,234	15,234	**15,830**	596	3.91%	
Transfer from reserves		2,220,109	0	**0**	0	0.00%	
		2,235,343	**15,234**	**15,830**	**596**	3.91%	
Outflows from financing activities							
Payments for principal portion of lease liabilities		(22,408)	(8,237)	**(8,237)**	0	0.00%	
Repayment of borrowings		(272,117)	(32,972)	**(32,972)**	0	0.00%	
Transfer to reserves		(1,412,452)	0	**(49)**	(49)	0.00%	
		(1,706,977)	**(41,209)**	**(41,258)**	**(49)**	(0.12%)	
Non-cash amounts excluded from financing activities	2(e)	(15,234)	(15,234)	**(15,830)**	(596)	(3.91%)	
Amount attributable to financing activities		**513,132**	**(41,209)**	**(41,258)**	**(49)**	(0.12%)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year	2(a)	3,264,978	3,264,978	**4,028,081**	763,103	23.37%	▲
Amount attributable to operating activities		556,599	10,704,195	**11,557,297**	853,102	7.97%	
Amount attributable to investing activities		(4,364,711)	(869,289)	**(514,367)**	354,921	40.83%	▲
Amount attributable to financing activities		513,132	(41,209)	**(41,258)**	(49)	(0.12%)	
Surplus or deficit after imposition of general rates		**(30,001)**	**13,058,676**	**15,029,753**	**1,971,077**	15.09%	▲

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data outside the adopted materiality threshold.
▲ Indicates a variance with a positive impact on the financial position.
▼ Indicates a variance with a negative impact on the financial position.
Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying notes.

SHIRE OF GINGIN
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

	Actual 30 June 2025	Actual as at 30 September 2025
	$	$
CURRENT ASSETS		
Cash and cash equivalents	17,666,084	18,593,681
Trade and other receivables	1,193,642	11,293,900
Other financial assets	4,465	4,465
Inventories	30,210	30,921
Other assets	279,618	74,782
TOTAL CURRENT ASSETS	19,174,019	29,997,749
NON-CURRENT ASSETS		
Trade and other receivables	172,912	172,912
Other financial assets	89,302	89,302
Property, plant and equipment	68,826,885	69,301,956
Infrastructure	211,083,396	211,122,692
Right-of-use assets	25,142	32,677
TOTAL NON-CURRENT ASSETS	280,197,637	280,719,539
TOTAL ASSETS	299,371,656	310,717,288
CURRENT LIABILITIES		
Trade and other payables	2,369,572	1,689,517
Contract liabilities	698,684	804,936
Capital grant/contributions liabilities	2,663,376	3,059,188
Lease liabilities	14,987	14,504
Borrowings	272,116	239,144
Employee related provisions	981,248	981,248
Other provisions	98,105	98,105
TOTAL CURRENT LIABILITIES	7,098,088	6,886,642
NON-CURRENT LIABILITIES		
Lease liabilities	10,547	18,624
Borrowings	1,795,924	1,795,924
Employee related provisions	198,046	198,046
Other provisions	6,016,619	6,016,619
TOTAL NON-CURRENT LIABILITIES	8,021,136	8,029,213
TOTAL LIABILITIES	15,119,224	14,915,855
NET ASSETS	**284,252,432**	**295,801,433**
EQUITY		
Retained surplus	43,647,233	55,196,185
Reserve accounts	8,428,593	8,428,642
Revaluation surplus	232,176,606	232,176,606
TOTAL EQUITY	**284,252,432**	**295,801,433**

This statement is to be read in conjunction with the accompanying notes.

SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

1 BASIS OF PREPARATION AND MATERIAL ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements
Section 6.4(2) of the Local Government Act 1995 read with the *Local Government (Financial Management) Regulations 1996,* prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Shire to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW
Date prepared: All known transactions up to 30 September 2025

THE LOCAL GOVERNMENT REPORTING ENTITY
All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

MATERIAL ACCOUNTING POLICES
Material accounting policies utilised in the preparation of these statements are as described within the 2024-25 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:
- Fair value measurement of assets carried at reportable value including:
  - Property, plant and equipment
  - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Measurement of employee benefits
- Measurement of provisions
- Estimation uncertainties and judgements made in relation to lease accounting

SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

2 NET CURRENT ASSETS INFORMATION

(a) Net current assets used in the Statement of Financial Activity

	Note	Amended Budget Opening 1 July 2025	Actual as at 30 June 2025	Actual as at 30 September 2025
Current assets		$	$	$
Cash and cash equivalents		10,997,067	17,666,084	18,593,681
Trade and other receivables		1621743	1,193,642	11,293,900
Other financial assets		4,554	4,465	4,465
Inventories		32,101	30,210	30,921
Other assets		276,783	279,618	74,782
		12,932,248	19,174,019	29,997,749
Less: current liabilities				
Trade and other payables		(2,137,340)	(2,369,572)	(1,689,517)
Other liabilities		(2,191,277)	(3,362,060)	(3,864,124)
Lease liabilities		(15,665)	(14,987)	(14,504)
Borrowings		(530,585)	(272,116)	(239,144)
Employee related provisions		(997,391)	(981,248)	(981,248)
Other provisions		0	(98,105)	(98,105)
		(5,872,258)	(7,098,088)	(6,886,642)
Net current assets		7,059,990	12,075,931	23,111,107
Less: Total adjustments to net current assets	2(b)	(7,059,990)	(8,047,850)	(8,081,354)
Closing funding surplus / (deficit)		**0**	**4,028,081**	**15,029,753**

(b) Current assets and liabilities excluded from budgeted deficiency

Adjustments to net current assets				
Less: Reserve accounts		(7,601,686)	(8,428,593)	(8,428,642)
Less: Financial assets at amortised cost - self supporting loans		(4,554)	(4,465)	(4,465)
Add: Current liabilities not expected to be cleared at the end of the year				
- Current portion of lease liabilities		15,665	14,987	14,504
- Current portion of borrowings		530,585	272,116	239,144
- Current portion of other provisions		0	98,105	98,105
Total adjustments to net current assets	2(a)	**(7,059,990)**	**(8,047,850)**	**(8,081,354)**

(c) Non-cash amounts excluded from operating activities

	Amended Budget Estimates 30 June 2026	YTD Budget Estimates 30 September 2025	YTD Actual 30 September 2025
	$	$	$
Adjustments to operating activities			
Less: Profit on asset disposals	(45,025)	0	0
Add: Loss on asset disposals	92,739	0	0
Add: Depreciation	11,002,864	2,750,736	8,295
Non-cash movements in non-current assets and liabilities:			
- Other provisions	91,500	0	0
Total non-cash amounts excluded from operating activities	**11,142,078**	**2,750,736**	**8,295**

(d) Non-cash amounts excluded from investing activities

Adjustments to investing activities			
Right of use assets received	15,234	15,234	15,830
Total non-cash amounts excluded from investing activities	**15,234**	**15,234**	**15,830**

(e) Non-cash amounts excluded from financing activities

Adjustments to financing activities			
Non cash proceeds from new leases	(15,234)	(15,234)	(15,830)
Total non-cash amounts excluded from financing activities	**(15,234)**	**(15,234)**	**(15,830)**

CURRENT AND NON-CURRENT CLASSIFICATION
In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the local governments' operational cycle.

SHIRE OF GINGIN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2025-26 year is $30,000 and 10.00% whichever is the greater.

Description	Var. $	Var. %	
	$	%	
Revenue from operating activities			
Grants, subsidies and contributions Timing of grant payments, financial assitance grant and direct roads grants	(165,617)	(17.16%)	▼
Interest revenue Timing of term deposit interest and interest on bank accounts - See Note 3	33,622	197.78%	▲
Other revenue Long service leave accruals reimbursed from other councils and other reimbursements	66,585	69.62%	▲
Expenditure from operating activities			
Employee costs Vacant positions and timing of training and development	286,874	14.21%	▲
Materials and contracts Timing of maintenance works - various: roads, parks and gardens, ovals etc; less fire mitigation works completed due to rain; timing of engagement of consultants and contractors; some mitigation works for coastal erosion still to be completed.	593,345	22.06%	▲
Utility charges Timing of utility costs	36,726	25.95%	▲
Depreciation Depreciation of fixed assets	2,742,441	99.70%	▲
Other expenditure Preplanning expenditure for Palletes and Plates event earlier than the budget profile; higher DAP planning fees; timing of environmental allocations to groups: Ellen Brockman Catchment and Moore Catchment Council.	(41,848)	(59.55%)	▼
Non cash amounts excluded from operating activities Depreciation of fixed assets	(2,742,441)	(99.70%)	▼
Outflows from investing activities			
Acquisition of infrastructure Timing of Capital works - see note 5	302,826	88.51%	▲
Surplus or deficit at the start of the financial year Gravel and materials supply and other contractor works unable to be carried out prior to year end. Lesser impact of new long services leave regulations, inflation and discount factors in leave provisions.	763,103	23.37%	▲
Surplus or deficit after imposition of general rates	1,971,077	15.09%	▲

SHIRE OF GINGIN

SUPPLEMENTARY INFORMATION

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SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

1 KEY INFORMATION

Funding Surplus or Deficit Components

Funding surplus / (deficit)

	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
Opening	$3.26 M	$3.26 M	$4.03 M	$0.76 M
Closing	($0.03 M)	$13.06 M	$15.03 M	$1.97 M

Refer to Statement of Financial Activity

Cash and cash equivalents

	$18.59 M	% of total
Unrestricted Cash	$10.17 M	54.7%
Restricted Cash	$8.43 M	45.3%

Refer to 3 - Cash and Financial Assets

Payables

	$1.69 M	% Outstanding
Trade Payables	$0.47 M	
0 to 30 Days		90.2%
Over 30 Days		9.8%
Over 90 Days		0.0%

Refer to 9 - Payables

Receivables

	$2.59 M	% Collected
Rates Receivable	$8.70 M	30.3%
Trade Receivable	$2.59 M	% Outstanding
Over 30 Days		81.3%
Over 90 Days		79.1%

Refer to 7 - Receivables

Key Operating Activities

Amount attributable to operating activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
$0.56 M	$10.70 M	$11.56 M	$0.85 M

Refer to Statement of Financial Activity

Rates Revenue

YTD Actual	$8.31 M	% Variance
YTD Budget	$8.30 M	0.1%

Grants and Contributions

YTD Actual	$0.80 M	% Variance
YTD Budget	$0.96 M	(17.2%)

Refer to 13 - Grants and Contributions

Fees and Charges

YTD Actual	$2.94 M	% Variance
YTD Budget	$2.88 M	2.3%

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
($4.36 M)	($0.87 M)	($0.51 M)	$0.35 M

Refer to Statement of Financial Activity

Proceeds on sale

YTD Actual	$0.00 M	%
Amended Budget	$0.27 M	(100.0%)

Refer to 6 - Disposal of Assets

Asset Acquisition

YTD Actual	$0.51 M	% Spent
Amended Budget	$14.32 M	(99.7%)

Refer to 5 - Capital Acquisitions

Capital Grants

YTD Actual	$0.00 M	% Received
Amended Budget	$9.69 M	(100.0%)

Refer to 5 - Capital Acquisitions

Key Financing Activities

Amount attributable to financing activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
$0.51 M	($0.04 M)	($0.04 M)	($0.00 M)

Refer to Statement of Financial Activity

Borrowings

Principal repayments	($0.03 M)
Interest expense	$0.01 M
Principal due	$2.04 M

Refer to 10 - Borrowings

Reserves

Reserves balance	$8.43 M
Net Movement	$0.00 M

Refer to 4 - Cash Reserves

Lease Liability

Principal repayments	($0.01 M)
Interest expense	($0.00 M)
Principal due	$0.03 M

Refer to Note 11 - Lease Liabilites

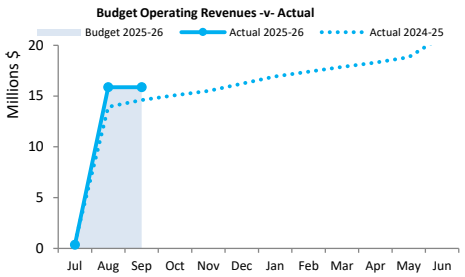
This information is to be read in conjunction with the accompanying Financial Statements and notes.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

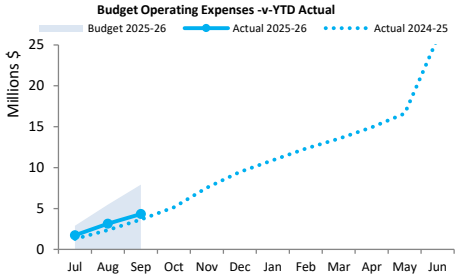
2 KEY INFORMATION - GRAPHICAL

OPERATING ACTIVITIES

OPERATING REVENUE

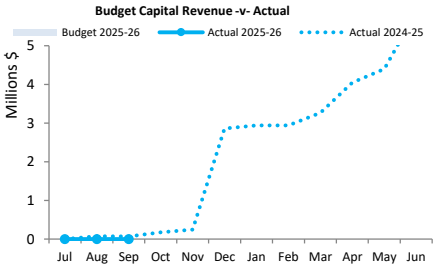


OPERATING EXPENSES

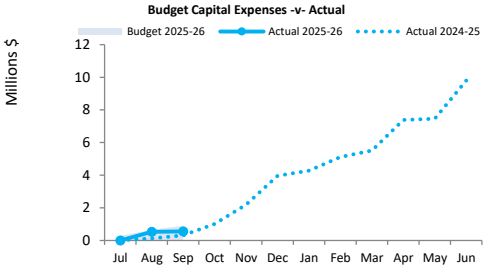


INVESTING ACTIVITIES

CAPITAL REVENUE

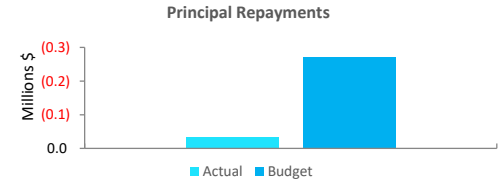


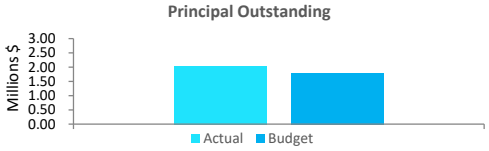
CAPITAL EXPENSES



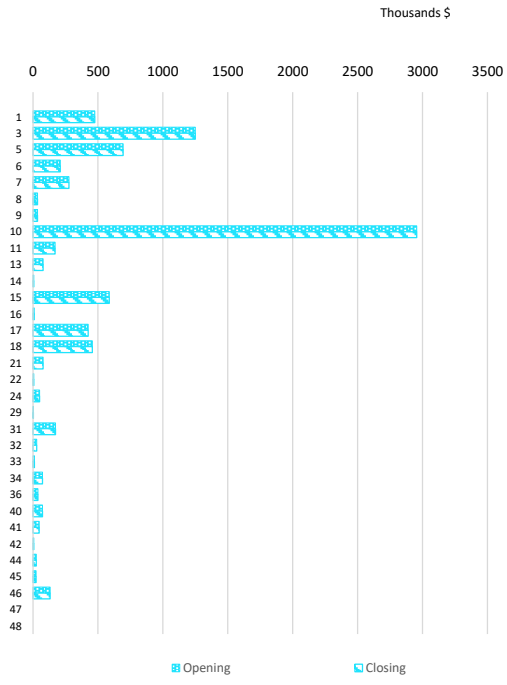
FINANCING ACTIVITIES

BORROWINGS



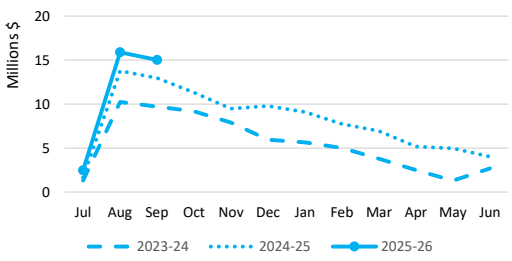


RESERVES



Refer to Note 4 - Reserves

Closing funding surplus / (deficit)



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

3 CASH AND FINANCIAL ASSETS AT AMORTISED COST

Description	Classification	Unrestricted	Reserve Accounts	Total	Trust	Institution	Interest Rate	Maturity Date
		$	$	$	$			
Municipal Bank Account	Cash and cash equivalents	4,163,439	0	4,163,439	0	Bendigo Bank	2.60%	At Call
Reserve Bank Account	Cash and cash equivalents	0	228,642	228,642	0	Bendigo Bank	2.60%	At Call
Cash on hand	Cash and cash equivalents	1,600	0	1,600	0	Petty Cash/Till float	N/A	At Call
Term Deposit Municipal 5196473	Cash and cash equivalents	3,000,000	0	3,000,000	0	Bendigo Bank	4.15%	23/01/2026
Term Deposit Municipal 5196474	Cash and cash equivalents	1,000,000	0	1,000,000	0	Bendigo Bank	4.00%	23/10/2025
Term Deposit Municipal 5246286	Cash and cash equivalents	2,000,000	0	2,000,000	0	Bendigo Bank	4.00%	18/02/2026
Term Deposit Reserve 5183044	Cash and cash equivalents	0	7,000,000	7,000,000	0	Bendigo Bank	4.20%	8/01/2026
Term Deposit Reserve 5221018	Cash and cash equivalents	0	1,200,000	1,200,000	0	Bendigo Bank	4.10%	19/02/2026
Total		**10,165,039**	**8,428,642**	**18,593,681**	**0**			
Comprising								
Cash and cash equivalents		10,165,039	8,428,642	18,593,681	0			
		10,165,039	**8,428,642**	**18,593,681**	**0**			

KEY INFORMATION

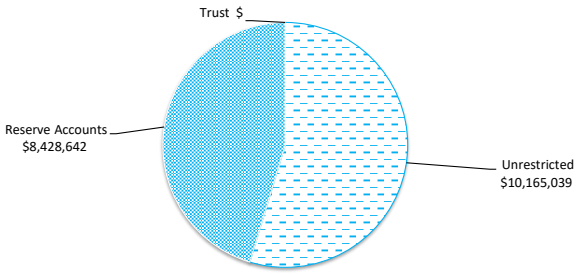
Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 8 - Other assets.



SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

4 RESERVE ACCOUNTS

		Budget				Actual			
	Reserve account name	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance
		$	$	$	$	$	$	$	$
	Reserve accounts restricted by Council								
1	LSL Annual Sick Leave and Staff Contingency	476,067	8,492	0	484,559	476,066	3	0	476,069
3	Plant and Equipment Reserve	1,267,543	22,610	(658,000)	632,153	1,249,543	0	0	1,249,543
5	Land and Buildings Reserve	715,041	12,754	(307,950)	419,845	693,971	7	0	693,978
6	Guilderton Caravan Park Reserve	209,708	3,741	0	213,449	209,708	4	0	209,712
7	Shire Recreation Development Reserve	277,141	4,943	(185,000)	97,084	277,141	1	0	277,142
8	Redfield Park Reserve	34,867	622	0	35,489	34,867	2	0	34,869
9	Ocean Farm Recreation Reserve	34,525	616	0	35,141	34,525	0	0	34,525
10	Tip Rationalisation Reserve	2,912,246	351,947	(598,390)	2,665,803	2,955,789	0	0	2,955,789
11	Lancelin Community Sport and Recreation Reserve	158,961	31,093	0	190,054	169,870	17	0	169,887
13	Community Infrastructure	88,925	216,579	0	305,504	78,016	1	0	78,017
14	Staff Housing Reserve	6,362	113	0	6,475	6,362	0	0	6,362
15	Future Infrastructure Reserve	586,461	10,461	0	596,922	586,461	0	0	586,461
16	Guilderton Country Club Reserve	9,286	8,398	0	17,684	9,586	3	0	9,589
17	Coastal Management Reserve - Coastal Inundation	448,523	108,000	(228,734)	327,789	425,374	0	0	425,374
18	Guilderton Foreshore Reserve	452,867	370,889	(96,950)	726,806	457,063	3	0	457,066
21	Seniors Housing Reserve	78,053	33,492	(77,585)	33,960	78,053	3	0	78,056
22	Gingin Railway Station Reserve	6,367	114	0	6,481	6,368	0	0	6,368
24	Contributions to Roads Reserve - Cullalla Road Intersection	50,001	892	0	50,893	50,001	0	0	50,001
29	Contribution to Roads Reserve - Chitna Road	3,333	59	0	3,392	3,333	0	0	3,333
31	Contribution to Roads Reserve - Balance of Muni Funds	171,699	3,063	0	174,762	172,660	1	0	172,661
32	Community Infrastructure Reserve - Lower Coastal Fire Control	28,002	499	0	28,501	28,002	0	0	28,002
33	Community Infrastructure Reserve - Gingin Logo Plates	10,396	485	0	10,881	10,487	0	0	10,487
34	Community Infrastructure Reserve - Gingin Ambulance	72,075	7,286	0	79,361	72,075	0	0	72,075
36	Community Infrastructure - Lancelin Ambulance	38,513	18,687	0	57,200	38,514	0	0	38,514
40	Public Open Space	72,265	1,289	(55,000)	18,554	72,265	0	0	72,265
41	Guilderton Trailer Parking Reserve	47,126	5,758	0	52,884	47,502	0	0	47,502
42	Gingin Outdoor Activity Space (GOAS) Playground	5,857	104	0	5,961	5,857	0	0	5,857
44	Community Resilience Reserve	24,615	439	0	25,054	24,615	0	0	24,615
45	Contribution to Roads Reserve - Aurisch Road Maintenance Community Infrastructure - Development Reserve Fund Lot 601	24,480	12,937	(12,500)	24,917	22,689	1	0	22,690
46	Brockman Street (Brookview Estate)	98,038	98,133	0	196,171	131,830	1	0	131,831
47	Community Facilities Fund	0	66,848	0	66,848	0	0	0	0
48	Maritime Facilities Fund	0	11,109	0	11,109	0	0	0	0
		8,409,343	**1,412,452**	**(2,220,109)**	**7,601,686**	**8,428,593**	**49**	**0**	**8,428,642**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

INVESTING ACTIVITIES

5 CAPITAL ACQUISITIONS

Capital acquisitions	Amended Budget	YTD Budget	YTD Actual	YTD Variance
	$	$	$	$
Buildings - non specialised	61,000	0	0	0
Buildings - specialised	692,937	37,166	16,596	(20,570)
Plant and equipment	1,451,600	490,000	458,474	(31,526)
PPE - Vehicles	475,000	0	0	0
Acquisition of property, plant and equipment	**2,680,537**	**527,166**	**475,070**	**(52,096)**
Infrastructure - roads	2,894,185	187,126	9,360	(177,766)
Infrastructure - Footpaths and cycleways	200,749	0	0	0
Infrastructure - Parks and ovals	624,375	10,000	6,115	(3,885)
Infrastructure - Other	52,000	20,000	0	(20,000)
Infrastructure - Bridges	7,369,393	0	0	0
Infrastructure - Landfill assets	500,000	124,997	23,822	(101,176)
Acquisition of infrastructure	**11,640,702**	**342,123**	**39,297**	**(302,826)**
Total capital acquisitions	**14,321,239**	**869,289**	**514,367**	**(354,921)**
Capital Acquisitions Funded By:				
Capital grants and contributions	9,685,062	0	0	0
Lease liabilities	0	0	0	0
Other (disposals & C/Fwd)	267,000	0	0	0
Reserve accounts				
Plant and Equipment Reserve	658,000	0	0	0
Land and Buildings Reserve	307,950	0	0	0
Shire Recreation Development Reserve	185,000	0	0	0
Tip Rationalisation Reserve	598,390	0	0	0
Coastal Management Reserve - Coastal Inundation	228,734	0	0	0
Guilderton Foreshore Reserve	96,950	0	0	0
Seniors Housing Reserve	77,585	0	0	0
Contribution - operations	2,216,568	869,289	514,367	(354,921)
Capital funding total	**14,321,239**	**869,289**	**514,367**	**(354,921)**

KEY INFORMATION

Initial recognition

An item of property, plant and equipment or infrastructure that qualifies for recognition as an asset is measured at its cost.

Upon initial recognition, cost is determined as the amount paid (or other consideration given) to acquire the assets, plus costs incidental to the acquisition. The cost of non-current assets constructed by the Shire includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition.

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Local Government (Financial Management) Regulation 17A(5).* These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Individual assets that are land, buildings and infrastructure acquired between scheduled revaluation dates of the asset class in accordance with the Shire's revaluation policy, are recognised at cost and disclosed as being at reportable value.

Measurement after recognition

Plant and equipment including furniture and equipment and right-of-use assets (other than vested improvements) are measured using the cost model as required under *Local Government (Financial Management) Regulation 17A(2).* Assets held under the cost model are carried at cost less accumulated depreciation and any impairment losses being their reportable value.

Reportable Value

In accordance with *Local Government (Financial Management) Regulation 17A(2),* the carrying amount of non-financial assets that are land and buildings classified as property, plant and equipment, investment properties, infrastructure or vested improvements that the local government controls.

Reportable value is for the purpose of *Local Government (Financial Management) Regulation 17A(4)* is the fair value of the asset at its last valuation date minus (to the extent applicable) the accumulated depreciation and any accumulated impairment losses in respect of the non-financial asset subsequent to its last valuation date.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

5 CAPITAL ACQUISITIONS (CONTINUED) - DETAILED

Capital expenditure total
Level of completion indicators

- 0%
- 20%
- 40%
- 60%
- 80%
- 100%
- Over 100%

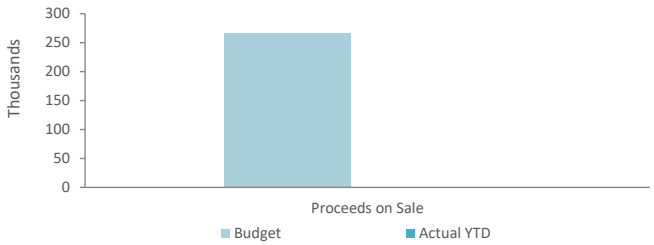
Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

	Account Description		Amended Budget	YTD Budget	YTD Actual	Variance (Under)/Over
			$	$	$	$
	BC11100-141101120	Granville Civic Centre - Building (Capital)	51,680	0	0	0
	BC11190-141101120	Lancelin Hall - Building (Capital)	30,000	0	0	0
	BC11200-141102120	Gingin Aquatic Centre Building Operations - Building	20,000	0	0	0
	BC11261-141102120	Ablution Block - Guilderton Foreshore - Building	10,000	10,000	7,670	2,330
	BC11290-141102120	Ablution Block - Lancelin Back Beach - Building (Capital)	10,000	10,000	5,600	4,400
	BC11318-141103120	Lancelin Sports Complex - Building (Capital)	30,000	0	0	0
	BC1154-141103120	Ablution Facility Silver Creek - Building (Capital)	300,000	0	0	0
	BC1181-141103120	Ablution Block - Ledge Point Oval - Building (Capital)	10,000	0	0	0
	BC1191-141103120	Ablution Block - Lancelin Wangaree Park - Building	6,000	3,000	3,326	(326)
	BC12100-141201120	Guilderton Shire Depot - Building (Capital)	6,000	0	0	0
	BC12200-141201140	Gingin Depot - Building (Capital)	26,000	0	0	0
	BC12290-141201140	Lancelin/Ledge Point Depot - Building (Capital)	35,000	0	0	0
	BC13243-141302120	Sovereign Hill Entry Statement - Building (Capital)	20,000	0	0	0
	BC5100-140501120	Gingin Colocation Fire Facility - Building (Capital)	39,569	9,891	0	9,891
	BC5180-140501120	Ledge Point Fire Shed - Building (Capital)	25,000	0	0	0
	BC8390-140803120	Lancelin Playgroup - Building (Capital)	40,000	0	0	0
	BC9490-140904120	Seniors Units - Lancelin - Building (Capital)	77,585	0	0	0
	BSR0001-140802120	Bus Shelter Replacement Program	17,103	4,275	0	4,275
	P003-141203300	John Deere Grader GG003 - Plant Capital	400,000	0	0	0
	P013-141203310	Isuzu Utility 4WD Space Cab - GG Maint Supervisor	75,000	0	0	0
	P017-141203310	Isuzu Utility 4WD Space Cab (tipper) - Guilderton	70,000	0	0	0
	P019-141203300	Purchase of Tractor GG019 - Capital Project	140,000	140,000	140,000	0
	P020-141203300	Isuzu D-Max 4x4 3.0L Turbo Space Cab GG020 - Plant	60,000	0	0	0
	P033-141203310	Isuzu Utility 4WD Space Cab (tipper) - LA Gardener	60,000	0	0	0
	P048-141203300	Crew Cab Truck GG048 - Plant Capital	175,000	0	0	0
	P050-141203310	Isuzu Utility 4WD Dual Cab - Construction Ute GG05	70,000	0	0	0
	P056-141203300	Flatbed Crew Cab Truck GG056 - Plant Capital	350,000	350,000	318,474	31,526
	P085-141203300	Forklift GG085 - Plant Capital	40,000	0	0	0
	P09-140501310	4WD Utility Dual Cab BRMO	70,000	0	0	0
	P095-141203300	Mower (Toro) Gingin - Capital Project	40,000	0	0	0
	P2-141402330	Purchase of EMCS Vehicle 2GG - (Capital)	70,000	0	0	0
	P3-140704310	Isuzu MU-X EHO 3GG - Capital Project	60,000	0	0	0
	P6-141402300	Isuzu MU-X Pool Car 6GG - Capital Project	60,000	0	0	0
	PE07700-140707300	Gingin Medical Centre - Plant Capital	70,000	0	0	0
	PE11200-141102300	Gingin Aquatic Centre - Plant Capital	116,600	0	0	0
	BR661-141201670	Weld St Bridge - Bridge (Capital)	7,369,393	0	0	0
	DC000-141201650	Drainage Construction	31,519	0	0	0
	DC097-141201660	Brockman Street - Gingin - Drainage Capital	161,126	80,563	0	80,563
	DC178-141201650	Edward Street - Gingin - Drainage Capital	213,125	106,563	0	106,563
	FC000-141201700	Footpath Construction	200,749	0	0	0
	LF10100-141007650	Construction Costs Capital Gingin Landfill	166,667	41,666	0	41,666
	LF10170-141007650	Construction Costs Capital Seabird Landfill	166,667	41,666	0	41,666
	LF10190-141007650	Construction Costs Capital Lancelin Landfill	166,666	41,665	23,822	17,844
	OC11200-141102900	Gingin Swimming Pool Infrastructure (Capital) MUN	20,000	20,000	0	20,000
	OC1162-141103900	Gabbadah Park- Infrastructure Other	20,000	0	0	0
	OC1190-141103900	Lancelin Pioneer Park- Infrastructure Other (Capital)	7,000	0	0	0
	OC1191-141103900	Lancelin Wangaree Park- Infastructure Other (Capital)	5,000	0	0	0
	PC11330-141103700	Woodridge Recreation Grounds	25,000	0	0	0
	PC11381-141103700	Ledge Point Country Club (Capital)	130,000	0	0	0
	PC1162-141103700	Gabbadah Park	25,000	0	0	0
	PC1189-141103700	Ledge Point Off-Road Vehicle Area - Capital works	48,375	0	895	(895)
	PC1191-141103700	Lancelin Wangaree Park (Capital)	16,000	0	0	0
	PC1192-141103700	Lancelin Harold Park - Infrastructure Parks & Gardens	10,000	10,000	5,220	4,780
	PC1199-141103700	Lancelin Off-Road Vehicle Area (Capital)	200,000	0	0	0
	R2R044-141201460	Sandringham Road (R2R)	401,393	0	0	0
	R2R052-141201460	Bennies Road (R2R)	456,342	0	0	0
	RC004-141201420	Beermullah Road West (Capital)	30,000	0	0	0
	RC007-141201420	Sappers Road (Capital)	30,000	0	0	0
	RC009-141201410	Guilderton Road - Rural (Capital)	30,000	0	0	0
	RC039-141201420	Cullalla Road (Capital)	30,000	0	0	0
	RC321-141201420	Ioppolo Road (Capital)	20,000	0	0	0
	RRG001-141201490	Mooliabeenee Road (RRG)	170,120	0	0	0
	RRG003-141201490	Cowalla Road (RRG)	1,320,560	0	9,360	(9,360)
	TD0001-141103700	Gingin Heritage Trail Upgrade	140,000	0	0	0
	-141103700	Playground Renewals	30,000	0	0	0
		Total	**14,321,239**	**869,289**	**514,367**	**354,921**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget Net Book Value	Budget Proceeds	Budget Profit	Budget (Loss)	YTD Actual Net Book Value	YTD Actual Proceeds	YTD Actual Profit	YTD Actual (Loss)
		$	$	$	$	$	$	$	$
	Buildings								
	Silver Creek Ablutions	30,371	0	0	(30,371)	0	0	0	0
	Sovereign Hill Entry Statement	11,643	0	0	(11,643)	0	0	0	0
	Plant and equipment								
	GG12533 Portable Traffic Light Trailer	2,411	0	0	(2,411)	0	0	0	0
	GG12534 Portable Traffic Light Trailer	1,657	0	0	(1,657)	0	0	0	0
	GG6015 Trailer	762	0	0	(762)	0	0	0	0
	GG003 Grader	105,633	130,000	24,367	0	0	0	0	0
	GG085 Forklift	3,357	5,000	1,643	0	0	0	0	0
	Vehicles								
	GG09 Bushfire Risk Mitigation Vehicle	10,000	12,000	2,000	0	0	0	0	0
	6GG Isuzu MU-X	15,000	10,000	0	(5,000)	0	0	0	0
	3GG Isuzu MU-X	15,000	10,000	0	(5,000)	0	0	0	0
	2GG Isuzu MU-X	20,446	14,000	0	(6,446)	0	0	0	0
	GG013 Isuzu D-Max Space Cab Ute	15,000	8,000	0	(7,000)	0	0	0	0
	GG017 Isuzu D-Max Space Cab Ute	10,533	12,000	1,467	0	0	0	0	0
	GG020 Isuzu D-Max Space Cab Ute	13,440	12,000	0	(1,441)	0	0	0	0
	GG033 Isuzu D-Max Space Cab Ute	10,533	12,000	1,467	0	0	0	0	0
	GG050 Isuzu D-Max Utility Ute	10,490	12,000	1,510	0	0	0	0	0
	GG048 Isuzu D-Max Crew Cab Ute	17,430	30,000	12,571	0	0	0	0	0
	Weld Street Bridge	21,008	0	0	(21,008)	0	0	0	0
		314,714	**267,000**	**45,025**	**(92,739)**	**0**	**0**	**0**	**0**

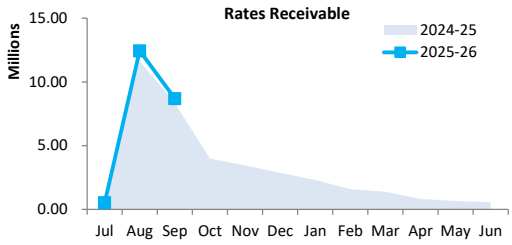


SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

OPERATING ACTIVITIES

7 RECEIVABLES

Rates receivable	30 Jun 2025	30 Sep 2025
	$	$
Opening arrears previous year	757,894	572,666
Levied this year	11,148,315	11,918,186
Less - collections to date	(11,333,542)	(3,789,665)
Net rates collectable	**572,666**	**8,701,187**
% Collected	95.2%	30.3%



Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Receivables - general	(4,331)	479,119	36,134	19,160	2,001,206	2,531,288
Percentage	(0.2%)	18.9%	1.4%	0.8%	79.1%	
Balance per trial balance						
Trade receivables						2,531,288
GST receivable						100,074
Allowance for impairment of receivables from contracts with customers						(38,650)
Total receivables general outstanding						**2,592,712**

Amounts shown above include GST (where applicable)

KEY INFORMATION

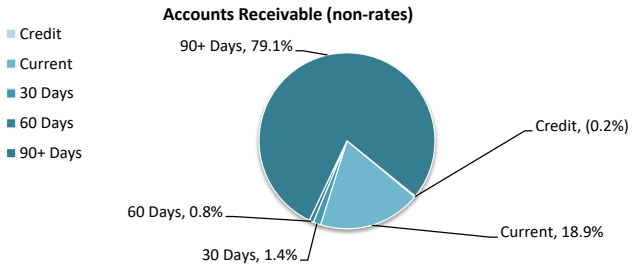
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectable amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Classification and subsequent measurement

Receivables which are generally due for settlement within 30 days except rates receivables which are expected to be collected within 12 months are classified as current assets. All other receivables such as, deferred pensioner rates receivable after the end of the reporting period are classified as non-current assets.

Trade and other receivables are held with the objective to collect the contractual cashflows and therefore the Shire measures them subsequently at amortised cost using the effective interest rate method.



SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

8 OTHER CURRENT ASSETS

Other current assets	Opening Balance 1 July 2025	Asset Increase	Asset Reduction	Closing Balance 30 September 2025
	$	$	$	$
Other financial assets at amortised cost				
Financial assets at amortised cost- advances	2,035	0	0	2,035
Financial assets at amortised cost - self supporting loans	2,430	0	0	2,430
Inventory				
Fuel	16,390	84,316	(83,605)	17,101
History Books	13,820	0	0	13,820
Other assets				
Prepayments	204,836	0	(204,836)	0
Contract assets	74,782	0	0	74,782
Total other current assets	**314,293**	**84,316**	**(288,441)**	**110,168**

Amounts shown above include GST (where applicable)

KEY INFORMATION

Other financial assets at amortised cost

The Shire classifies financial assets at amortised cost if both of the following criteria are met:
- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Inventory

Inventories are measured at the lower of cost and net realisable value.
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

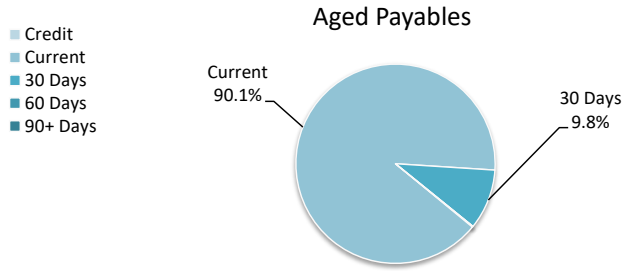
SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

OPERATING ACTIVITIES

9 PAYABLES

Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Payables - general	(616)	420,787	45,846	0	0	466,017
Percentage	(0.1%)	90.3%	9.8%	0.0%	0.0%	
Balance per trial balance						
Sundry creditors						466,018
ATO liabilities						55,402
Bonds & deposits						1,017,854
Prepaid rates (excess rates)						117,820
Accrued interest on loans						32,423
Total payables general outstanding						**1,689,517**
Amounts shown above include GST (where applicable)						

KEY INFORMATION
Trade and other payables represent liabilities for goods and services provided to the Shire prior to the end of the period that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.
The carrying amounts of trade and other payables are considered to be the same as their fair values, due to their short-term nature.



SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

10 BORROWINGS

Repayments - borrowings

Information on borrowings			New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	**Loan No.**	**1 July 2025**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
		$	$	$	$	$	$	$	$	$
Tip Rationalisation Site	111	327,742	0	0	(12,745)	(25,903)	314,997	301,839	10,635	(20,857)
Seabird Sea Wall	127	35,582	0	0	(11,713)	(23,573)	23,869	12,009	(447)	(746)
Guilderton Country Club Hall Exten	114	163,579	0	0	0	(50,749)	163,579	112,830	0	(10,790)
Regional Hardcourt Facility	120	136,850	0	0	0	(30,918)	136,850	105,932	0	(8,634)
Regional Hardcourt Facility	124A	140,192	0	0	0	(25,794)	140,192	114,398	0	(5,526)
Gingin Swimming Pool Tiling	126	17,160	0	0	(8,514)	(17,160)	8,646	-0	266	(400)
Gingin Outdoor Activity Space	132	109,215	0	0	0	(17,559)	109,215	91,656	0	(1,501)
Lancelin Cunliffe Street Carpark	133	208,583	0	0	0	(22,151)	208,583	186,432	0	(9,256)
Altus Financials Suite	131	120,035	0	0	0	(9,891)	120,035	110,144	0	(2,279)
Lot 44 Weld Street, Gingin	123	74,674	0	0	0	(23,209)	74,674	51,465	0	(4,800)
Land for Future Gingin Sporting Pre	134	724,388	0	0	0	(22,780)	724,388	701,608	0	(38,340)
		2,058,001	0	0	(32,972)	(269,687)	2,025,029	1,788,314	10,455	(103,129)
Self supporting loans										
Ledge Point Country Club Cool Room		10,039	0	0	0	(2,430)	10,039	7,609	0	(204)
		10,039	0	0	0	(2,430)	10,039	7,609	0	(204)
Total		**2,068,040**	**0**	**0**	**(32,972)**	**(272,117)**	**2,035,068**	**1,795,923**	**10,455**	**(103,333)**
Current borrowings		272,117					239,144			
Non-current borrowings		1,795,923					1,795,924			
		2,068,040					**2,035,068**			

All debenture repayments were financed by general purpose revenue.
Self supporting loans are financed by repayments from third parties.

KEY INFORMATION
The Shire has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

11 LEASE LIABILITIES

Movement in carrying amounts

Information on leases			New Leases		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	Lease No.	1 July 2025	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		$	$	$	$	$	$	$	$	$
Lancelin administration office	1B	0	15,830	15,234	(1,910)	(7,421)	13,920	7,813	(51)	(229)
Photocopier	2A	18,054	0	0	(1,843)	(7,506)	16,211	10,548	0	0
IT Server	4	7,481	0	0	(4,484)	(7,481)	2,997	0	(11)	(229)
Total		**25,535**	**15,830**	**15,234**	**(8,237)**	**(22,408)**	**33,128**	**18,361**	**(62)**	**(458)**
Current lease liabilities		14,987					14,504			
Non-current lease liabilities		10,547					18,624			
		25,534					**33,128**			

All lease repayments were financed by general purpose revenue.

KEY INFORMATION
At inception of a contract, the Shire assesses if the contract contains or is a lease. A contract is or contains a lease, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Shire uses its incremental borrowing rate.

All contracts classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

12 OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2025	Liability transferred from/(to) non current	Liability Increase	Liability Reduction	Closing Balance 30 September 2025
		$	$	$	$	$
Other liabilities						
Contract liabilities		698,684	0	176,398	(70,146)	804,936
Capital grant/contributions liabilities		2,663,376	0	395,812	0	3,059,188
Total other liabilities		3,362,060	0	572,210	(70,146)	3,864,124
Employee Related Provisions						
Provision for annual leave		568,167	0	0	0	568,167
Provision for long service leave		413,081	0	0	0	413,081
Total Provisions		981,248	0	0	0	981,248
Other Provisions						
Provision for Landfill rehabilitation		98,105	0	0	0	98,105
Total Other Provisions		98,105	0	0	0	98,105
Total other current liabilities		**4,441,413**	**0**	**572,210**	**(70,146)**	**4,943,477**

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 13 and 14

KEY INFORMATION

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.
Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee Related Provisions

Short-term employee benefits

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.
The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as employee related provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer.

Capital grant/contribution liabilities

Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

13 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Provider	Unspent grant, subsidies and contributions liability					Grants, subsidies and contributions revenue					
	Liability 1 July 2025	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Sep 2025	Current Liability 30 Sep 2025	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual
	$	$	$	$	$	$	$	$	$	$	$
Grants and subsidies											
Financial Assitance Grant - General purpose	0	0	0	0	0	729,411	182,352	729,411	0	729,411	309,225
Financial Assitance Grant - Roads	0	0	0	0	0	631,879	157,970	631,879	0	631,879	0
Law, order, public safety										0	
DFES Operating Grant	0	0	0	0	0	264,970	66,242	264,970	0	264,970	81,647
Education and Welfare										0	
Seniors Week Grant	0	0	0	0	0	3,000	0	3,000	0	3,000	0
Youth Week Grant	0	0	0	0	0	3,000	0	3,000	0	3,000	0
NRM Community Stewardship Grant - Conservation Project - Amazon Frogbit control	14,308	0	0	14,308	14,308	0	0				0
Australia Day Grant	0	0	0	0	0	10,000	0	10,000	0	10,000	0
Community Amenities										0	
CAP Grant Funding - Sand Renourishment - Grace Darling Park to Edward Island Point $50,000	0	0	0	0	0	50,000	0	50,000	0	50,000	0
CAP Grant Funding - Northern Beach Alliance	0	0	0	0	0	0	0	17,588	(17,588)	0	0
2025-26 Coast WA Grant Program - Lancelin Coastal	0	0	0	0	0	150,000	150,000	150,000	0	150,000	0
CHRMAP Funding	0	0	0	0	0	20,000	0	20,000	0	20,000	0
Coastal Mgmt Plan/Strategy Grant CMPAP	0	0	0	0	0	10,580	0	10,580	0	10,580	0
Recration and culture										0	
SLWA Encouraging Promising Practice Grant LA	0	0	0	0	0	10,534	0	10,534	0	10,534	0
Direct Road Grant MRWA	0	0	0	0	0	333,909	333,909	333,909	0	333,909	315,929
	14,308	**0**	**0**	**14,308**	**14,308**	**2,217,283**	**890,473**	**2,234,871**	**(17,588)**	**2,217,283**	**706,801**
Contributions											
General purpose funding										0	
Rates Incentive Prize Night	0	0	0	0	0	12,000	10,000	12,000	0.00	12,000	10,227
Law, order, public safety										0	
CESM Grant - DFES	0	0	0	0	0	102,909	42,677	102,909	0.00	102,909	0
BRMO Grant - DFES	95,048	50,780	(8,030)	137,798	137,798	72,994	0	72,994	0	72,994	8,030
MAF Mitgation - DFES	0	125,618	(49,227)	76,391	76,391	379,926	0	379,926	0	379,926	49,227
Gingin Resilience Project - Mindaroo Foundation	137,454	0	(12,889)	124,565	124,565	101,032	0	101,032	0	101,032	12,889
DFES Overtime Claims at Fires	0	0	0	0	0	5,000	0	5,000	0	5,000	0
Education and Welfare											
Youth Week Contributions	0	0	0	0	0	3,000	0	3,000	0	3,000	0
Community Amenities										0	
Claymont Estate Planning Contributions	0	0	0	0	0	27,200	6,798	27,200	0	27,200	9,600
Brookview Estate Planning Contributions	0	0	0	0	0	36,192	0	36,192	0	36,192	0
Lancelin South Planning Contributions	0	0	0	0	0	25,000	0	25,000	0	25,000	0
Recreation and culture										0	
Naming Sponsorship Gingin Aquatic Centre	0	0	0	0	0	10,000	10,000	10,000	0	10,000	0
Contribution income for Paletts and Plates	0	0	0	0	0	5,000	5,000	5,000	0	5,000	2,273
Library Contributions	0	0	0	0	0	0	0	0	0	0	182
Transport										0	
Contribution income for Aurisch Road Maintenance	0	0	0	0	0	12,500	0	12,500	0	12,500	0
Economic Services										0	
Guilderton Caravan Park Deposit Liability	451,874	0	0	451,874	451,874	0	0			0	0
Market Public Liability Insurance	0	0	0	0	0	2,000	0	2,000	0	2,000	102
	684,376	**176,398**	**(70,146)**	**790,628**	**790,628**	**794,753**	**74,475**	**794,753**	**0**	**794,753**	**92,530**
TOTALS	**698,684**	**176,398**	**(70,146)**	**804,936**	**804,936**	**3,012,036**	**964,948**	**3,029,624**	**(17,588)**	**3,012,036**	**799,331**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

14 CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS

	Capital grant/contribution liabilities					Capital grants, subsidies and contributions revenue					
Provider	Liability 1 July 2025	Increase in Liability	Decrease in Liability (As revenue)	Liability 30 Sep 2025	Current Liability 30 Sep 2025	Amended Budget Revenue	YTD Budget	Annual Budget	Budget Variations	Expected	YTD Revenue Actual
	$	$	$	$	$	$	$	$	$	$	$
Capital grants and subsidies											
Law, order, public safety										0	
DFES - Capital Grant - Buildings	27,021	0	0	27,021	27,021	39,569	0	39,569	0	39,569	0
Ledge Point Off-road Vehicle Area	58,905	0	0	58,905	58,905	48,375	0	48,375	0	48,375	0
Transport										0	
Roads to Recovery	266,053	0	0	266,053	266,053	5,964,046	0	5,964,046	0	5,964,046	0
Financial Assistance Grants - Special Projects	2,311,397	0	0	2,311,397	2,311,397	2,311,398	0	2,311,398	0	2,311,398	0
Regional Roads Group	0	395,812	0	395,812	395,812	991,674	0	991,674	0	991,674	0
State Government Funding Master Trails Plan	0	0	0	0	0	130,000	0	130,000	0	130,000	0
Lancelin Off Road Vehicle Area Upgrades	0	0	0	0	0	200,000	0	200,000	0	200,000	0
	2,663,376	**395,812**	**0**	**3,059,188**	**3,059,188**	**9,685,062**	**0**	**9,685,062**	**0**	**9,685,062**	**0**

SHIRE OF GINGIN
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2025

15 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			$	$	$	$
Budget adoption						0
OCM 19/08/2025 Item 16.1 Emergency Dune Mitigation - Iancelin Sands Hotel and Hinchcliffe Lookout - CAP Grant Funding - Northern Beach Alliance	AUG 2025/2026	Operating revenue	0	0	(17,588)	(17,588)
OCM 19/08/2025 Item 16.1 Emergency Dune Mitigation - Iancelin Sands Hotel and Hinchcliffe Lookout - CAP Grant Funding - Northern Beach Alliance	AUG 2025/2026	Operating expenses	0	(12,413)	0	(30,001)
				(12,413)	**(17,588)**	**(30,001)**

16 REPORTS - REGULATORY AND DEVELOPMENT SERVICES

16.1 APPLICATION FOR DEVELOPMENT APPROVAL - PROPOSED POULTRY FARM (BROILER) ON LOT 3686 (326) AIRFIELD ROAD, BAMBUN

File	BLD/5654
Applicant	CDP Town Planning and Urban Design
Location	Lot 3686 (326) Airfield Road, Bambun
Owner	Jirda Poultry Property Pty Ltd
Zoning	General Rural 40
WAPC No	NA
Author	James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Aerial Map [**16.1.1** - 1 page] 2. Location Plan [**16.1.2** - 1 page] 3. Applicant's Proposal [**16.1.3** - 42 pages] 4. Site and Shed layout [**16.1.4** - 8 pages] 5. Bushfire Management Plan [**16.1.5** - 41 pages] 6. Environmental Management Plan [**16.1.6** - 51 pages] 7. Environmental Site Assessment [**16.1.7** - 22 pages] 8. Odour Impact Assessment [**16.1.8** - 41 pages] 9. Aboriginal Heritage [**16.1.9** - 2 pages] 10. Transport Impact Statement [**16.1.10** - 29 pages] 11. Draft Farm Management Plan [**16.1.11** - 18 pages] 12. Schedule of Submissions and Applicant's Responses [**16.1.12** - 12 pages] 13. Schedule of Submissions and Recommended Responses [**16.1.13** - 9 pages] 14. So G- ST D 05 Rev B [**16.1.14** - 1 page]

DISCLOSURES OF INTEREST

Cr Kestel disclosed an Impartiality Interest in this matter as his brother-in-law works for that farm.

PURPOSE

To consider an Application for Development Approval for an Animal Husbandry - Intensive (Poultry Farm - Broiler) and associated structures on Lot 3686 (326) Airfield Road, Bambun.

BACKGROUND

The subject property is 57.6 hectares in area and currently accommodates a 5 shed poultry (broiler) farm on the south-eastern portion of the land (approved on 19 February 1993). The existing poultry farm is delineated on the development plans as 'Farm 1', which is serviced by an existing manager's residence, staff accommodation and a dead bird freezer.

The subject site is surrounded by rural properties, with land to the immediate north consisting of predominately native vegetation with no obvious agricultural use being undertaken. Development on land to the immediate east, south and west consists of Agriculture Intensive (annual/perennial horticulture) pursuits. Land within the immediate locality (i.e. 1.5km) consists of 4 other poultry (broiler) farms of varying sizes.

The site contains one mapped Multiple Use Wetland (MUW) and one Resource Enhancement Wetland (REW) intersecting the northeastern edge of the land. There is a small portion of native vegetation identified along the western lot boundary to the rear of the property.

The proposed development will require the clearing of approximately .51 ha of vegetation, noting that the vegetation is not identified as being native. Notwithstanding this, the applicant engaged Western Environmental to assess the impacts on flora and fauna. The study indicates negligible impact given the condition of the development area.

Broiler farms are premises used for the rearing of poultry for meat production. Broiler farms use 'conventional' methods to rear animals, which means that birds are raised in sheds on litter with no access to an outdoor range, or a 'free to range' method which means that birds are shed-based with access to an outdoor range. This is relevant as shed spacing is required to be 36 metres apart for a 'free to range' method as opposed to 33 metres apart for 'conventional' methods.

Proposal

The proposal initially comprised of two (2) separate components, being Farm 1 and Farm 2. Over the course of the assessment, the officer raised concerns with the applicant in relation to the appropriateness of Farm 1 in its current design and location. The outcome is that the determination notice relates only to Farm 2, with Farm 1 being held in abeyance until the concerns have been addressed.

Given that planning assessments should consider cumulative impacts, the overall development details have nevertheless been provided in the assessment below to provide context to the applicant's ultimate purpose for the land.

Farm 1

The proposal seeks to install 1 additional poultry shed to service Farm 1.

The five (5) existing poultry sheds are proposed to be replaced with contemporary sheds, which are longer thereby reducing the existing lot boundary setback. The replacement sheds will utilise the existing concrete pads, which will be extended to correspond to the dimensions of the larger sheds.

Existing machinery sheds, silos, gas bullets etc. will be retained. The existing house and staff/workers' accommodation will be used to service Farm 1.

Farm 2

The proposal seeks to create an additional farm, delineated on the development plans as 'Farm 2' which is located in the north-western portion of the land. This includes the installation of 6 'free to range' broiler sheds, 160 metres in length and 17.3 metres in width, spaced 39 metres apart.

Farm 2 will be all new, comprising poultry sheds, silos, machinery sheds, etc. A new farm manager's house and staff quarters will be added for this farm.

The distance between Farm 1 and Farm 2 is 242 metres.

Overall Development

The overall development is relevant to consider on the understanding that planning assessments should consider the 'worst case' or 'maximum capacity' so that cumulative impacts are considered.

Each shed can house 42,000 birds, therefore 12 sheds have a total capacity of 504,000 birds per batch. Each shed can produce up to ~5.8 batches per year, thereby a total throughput of ~2,958,560 birds annually.

It should be noted that birds per batch does not necessarily equate to the number of birds onsite at any one time, as each shed is in a different growing cycle and some sheds will be vacant at any given time. However, it does provide a reference point to the overall scale of the operation.

The applicant has provided a report detailing the proposed development and an overview of the applicable planning framework. The officer does not seek to duplicate the entirety of the applicant's report, but rather to focus on key assessment components.

Poultry farms operate 24 hours a day, 7 days a week, however operational activities will typically be carried out between 7:00am - 4:00pm. Loadout of batches may occur late at night or in the early hours of the morning, weather dependent.

A Location Plan and Aerial Plan are provided **(see appendices).**

A copy of the Applicant's proposal is provided **(see appendices)** and includes the following components:

- Planning Report;
- Site and Shed Layout Plans;
- Bushfire Management Plan (BMP);
- Environmental Management Plan (EMP);
- Environmental Site Assessment (ESA);
- Odour Impact Assessment (OIA);
- Aboriginal Heritage;
- Traffic Impact Statement (TIS); and
- Draft Farm Management Plan (FMP).

COMMENT

Stakeholder Consultation

The application was advertised in accordance with clause 64 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. This included advertising to surrounding landowners within a one (1) kilometre radius of the development area, a development sign placed on the verge of the property and a notification on the Shire's website, all for a period of 28 days.

The Shire received 1 written submission objecting to the proposal. The submission inferred that the submitter was not provided with a referral letter; however, the Shire's records indicate that a letter was sent to the correct address. The other grievances raised are addressed in the table below:

Issue Raised	Officer comments
Procedural fairness	The Shire undertook multiple forms of stakeholder consultation, which caters for scenarios where landowners do not receive one element of the engagement process. In this instance the Shire's records indicate that a letter was provided to the submitter, at their correct postal address. The submitter became aware of the proposal and its detail, as evidenced by providing comment. No additional time was requested by the submitter, simply that they did not receive a letter. The officer is of the view that procedural fairness is not a relevant issue and acknowledges that the submitter may investigate their options.

Amenity Impacts	The applicant provided an Odour Impact Assessment (OIA) prepared by Environmental and Air Quality Consulting (EAQ), Environmental Management Plans prepared by Western Environmental and a Traffic Impact Statement (TIS) prepared by PTG Consulting. The amenity impacts raised have been investigated and at this juncture, the offending component of the development, being 'Farm 1', is in abeyance to enable greater scrutiny. Nevertheless, rural localities should not expect urban amenity, but rather amenity that reflects rural activities. The officer is of the view that the amenity of the locality will not be unreasonably impacted by the Farm 2 component of the development.
Code of Practice variation	The aims of the Environmental Code of Practice state: *This code is intended to encourage a strong environmental ethic within the industry and its adoption is voluntary. It is not intended to regulate or to encroach on any other areas of legislative responsibility.* The Code is not a legislative or regulatory document with the weight of the planning framework. It was created by the poultry industry as an expectation for poultry farmers to adhere to. While it is a helpful tool for planners to use as guidance for assessments, departures from the standards are not prohibited. The officer would expect the poultry industry to uphold their own standards and not award growing contracts if there was risk to broader industry by departing from the Code. Nevertheless, there is no planning rationale for Farm 1 to depart from the Code of Practice. This is being scrutinised further and will be subject to a separate decision-making process.

The application was referred to the following agencies for a period of 42 days in accordance with clause 66 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:

- Department of Water and Environmental Regulation (DWER);
- Department of Planning, Lands and Heritage (DPLH);

- Department of Health (DoH);
- Department of Biodiversity, Conservation and Attractions (DBCA);
- Department of Primary Industries and Regional Development (DPIRD); and
- Main Roads Western Australia (MRWA).

The comments generally highlight key components for the Shire to consider as part of the assessment process.

MRWA recommended the upgrading of the intersection between Airfield Road and Brand Highway. The officer is of the view that these recommendations do not proportionally correspond to the scale of the development. It is the Shire, as the decision-making entity, that must determine what conditions are reasonable and the officer is of the view that the condition suggested will be challenging to defend.

In the event the MRWA defends its view and position in the State Administrative Tribunal (SAT), and bears the costs associated, it is open for Council to impose a condition as requested. If not, the officer is of the view that it is not in the Shire's interest to incur costs to defend such a position.

The officer contacted the MRWA to discuss, however at the time of writing this report no such meeting had occurred.

The officer is mindful that assessments are subject to statutory timeframes, and the applicant is unlikely to accept a deferral of Farm 2 consideration to allow further dialogue as the operator is eager to commence as soon as practical. Delays may result in a 'deemed refusal' which would enliven potential SAT proceedings.

A copy of the schedule of submissions and applicant's responses is provided (**see Appendices**).

A copy of the schedule of submissions and recommended responses is provided (**see Appendices**).

PLANNING FRAMEWORK

Local Planning Scheme No. 9 (LPS 9) Planning Assessment

The subject lot is zoned General Rural 40 under LPS 9, the objectives of which are to:

a) Manage land use changes so that the specific local rural character of the zone is maintained or enhanced;

b) Encourage and protect broad acre agricultural activities such as grazing and more intensive agricultural activities such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;

c) *Maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage; and*

d) *Provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the General Rural zone*.

Officer comment:

The development is generally consistent with the above objectives, which is confirmed by an earlier approval for a poultry farm on this site and 4 other poultry farms in the immediate locality.

Objective c) above was closely scrutinised given the topographical characteristics of the property, however technical studies provided as part of the proposal, and the lack of concern raised by state agencies, suggests that impacts can be appropriately managed and are not unreasonable.

Use Class

The proposed development encompasses various use categories as outlined below:

Animal Husbandry – Intensive is defined under LPS 9 as follows:

> *Means premises used for keeping, rearing or fattening of pigs, poultry (for either egg or meat production), rabbits (for either meat or fur production) and other livestock in feedlots.*

Staff/Workers' Accommodation is defined under LPS 9 as follows:

> *Means shared self-contained living accommodation (separate to a single dwelling) used for the accommodation of persons directly employed in an approved activity carried out on the Lot and does not include a Caretakers Dwelling.*

The above use classes are an 'A' use in the zone, which means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the Deemed Provisions.

Caretakers' Dwellings is defined under LPS 9 as follows:

> *Means a dwelling on the same site as a building, operation, or plant or tourist facility, and occupied by a supervisor of that building, operation or plant or tourist facility.*

Caretakers' Dwelling is a 'D – Discretionary' use which means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

The proposal has been assessed against the relevant requirements of LPS 9, various State planning policies, guidance statements and fact sheets as outlined under the 'Statutory and Policy Implications' section of the report below. The following matters have been identified as key considerations for the determination of this application which subsequently addresses the suite of applicable planning documents.

Separation Buffer

A separation distance relates to the shortest distance between the boundary of the area that may potentially be used by the development, and the boundary of the area of the sensitive land use. Separation distances are intended to avoid conflict between incompatible land uses.

The following section provides an overview of important definitions and provisions under the planning policy framework that require consideration, with **bolding** added for emphasis on relevant terms.

SPP 2.5 defines 'sensitive land uses' as follows:

> *Land uses that are residential or institutional in nature, where people live or regularly spend extended periods of time. These include* ***dwellings,*** *short-stay accommodation, schools, hospitals and childcare centres. Generally, excludes commercial or industrial premises.*

It is also prudent to outline that SPP 2.5 defines 'rural amenity' as follows:

> *A standard of residential amenity that is rural in nature, which* ***may include impacts from primary production.*** *May also include biodiversity conservation, natural resource management, some public purposes and protection of landscapes and views.*

'Amenity' is defined under the EPA Guidance Statement as follows:

> *Factors which combine to form the character of an area and include the present and likely future amenity. For the purpose of this Guidance Statement, consideration of loss of amenity is limited* ***to unreasonable impact on a person*** *from gaseous,* ***dust, noise and odorous emissions*** *and risk.*

The Model Provisions outline that 'primary production' takes on the same meaning as referenced under the *Income Tax Assessment Act 1997*, which relevantly states:

Primary production business - you carry on a primary production business if you carry on a business of:

(b) maintaining animals for the purpose of selling them or their bodily produce (including natural increase);

...

Clause '5.12.2 – Planning approach for sensitive land uses in rural zones potentially affected by a rural land use' of SPP 2.5 states:

*(b) single dwellings and other sensitive land use on rural land should be afforded a **reasonable standard of rural amenity**.*

Clause '5.12.1 - Avoiding land use conflict' of SPP 2.5 states:

...

(a) where a development is proposed for a land use that may generate off-site impacts, there should be application of the separation distances used in environmental policy and health guidance prescribed standards, accepted industry standards and/or Codes of Practice, followed by considering –

(i) whether the site is capable of accommodating the land use; and/or

(ii) whether surrounding rural land is suitable, and can be used to meet the separation distances between the nearest sensitive land use and/or zone, and would not limit future rural land uses; and

(iii) whether if clauses (i) and/or (ii) are met, a statutory buffer is not required.

(b) where a development is proposed for a land use that may generate off-site impacts and does not meet the standard outlined in clause 5.12.1 (b) then more detailed consideration of off-site impacts will be required, in accordance with clause 5.12.3 of this policy; and

(d) where a development is proposed that could be contemplated in the zone and has been assessed under clause 5.12.3 as having unacceptable offsite impacts that cannot be further mitigated or managed, the proposal should be refused.

Clause '5.12.3 - Determining a buffer' states:

In addition to those matters required under a scheme, where detailed consideration of off-site impacts is required in accordance with clause 5.12.1 (c), determination of a buffer should, take into account:

(a) separation distances recommended in Government policy and guidance;

(b) whether the design and/or operation of the proposal is in accordance with prescribed standards, accepted industry standards or codes of practice;

(c) whether, prior to issuing an approval, any management plans associated with the proposal are capable of being implemented;

(d) the existing or potential requirement for environmental licensing and/or works approval;

(e) potential cumulative impacts;

(f) Whether modelling is required where impacts on sensitive land uses outside the property boundary are anticipated to exceed the parameters used in environmental policy, prescribed standards, accepted industry standards and/or codes of practice; and

(g) Odour modelling, when required, is to be undertaken in accordance with a methodology outlined in Government policy or guideline, or an agreed equivalent, by the proponent of the primary production or the proponent of the sensitive zone or land use.

Table 1 below outlines the nearest sensitive land uses within 1km of the development area:

Property Address	Use/sensitive receptor
276 Airfield Road, Bambun	Residential Dwelling (dilapidated) Separation distance ~330m – Farm 1 Onsite use – Agriculture Intensive (perennial)
239 Airfield Road, Bambun	Residential Dwelling Separation distance ~850m Onsite use – Agriculture Extensive (pasture)
392 Airfield Road, Bambun	Residential Dwelling Separation distance ~950m Onsite use – Agriculture Extensive (annual)

Table 2 below is derived from *'Appendix 2 – Comparison of Separation Distances Between Rural Land Uses and Sensitive Land Uses'* under the SPP 2.5 - Rural Planning Guidelines for Poultry Farms:

Environmental Protection Authority (EPA)		National Industry Standard	State Industry Standard	Consistency and explanation of variations
Current	Draft version			
300 – 1000m **Provided: 350m**	300 – 1000m	250 – 500m	300 – 500m	The national and state industry standards recommend a smaller buffer to sensitive land uses than the EPA. The proposal satisfies the lower end of the separation distance, marginally. Based on the moderate size of the Farms, an argument could be made that the Farm 1 addition is not sufficient.

Table 3 below outlines recommended distances under the 'Environmental Code of Practice for Poultry Farms in Western Australia'.

Provision	Requirement	Proposal	Assessment
Poultry Shed (same farm operator)	20m between sheds	39m	**Compliant**
Poultry Sheds (different operator)	1000m	1000m	**Compliant**
Existing or future residential zoned land	500m	NA	NA
Existing or future rural residential zone	300m	NA	NA
Farm boundary	100m	68m – Farm 1	**Non-compliant**
Wetlands, waterways & flood ways	50m	~200m	**Compliant**
Water Table	2m	>2m	**Compliant**

Officer Comment:

There is no consistency between the EPA guidelines or state and national industry standards in relation to buffer distances for poultry farms. The proposal adheres to the lower end of the recommended separation distance, albeit marginally.

The OIA suggests that Farm 2 is sufficiently clear of any sensitive land uses and is therefore not likely to produce a detectable odour at nearby dwellings. The expansion to Farm 1 will require a revised assessment prior to consideration.

The planning framework outlines that 'rural amenity' may include emissions (gaseous, dust, noise and odorous emissions) from primary production so long as the impacts are not 'unreasonable'. There is no guidance to the term 'unreasonable'.

The officer views the policy framework as inferring that it may be acceptable for an odour to be experienced beyond the separation distance if it is infrequent, not for extended periods of time or of an offensive intensity.

The officer summarises the separation distance considerations as follows:

- The separation distance marginally achieves the lower end of the statutory distance. The officer notes the 'cumulative' impacts are mitigated by the staggered lifecycle of bird batches within the respective farms.

- The locality comprises of multiple poultry farms and other intensive agricultural pursuits, all of which require separation distances to sensitive receptors, and all of which influence the overall amenity of the existing dwellings/locality. These dwellings would already experience or be exposed to potential emissions from existing poultry operations.

- The proposal includes the establishment of native vegetation to act as buffers between the poultry sheds and sensitive receptors. This is helpful to mitigate and disperse airborne odours close to ground level.

- The nearest properties are subject to a 'rural amenity' as opposed to an 'urban amenity'. This may include impacts from primary production through odorous emissions, so long as they are not unreasonable. The officer is of the view that the OIA outlines that the nearest receptors will maintain a reasonable standard of rural amenity, that is rural in nature consistent with SPP 2.5.

- The poultry farm will be operated according to industry best practices, based on modern operating strategies and management plans that are secured by conditions of approval. Any departure from the best standard management practices will be a breach of conditions and thus open to compliance action. Penalties associated with a planning breach are significant and provide a sound deterrent.

- It makes planning sense to accommodate compatible uses (poultry) in close proximity to each other and other intensive agricultural uses that require separation distances, rather than disperse the associated amenity impacts throughout rural areas.

On balance of the information, the officer has formed the view that the separation distance is acceptable, with the fact that the locality comprises of multiple poultry farms weighing heavily on this conclusion. The amenity impacts are unlikely to 'unreasonably' impact the existing amenity of the locality (or nearest sensitive receptor).

Access to Water

The property is located within the Gingin Groundwater Area proclaimed under the *Rights in Water and Irrigation Act 1914*. The issuing of a water licence to extract and use water is at the discretion of the DWER, not the local government.

The proponent has a license to extract 62,400 kl/annum for the proposed poultry development.

Vehicle Access

The subject land is located 3.2 kilometres west of the intersection between Airfield Road and Brand Highway, with the latter being an inter-regional freight route linking Perth to Geraldton.

Airfield Road is currently a Restricted Access Vehicle (RAV) Category 4 without conditions thoroughfare, which aligns with the type of vehicles proposed to be used as part of the poultry farm operation.

The proposal includes a Traffic Impact Statement (TIS) prepared by PTG Consulting which confirms vehicle movements, with a maximum trip scenario for the overall development (i.e. 12 sheds) of up to 22 daily vehicle trips (10 heavy vehicles) per day.

The TIS outlines that the existing entry point (i.e. crossover) needs to be widened to accommodate the swept paths for B-Doubles and so that entering and existing trucks can pass without conflict.

Consistent with intensive developments of this nature, a crossover/intersection upgrade to reflect current standards and specifications based on vehicle movement numbers is suggested to protect the Shire's road asset. The relevant standard is depicted under the Shire's 'Rural and Industrial Crossovers' template - SoG/STD-05, Type B dated January 2021 **(see appendices).**

To require an intersection upgrade to the state road network due to 10 additional vehicles, as requested by MRWA, will be a challenging position to defend when applying the accepted test of validity. The officer is reluctant to offer any further commentary so as to avoid undermining either party's potential position should a dispute arise.

Furthermore, the officer is not aware of a mechanism for other users of the road (i.e. existing poultry farms/market gardens) to be required to contribute to an intersection upgrade. The advice provided does not offer the mechanism as to how this may be enforced. If and when the existing developments expand, it may be reasonable at that time to consider a contribution on the merits of the proposal/s. Otherwise, it seems that only MRWA has the capacity to leverage a resolution, which would be to refuse to grant RAV status to the road network.

Waste Management

The officer is of the view that waste management practices are a critical component of the poultry operation to ensure that adverse impacts do not arise by way of odour emissions, the breeding of stable fly or environmental degradation through nutrient leaching into the soil and subsequently the water resource.

Stable Fly is a declared pest under the *Biosecurity and Agriculture Management Act 2007* and is managed by the *Biosecurity and Agriculture Management (Stable Fly) Management Plan 2016*. The Shire is required to be satisfied that waste is managed appropriately on the site to avoid raw poultry manure being stored in a manner that provides a breeding habitat.

The applicant has submitted an Environmental Management Plan (EMP) prepared by Western Environmental that outlines industry best practice. The waste management processes align with other large, and recently approved, poultry farms within the Shire (i.e. Hunter Road).

Adherence to the EMP can be secured via conditions of development approval.

Environmental Considerations

As outlined under the Background section of this report, the property contains one mapped Multiple Use Wetland (MUW) and one Resource Enhancement Wetland (REW) intersecting the northeastern edge of the land. One Conservation Category Wetland (CCW) is also mapped 40m from the north-western boundary of the site.

EPA Guidance Statement No. 33 outlines that wetlands that are to be protected require a minimum 50 metre setback distance. The development is over 200 metres from the wetland areas.

Relevant considerations set out in Section 5.1 of SPP 2.9 are as follows:

(ii) Aim to prevent or, where appropriate, ameliorate the following potential impacts:

- *increased nutrient loads into receiving waters.*

(iii) Promote improved outcomes such as:

- *reduction in nutrient export to receiving waters to a level lower than existing.*

Draft SPP2.9 was prepared in August 2021 and underwent an advertising period which concluded on 15 November 2021. This policy consolidates the current water-related policy framework and will supersede the current version of SPP2.9 once gazetted.

The relevant policy outcomes from section 6 of draft SPP2.9 are as follows:

6.1 Planning and development maintains or enhances water quality and hydrological regimes to protect public health and support healthy ecosystems through the:

iii. appropriate siting and management of land uses;

The policy measures of draft SPP2.9 contained within section 7.2 include requirements to:

i) minimise export of nutrient and non-nutrient contaminants entering water resources.

l) demonstrate that infrastructure and ***site management practices are in place to manage contaminants****, particularly within sensitive water resource areas and public drinking water source areas.*

Officer comment:

The EMP (section 6.1 – 6.2) outlines the potential sources of nutrient loading on the environment and mitigation measures to ensure adverse impacts do not arise. Overall, sound site management practices are in place to prevent contaminants and nutrient loading.

Clearing

Desktop mapping identifies a small pocket of native vegetation along the western boundary. The location of the caretaker's dwelling, and the need to install an asset protection zone (APZ) results in the removal of ~.08 hectares of vegetation. The officer views this removal as avoidable, as there are no site constraints that require the caretaker's dwelling to be located so close to the native vegetation. A condition has been suggested that these structures be relocated to avoid unnecessary clearing.

Western Environmental undertook a site walkover in April 2025 and confirmed that the development areas for Farm 1 and Farm 2 comprise of completely degraded vegetation. Overall, 0.51 hectares of vegetation will be removed to facilitate the proposal. The DWER has not raised any concerns.

Noise

The regulatory regime relating to noise control and management in Western Australia is established by the *Environmental Protection Act 1986* (EP Act) and, in particular, the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

The Noise Regulations set out the maximum permissible noise levels for land uses based on levels, frequency and matters such as impulsiveness and tonality. It is generally accepted that land uses that will cause noise impacts on adjoining properties that exceed the maximum noise permitted by the Noise Regulations are not acceptable in the context of development control.

Noise generated from the site will mainly be generated through the use of equipment required to operate the broiler farm (e.g. cooling ventilation fans, truck and forklift movements etc.). As stated above, buffer distances are the main mitigating factor to prevent excessive noise impacting adjoining properties, however other measures such as vehicle maintenance in accordance with manufacturer's specifications, low speeds for travelling vehicles and good road conditions are also mentioned.

The EMP is viewed as adequately addressing noise mitigation.

Caretaker's Dwelling

Relevant development standards under LPS 9 for 'caretaker's dwellings' are outlined below:

4.8.9.2 A caretaker's dwelling must be incidental to the predominant use of the site.

4.8.9.3 Only one caretaker's dwelling is permitted on each lot.

4.8.9.4 The total permitted floor area of a caretaker's dwelling is 100m², measured from the external face of walls.

4.8.9.5 Open verandas may be permitted, but if enclosed will form part of the total calculated floor area.

4.8.9.7 Local government will not consider applications for caretakers' dwellings prior to the primary site activity being either approved or constructed.

4.8.9.8 Where simultaneous approval has been granted by local government for both a caretaker's dwelling and the main activity on the same lot, the main activity must be developed and operational prior to occupation of the dwelling.

4.8.9.9 Caretaker's dwellings should be carefully sited and constructed so the potential site (or estate) impacts from noise, dust, odour or amenity are minimised.

4.8.9.10 A caretaker's dwelling may only be occupied by the owner, manager, lessee or employee (and immediate family thereof) of the lawfully established or approved land use.

Officer comment:

The property contains more than one caretaker's dwelling, however given the scale of the overall development there is a relevant need and nexus that warrants a variation in this instance.

The proposed caretaker's dwelling is 147m^2 in area, therefore a 47m^2 variation is also being sought. To attract managers to operations such as that proposed, in a rural setting, accommodation is preferably designed to accommodate families and consequently house sizes often exceed the 100m^2 provision. The officer notes that the built form of the proposed dwelling will have a negligible impact on surrounding properties.

'Clause 4.5 - Variations to Site and Development Standards and Requirements under LPS 9 states:

4.5.2. In considering an application for development approval under this clause, where, in the opinion of the local government, the variation is likely to affect any owners or occupiers in the general locality or adjoining the site which is the subject of consideration for the variation, the local government is to –

a) consult the affected parties by following one or more of the provisions for advertising uses under clause 64 of the deemed provisions; and

b) have regard to any expressed views prior to making its determination to grant the variation.

4.5.3. The power conferred by this clause may only be exercised if the local government is satisfied that –

a) approval of the proposed development would be appropriate having regard to the matters set out in clause 67 of the deemed provisions;

b) the non-compliance will not have an adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

Cl 4.5 of LPS 9 provides discretion to depart from development standards and requirements applicable to the caretaker's dwelling and staff/workers' accommodation. It is suggested discretion be exercised to support the variations sought.

Condition Overview

The officer notes that the proposal consists of various management plans, all of which should form part of a singular Farm Management Plan (FMP) for ease of reference and which is secured by a condition of approval.

Where an element of the proposal requires further detailed design to be considered (i.e. caretaker dwelling relocation, landscaping, crossover, intersection upgrades etc), relevant conditions have been recommended.

In the event Council supports the position of the MRWA, its recommended condition can be imposed.

Summary

In view of the above assessment, proposed Farm 2 and associated structures are viewed as satisfying the relevant provisions of LPS 9, various state planning policies and guidance statements as outlined under the 'Legislation and Policy' section of this report. On that basis, this component is supported subject to conditions.

RISK IMPLICATIONS

There is a risk that if the Shire were to impose a condition as requested by MRWA, then an inevitable appeal will be lodged with the State Administrative Tribunal (SAT) that must be defended by the Shire. This is not in the Shire's interest.

There is a risk that not supporting a state agency may undermine the state's ability to properly control its assets, and upgrades will be borne by the public purse as opposed to the users creating the need for an upgrade. Generally local governments should support their state counterparts.

STATUTORY/LOCAL LAW IMPLICATIONS

Planning and Development Act 2005

Environmental Protection (Noise) Regulations 1997 (Noise Regulations).

Planning and Development (Local Planning Scheme) Regulations 2015

- *Schedule 2 (Deemed Provisions)*
  - *Clause 64 – Advertising applications*

- *Clause 66 – Consultation with other authorities*
- *The following provisions of 'Clause 67 (2) – Consideration of application by local government':*

(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(c) Any approved State planning policy;

(d) Any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);

(e) Any policy of the Commission;

(f) Any policy of the State;

(m) The compatibility of the development with its setting, including -
(i) The compatibility of the development with the desired future character of its setting; and
(ii) The relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

(n) The amenity of the locality including the following -
(i) Environmental impacts of the development;
(ii) The character of the locality;
(iii) Social impacts of the development;

(o) The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;

(s) The adequacy of -
(i) The proposed means of access to and egress from the site; and
(ii) Arrangements for the loading, unloading, manoeuvring and parking of vehicles;

(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

(y) Any submissions received on the application;

(za) The comments or submissions received from any authority consulted under clause 66;

Shire of Gingin - Local Planning Scheme No.9 (LPS 9)

POLICY IMPLICATIONS

State Planning Policy 2.5 - Rural Planning (SPP 2.5) and the Accompanying Guidelines

State Planning Policy 3.7 - Bushfire (SPP3.7)

Western Australian Planning Commission (WAPC) - Poultry Farms Fact Sheet

Environmental Code of Practice for Poultry Farms in Western Australia (Environmental Code of Practice)

Note: *The Environmental Code of Practice is not a legislative or regulatory document and is intended to encourage a strong environmental ethic within the industry and its adoption is voluntary. However, SPP 2.5 stipulates that poultry farms should take into consideration the guidelines within this code in relation to design, siting and management of poultry farms.*

Environmental Protection Authority - Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses No. 3 (2005) (EPA Guidance Statement)

Environmental Protection Authority – Environmental Assessment Guideline for Separation Distances Between Industrial and Sensitive Land Uses (2015) (draft)

Environmental Protection Authority – Environmental Guidance for Planning and Development – Guidance Statement No. 33' (EPA Guidance Statement No. 33).

Australian Government (Department of Agriculture, Fisheries and Forestry) - National Farm Biosecurity Manual for Poultry Production.

Department of Water and Environmental Regulation - Odour Emission Guidelines (June 2019) (Odour Emissions guidelines)

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis SECONDED: Councillor Woods

That Council grant development approval for an Animal Husbandry Intensive (Poultry Farm - Broiler) and associated structures on Lot 3686 (326) Airfield Road, Bambun subject to the following conditions:

1. **The development plans and accompanying documentation (as amended), together with any requirements and annotations detailed thereon, are the plans approved as part of this application and shall form part of the development approval issued, unless conditioned otherwise.**

2. **This approval relates to Farm 2, as delineated on the approved plans.**

3. **Prior to the commencement of site works, the landowner/applicant shall prepare and implement a Construction Management Plan (CMP) to the satisfaction of the Shire of Gingin, that at a minimum:**

    a. **Ensures site works, machinery and materials on the site do not generate unreasonable levels of noise, vibration, dust, wastewater or waste products.**

4. **Prior to the commencement of the approved use, the landowner/applicant is required to submit a Farm Management Plan to the Shire of Gingin for approval and on advice from relevant stage agencies, that at a minimum includes the following:**

    a. **Operating Strategy;**

    b. **Environmental Management Plan (Waste Management, Wastewater Management, Stormwater Management, Nutrient Management, Dust Management, Vermin Management and Noise Management);**

    c. **Soil and nutrient monitoring program; and**

d. Traffic Statement (covering of vehicle loads); and

the approved Farm Management Plan is to be implemented and adhered to thereafter for the life of the development, to the satisfaction of the Shire of Gingin.

5. The landowner/applicant shall keep an up-to-date soil and nutrient monitoring log as per the approved Farm Management Plan, that is to be made available to the Shire of Gingin within 28 days upon written request.

6. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Shire of Gingin. Any lighting should be consistent with DarkSky International's LED Practical Guide.

7. Prior to the commencement of site works, a Landscaping Plan shall be submitted to and approved by the Shire of Gingin that includes, at a minimum:

   a. Location and extent of vegetation, having regard to comments from the DBCA;

   b. The flora species and spacings;

   c. Irrigation management (if required); and

   d. Replanting contingency for flora mortality.

8. Prior to the commencement of the approved use, the landscaping as detailed in the Landscaping Plan shall be implemented and thereafter maintained in a good condition for the life of the development, to the satisfaction of the Shire of Gingin.

9. Prior to the commencement of the approved use, the landowner shall execute and provide to the Shire of Gingin a notification pursuant to Section 70A of the *Transfer of Land Act 1893* to be registered on the title to the land as notification to prospective purchasers as follows:

   Bushfire Prone Area – This lot is located within a bushfire prone area and is subject to a Bushfire Management Plan.

   Further information may be obtained from the offices of the Shire of Gingin.

10. Prior to the commencement of site works, the landowner shall enter into a Deed of Agreement for the upgrade of the intersection between the internal access road and Airfield Road, generally in accordance with drawing number SOG/STD-05. The landowner shall be responsible for all costs associated with the preparation of the deed (including all drafts). The applicant/operator shall be responsible for all costs related to the road/intersection upgrades and any associated works.

11. Prior to the commencement of the approved use, the works specified in the Deed of Agreement for the upgrade on the intersection between Airfield Road and the internal access road shall be undertaken at the expense of the landowner to the satisfaction of the Shire of Gingin.

12. Prior to the commencement of the approved use, the landowner shall upgrade the existing site access road generally in accordance with the Transport Impact Statement prepared by PGT Consulting dated 9 June 2025 (Revision A).

13. Prior to the commencement of the approved use, the internal access way, car parking and manoeuvring areas shall be constructed in accordance with the development approval and thereafter maintained to the satisfaction of the Shire of Gingin.

14. In the event that dust drift is disseminating beyond the property boundary as a result of vehicles accessing 'Farm 2', dust suppression measures are to be implemented immediately and the offending activity shall cease forthwith.

15. Prior to applying for a building permit, a revised site plan for the caretaker's dwelling is to be submitted to and approved by the Shire of Gingin. The caretaker's dwelling is to be relocated further to the east to avoid the removal of native vegetation due to the installation of an asset protection zone.

16. Prior to the commencement of site works for the caretaker's dwelling, the applicant shall demonstrate to the Shire of Gingin that an adequate potable water supply can service the developments, that consist of at least a 90,000-litre water tank that is capable of being replenished.

Advice Notes

1. If you are aggrieved by the conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Part 14 of the *Planning and Development Act 2005*.

2. Further to this approval, the applicant is required to submit working drawings and specifications to comply with the requirements of the *Building Act 2011* and *Health Act 2016*, which are to be approved by the Shire of Gingin.

3. It is advised that the proposal should at all times comply with the *Environmental Code of Practice for Poultry Farms (2004).*

4. Please liaise with the Heavy Vehicle Services division of Main Roads Western Australia in relation to whether a Restricted Vehicle Access (RAV) permit for Airfield Road is required.

5. Please be advised that the property may be re-rated to reflect the change in intensification and use approved as part of this application.

6. The approved Caretaker's Dwelling is to have access to a sufficient supply of potable water that is of the quality specified under the Australian Drinking Water Quality Guidelines 2011.

7. Please be advised that the Caretaker's Dwelling is not a prescribed noise sensitive premises under the *Environmental Protection (Noise) Regulations 1997* and as such is not subject to the expected noise levels of a residential premise.

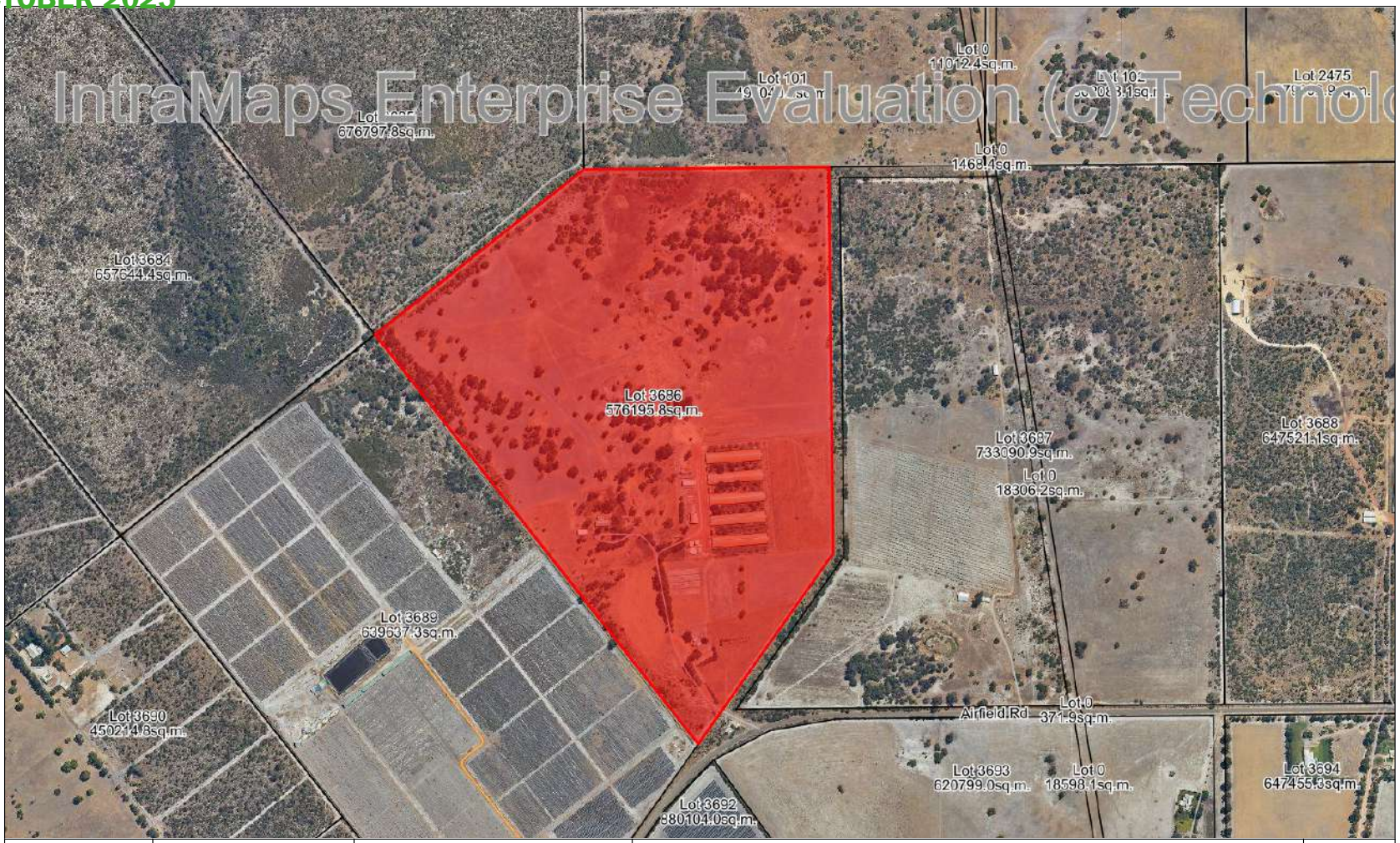
8. Dark sky is critical to UWA's scientific research and studies at the Gingin gravity/observatory precinct. Refer to the following link: https://www.wa.gov.au/government/publications/position-statement-dark-sky-and-astrotourism

9. Please be advised that the development requires registration as an offensive trade with the Shire of Gingin's Environmental Health Section.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*



SHIRE OF GINGIN
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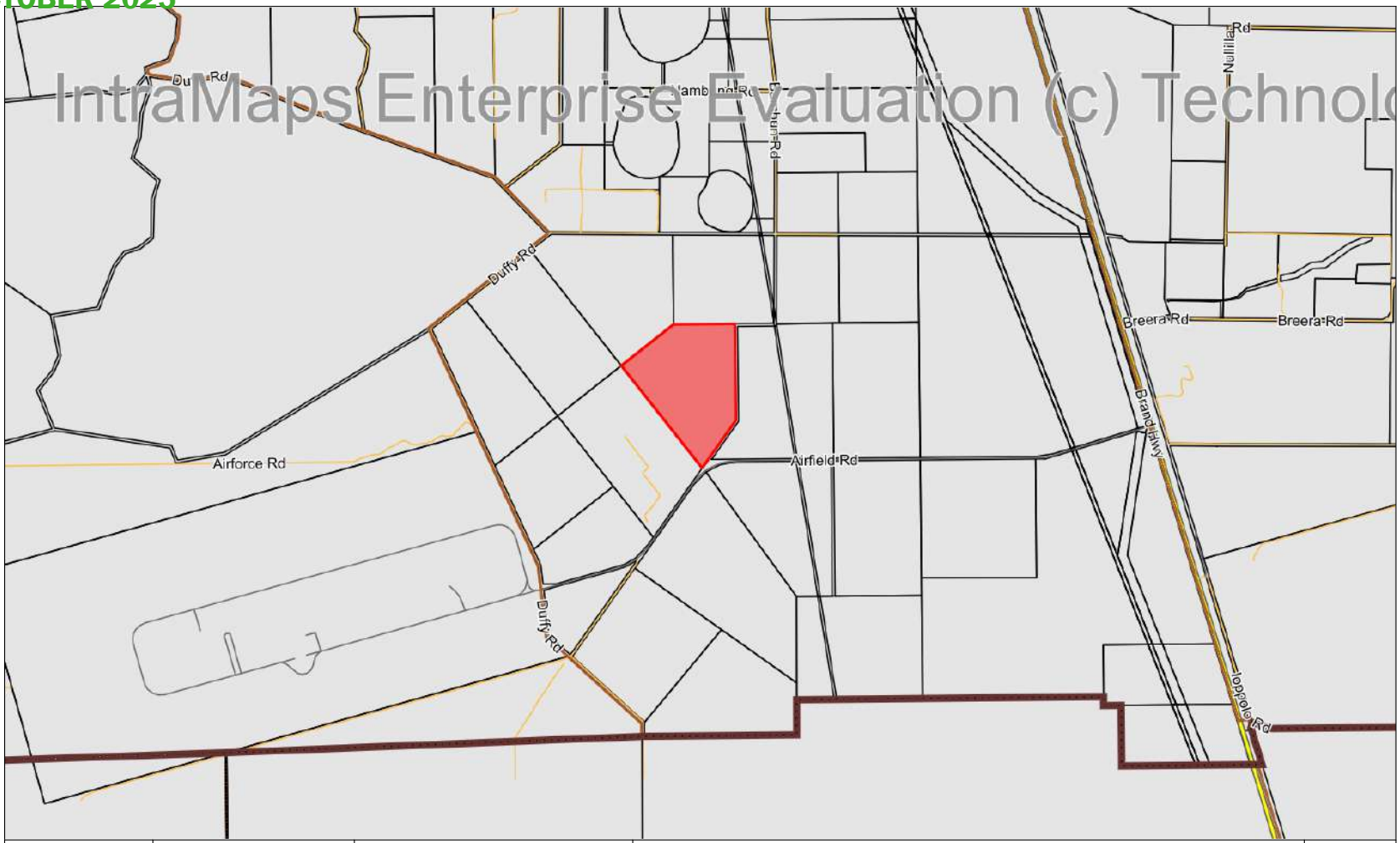
Aerial Map - Lot 3686 (326) Airfield Road, Bambun

Scale: 1:10000

Date: 08/10/2025

N



SHIRE OF GINGIN HISTORY | BEAUTY | PROSPERITY	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Location Plan - Lot 3686 (326) Airfield Road, Bambun Scale: 1:40000 | Date: 08/10/2025	N

cdp
Town Planning & Urban Design

Development Application

Lot 3686 (326) Airfield Road, Bambun

JULY 2025

Development Application.

Lot 3686 (326) Airfield Road, Bambun

JULY 2025

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PTG Consulting (Traffic)

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1 Introduction

1.1 Purpose

This report outlines and provides a planning justification the proposed redevelopment and expansion of a free-range broiler poultry farming operation located at 326 Airfield Road, Bambun (**the subject land**) in the Shire of Gingin.

There is an existing five--shed broiler poultry farm situated on the southern part of the property. A second, six-shed farm is proposed in the north-west. As a second stage, the existing farm will be redeveloped to upgrade the sheds to a contemporary standard and the addition of a sixth shed.

There is an existing farm manager's residence, staff accommodation and dead bird freezer associated with the current farm. A second manager's residence and dead bird freezer will be provided for the second farm, and a two-person staff accommodation unit will be located near the second house.

This proposal is supported by the required supporting documentation, being:

- Environmental air quality (odour impact) assessment
- Traffic impact assessment
- Environmental management plan
- Bushfire management plan

2. Site Information

2.1 Location & Context

The subject land is situated approximately 55.8 kilometres north of Perth CBD and 27 kilometres north of Bullsbrook townsite, approximately 3.5 kilometres west of Brand Highway along Airfield Road, See **Figure 1** Airfield Road is so named because it leads to the RAAF Base Gingin airfield, approximately 15 kilometres west of the subject land.

In addition to RAAF Base Gingin, activities on neighbouring properties include numerous intensive agricultural and intensive animal husbandry land uses, amongst them several poultry farms.

The district is quite flat and low lying and is characterised by a chain of wetlands running in a generally north-west to south-east direction.

The subject land is bordered on its east and south-east boundaries by an unbuilt road reserve, nominally an extension of Bambun Road (further north). This road reserve in heavily vegetated with remnant Banksia woodland and is not usable as a traffic route. See **Figure 2.**

2.2 Ownership & Title Details

Lot	Ownership	Address	Vol/ Folio	Plan	Size (Ha)
3686	Jirda Poultry Property P/ L	326 Airfield Road, Bambun	1687/ 912	205131	57.618

Copies of the Certificate of Title and Deposited Plan are provided in **Appendix 1**.

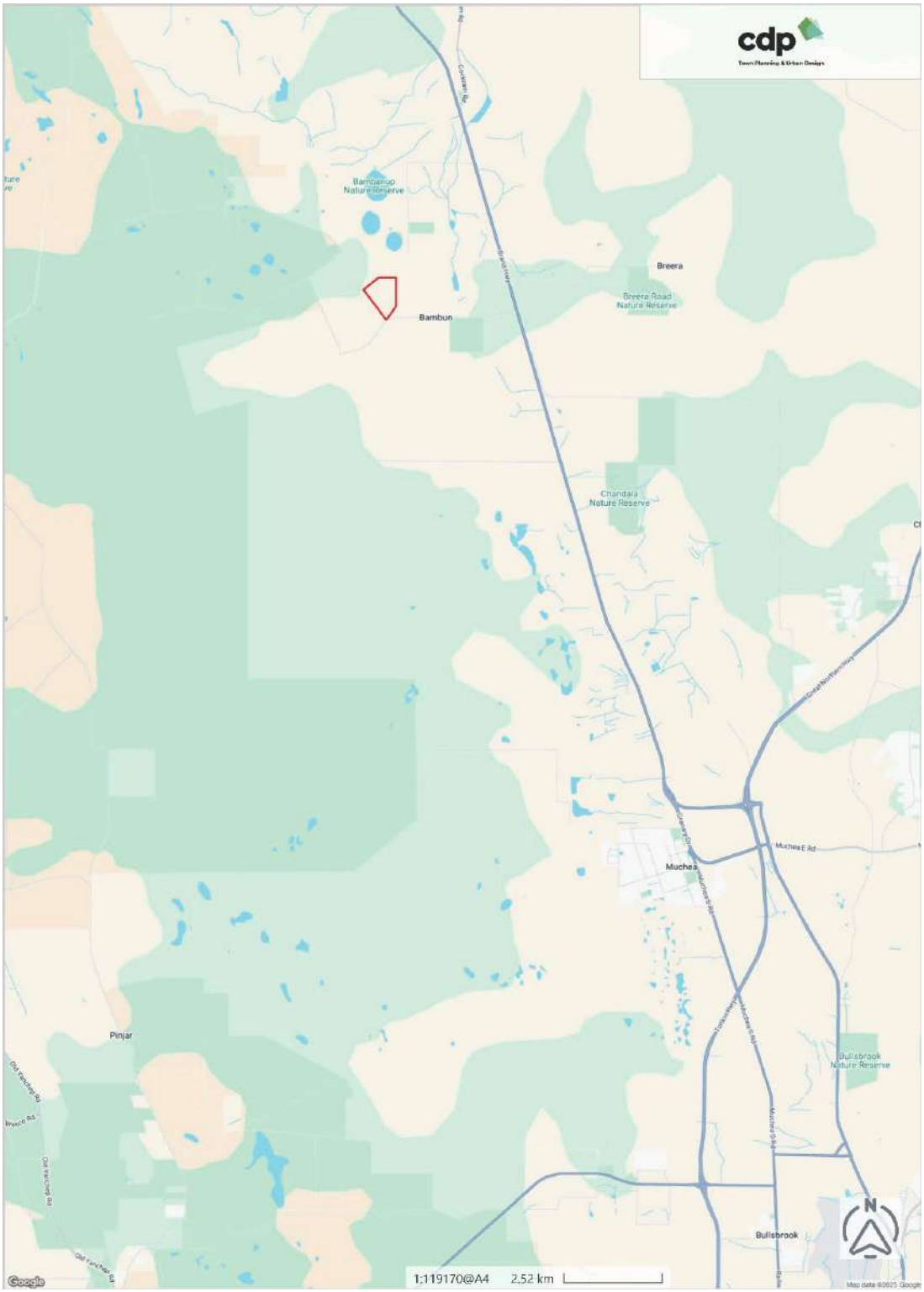


Figure 1 Location

Figure 2. Context

3. Planning Context

3.1 State Planning

3.11 State Planning Policy 2.0 Environment and Natural Resources

This SPP defines principles and considerations for addressing the environment and natural resources with the objectives of:

- Integrating environment and natural resource management with broader land use planning and decision-making.
- Protecting, conserving and enhancing the natural environment.
- Promoting and assisting in the wise and sustainable use and management of natural resources.

The policy applies to this proposal on a number of fronts, including potential on- and off-site impacts of land uses on the environment, natural resources and natural systems which includes wetlands and odour impacts and avoiding contamination. These matters are all addressed by this application.

3.12 State Planning Policy 2.5 Rural Planning

SPP 2.5 applies to all rural land and rural land uses and aims to protect and preserve the diverse values of rural land assets by ensuring broad compatibility between land uses. Poultry farms are a form of intensive animal premises that are regulated entirely by planning processes rather than by a combination of planning and environmental regulation. SPP 2.5 and its related Guidelines outline the matters to be considered when assessing proposals for animal premises. In addition, a Fact Sheet relating specifically to poultry farms outlines a range of land use planning considerations relevant to the establishment, expansion or modification of poultry farms in Western Australia.

This development application addresses these matters as they apply to the subject land.

3.13 Fact Sheet: Poultry Farms

This fact sheet is intended to assist in the implementation of SPP 2.5 and specifies the matters to be considered in the assessment of applications. These include:

- Scale
- Access to water
- Vehicle access
- Visual impact
- Buffers
- Waste management
- Biosecurity
- Management plans
- Environmental licensing and works approvals (if applicable)

This development application addresses each of these matters.

3.14 State Planning Policy 3.7 Bushfire

SPP 3.7 and its Guidelines apply where the land is designated bushfire prone on the State's Map of Bushfire Prone Areas and the planning proposal will result in the intensification of development, increase the number of residents or employees, as is the case with this application. The subject land is mapped as Bushfire Prone and accordingly a Bushfire Management Plan has been prepared to support this application.

3.2 Local Planning

3.2.1 Local Scheme No. 9

Shire of Gingin Local Planning Scheme No. 9 (**LPS 9**) applies to the subject land. One of the aims of LPS 9 is to facilitate more intensive and diversified use of rural land for higher value products, including (inter alia) intensive animal husbandry, which is compatible with surrounding farming practices. This report provides support for the argument that the proposed development meets this scheme objective.

Zoning

LPS 9 zones the land 'General Rural', coded 'GR40'. The objectives of the General Rural zone include:

- Maintaining or enhancing the specific rural character
- Encouraging and protecting broad acre agricultural activities and more intensive agricultural activities, with other rural pursuits and industries as secondary uses where they demonstrate compatibility with the primary use
- Maintaining and enhancing the environmental qualities of the landscape, vegetation, soils and water bodies, and protect sensitive areas from damage
- Provide for the operation and development of rural land uses by limiting the introduction of sensitive land uses.

The GR40 code relates to the minimum supported lot size for proposed subdivision, which is not relevant to this proposal.

This report provides support for the argument that the proposed development is compatible with the objectives of the 'General Rural' zone.

Permissibility

A poultry farm is classed as 'animal husbandry – intensive', which is an 'A' use in the General Rural zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the deemed provisions (ie: advertising the proposal).

Other Scheme Requirements

Clause 5.3.4 of LPS 9 requires the Shire to refer any poultry farm application to the Department of Water and Environmental Regulation (DWER) for advice on the potential for increased nutrient loading. This is addressed in **5.8** and **Appendix 3**.

Compliance with specific site requirements relevant to the proposed development are addressed in **section 5**.

3.3 Local Planning Policies

There are no local planning policies that specifically apply to the proposed development; however, the Shire of Gingin was a co-contributor to the ***Environmental Code of Practice for Poultry Farms in Western Australia***, published in 2004 and used as a guide for developers and decision makers in the planning and environmental management of poultry farms. Although only a guide and not a statutory document, the Code serves to identify key site development requirements.

The SPP 2.5 Fact Sheet (3.13) sets out criteria for the consideration of application for poultry farms and these and the requirements of the Code as they apply to this site are addressed in this application.

3.4 Aboriginal Heritage

The subject land is mapped as being entirely within a Registered Aboriginal Heritage site (ID 20008 – Gingin Brook Waggyl Site). An enquiry was made to the Department of Planning Lands and Heritage to determine whether any survey work or application under the Aboriginal Heritage Act 1972 is required for the proposed development. The response confirming that no application under the AH Act is required is provided in **Appendix 6**.

3.5 Environment

Soil Systems

The subject land is flat and comprised mostly of Bassendean soil, with Yanga soil system along the northern edge, associated with wetlands. Bassendean sands are highly susceptible to nutrient and contaminant leaching due to poor nutrient retention. The risk of nutrient leaching from the free-range poultry operation is addressed in **5.8.2**.

Acid Sulphate Soil Risk

Most of the subject land is mapped as "moderate to low risk of ASS occurring within 3 m of natural soil surface, but high to moderate risk of acid sulphate soils beyond 3m of natural soil surface". A minor patch on the northern border is mapped as "high to moderate risk of ASS occurring within 3 metres of natural soil surface". This area is mainly associated with the DBCA geomorphic wetland mapping (refer to **Wetlands**).

Wetlands

One mapped Multiple Use Wetland (MUW) and one Resource Enhancement Wetland (REW) intersect with the northeastern edge of the subject land. One Conservation Category Wetland (CCW) is mapped 40 metres from the northwest boundary. As identified in **5.5.2**, the proposed farms will be located beyond the minimum recommended 200 metres separation distance to wetlands.

Groundwater

Groundwater elevation contours indicate that the groundwater flows west-southwest of the Site in the direction of the adjacent wetlands. Groundwater is shallow across the subject land, with the minimum depth to groundwater being 1- 3 metres and maximum depth to groundwater being 1- 4 metres across the majority.

Flora and Vegetation

Western Environmental undertook a site walkover in April 2025 (see **Appendix 4**). This found:

- All the vegetation within the site appears to be remnant (Landgate, 2025).

- The site contains five vegetation types, and all vegetation types have a Completely Degraded condition. The vegetation in the centre along the northern boundary is burnt.

The majority comprises 'Marri open woodland'. Other areas have been cleared historically. No Threatened or Priority Flora were found.

Fauna

No Threatened or Priority Fauna within the subject land have been recorded however remnant native vegetation may provide some foraging value for black cockatoo species, which are listed as threated under the Commonwealth ***Environment Protection and Biodiversity Conservation Act 1999*** and the ***State Biodiversity Conservation Act 2016***.

Western Environmental undertook a visual ground assessment of the vegetation to identify any fauna habitat values in April 2025 which found:

- The site did not contain any habitat for ground-dwelling fauna.
- A total of 110 trees on were considered potential breeding habitat trees (DBH >50 cm). No trees were considered to have a hollow of suitable size, depth or accessibility to be considered for black cockatoo use.
- The site comprised of 8.21ha of high value foraging habitat for Carnaby's black cockatoos; however, no evidence of foraging was present.

4. Proposal

4.1 Broiler Farm Overview

Broiler (meat) chicken farms use sheds for housing birds. Free range chicken farms allow the chickens to range outdoors during the day, returning to the sheds at night.

Shed floors are impervious concrete with a thick layer of straw for bedding. Range areas for free range chickens are kept fallow for approximately 50% of the time to ensure a high standard, including good pasture to eliminate dust and odour. Chickens are allowed to range only once they have reached 21days old.

Sheds are ventilated by large fans and evaporative cooling systems. Shed temperature, humidity and air quality are electrically controlled. Birds are usually harvested three times during the growing period with about half the birds removed between days 31and 35 and the balance by days 48-52. Birds are removed at night when the birds are more settled. They are caught by hand and placed into plastic crates or aluminium modules, designed for good ventilation and safety from bruising during transport. They are then transported to the processing plant (off-site).

There is a break between batches of one to two weeks so the sheds can be cleaned back to original condition in readiness for the next batch. The delay also ensures that any pathogens die. At the completion of each batch, litter is removed, floors are brushed, feed pans are scrubbed, water lines cleaned, and fan blades scrubbed.

Once sheds have been thoroughly cleaned, they are disinfected. An insecticidal treatment may also be used if insects were a problem in the previous batch. Any disinfectant or insecticide used must be approved by the Australian Pesticide and Veterinary Medicines Authority as safe and fit for use in broiler sheds. After a full cleanout, qualified personnel test the shed to confirm that it has been adequately cleaned, and any potential disease agents removed.

Newly hatched chicks are then delivered from the off-site hatchery in specially designed, air-conditioned trucks.

4.2 Proposed Development

4.2.1 Poultry Meat Production

The proposed development is for two free range farms, each comprising six sheds. Each shed will have an internal dimension of 160m x 17.3m, providing a maximum capacity per shed of 252,000 birds (30.3m² per bird).

Farm 1is existing and will continue to operate in its current configuration of five sheds while Farm 2 is built. It is then intended to reuse and extend the existing concrete pads to accommodate sheds the same size as Farm 1and add a sixth shed.

Production of the existing versus proposed development is summarised in **Table 1. Existing Development** and **Table 2. Proposed Development.**

Table 1. Existing Development

Farm ID	Number sheds	Shed internal width	Shed internal length	Floor area m²	Placed birds/ m²	Total birds per batch	Type	%
Existing 1	5	18.33	1015	9,300.0	14.46	134,500	Free range	100%
Total	**5**	**-**	**-**	**9,300.0**	**-**	**134,500**	**-**	**100%**

Table 2. Proposed Development

Farm ID	Number sheds	Shed internal width	Shed internal length	Floor area m²	Placed birds/ m2	Total birds per batch	Type	%
New 1	6	16.3	166	16,632.0	15.8	262,786	Free range	50%
New 2	6	16.3	166	16,632.0	15.8	262,786	Free range	50%
Total	**12**	**-**	**-**	**33,264.0**	**-**	**525,571**	**-**	**100%**

4.2.2 Buildings

Farm 1new sheds will utilise existing concrete pads which will be extended to correspond to the dimensions of the larger sheds, with the additional sixth shed being entirely new. Existing machinery sheds, silos, gas bullets, etc will be retained. The existing house and staff quarters will be used for Farm 1.

Farm 2 will be all new, comprising poultry sheds, silos, machinery sheds, etc. A new farm manager's house and staff quarters will be added for this farm.

4.2.3 Staff Numbers & Hours of Operation

By its nature, the poultry farms operate 24/7, however six staff will be typically working on site between the hours of 7:00am and 4:00pm.

Each farm is managed by a resident manager, who occupy the existing and proposed farm houses. Due to the remote location, staff accommodation for the other four staff is provided on-site in the form of a transportable building.

4.2.4 Access & Parking

The subject land has access to Airfield Road. Although the subject land abuts a road reserve on its east and south-eastern boundaries, that road reserve is not constructed and is unlikely ever to be built as it is densely covered by remnant vegetation.

All vehicle access will be from the existing crossover to Airfield Road. As outlined in the Traffic Impact Statement (**Appendix 7**), the driveway will be widened to accommodate two-way movement of large vehicles near the crossover.

Airfield Road is classified as an access road and has two lanes and a pavement width of 7 metres. It connects to Brand Highway, a two-lane road with an 11metre wide pavement that is classified as a Primary Distributor.

In terms of the RAV network, Airfield Road currently permits up to RAV Category 4 vehicles without conditions, and Brand Highway permits up to RAV Category 7 without conditions.

No formal car park is proposed, however a visitor and staff parking area is provided outside the secure entry to each farm. Parking is available for the managers and staff adjacent to the houses and accommodation on each farm.

5. Compliance

This section outlines how the proposed development complies with the requirements of LPS 9, State planning policies and other applicable Codes and regulations.

5.1 Access to water

The subject land has two licences to take water, which have been transferred to the current owners. GWL 165556(5) allows extraction of up to 12,500kL for irrigation of up to 0.5ha of lawns and gardens and up to 2ha of grass cover, plus 'backup' supply. GWL 57998(6) allows extraction of up to 62,400kL for domestic use and poultry purposes for meat production.

Both are valid from 5 May 2025 to 1July 2031.

The amount of water available is adequate for all necessary applications within the proposed development.

The Farm will have two 500,000 litre tanks for water storage.

5.2 Bushfire Management

A Bushfire Management Plan has been prepared for the proposed development by Western Environmental (see **Appendix 2**).

The poultry sheds are not considered to be habitable buildings so are excluded from consideration. Jirda Poultry has its own procedures and responsibilities to manage bushfire and other workplace safety issues in relation to the overall operation, including the sheds.

The proposed house and workers' quarters are assessed as BAL-29, contingent on establishing and maintaining a 14 metre wide asset protection zone (APZ). See **Figure 3.** Dwellings are to be built to the relevant construction standard in AS 3959: 2018.

Water tanks are equipped with a DN 125/150 Storz manifold for firefighting purposes. Water for poultry purposes it taken from above the Storz inlet. This will guarantee 125,000 litres per tank for firefighting is available at all times.

Tanks will be on a hard stand for truck access and more suitable than 2 x 10kL tanks near the house and quarters. Farm tanks are 250m from house and accessible by formed road and hardstand.

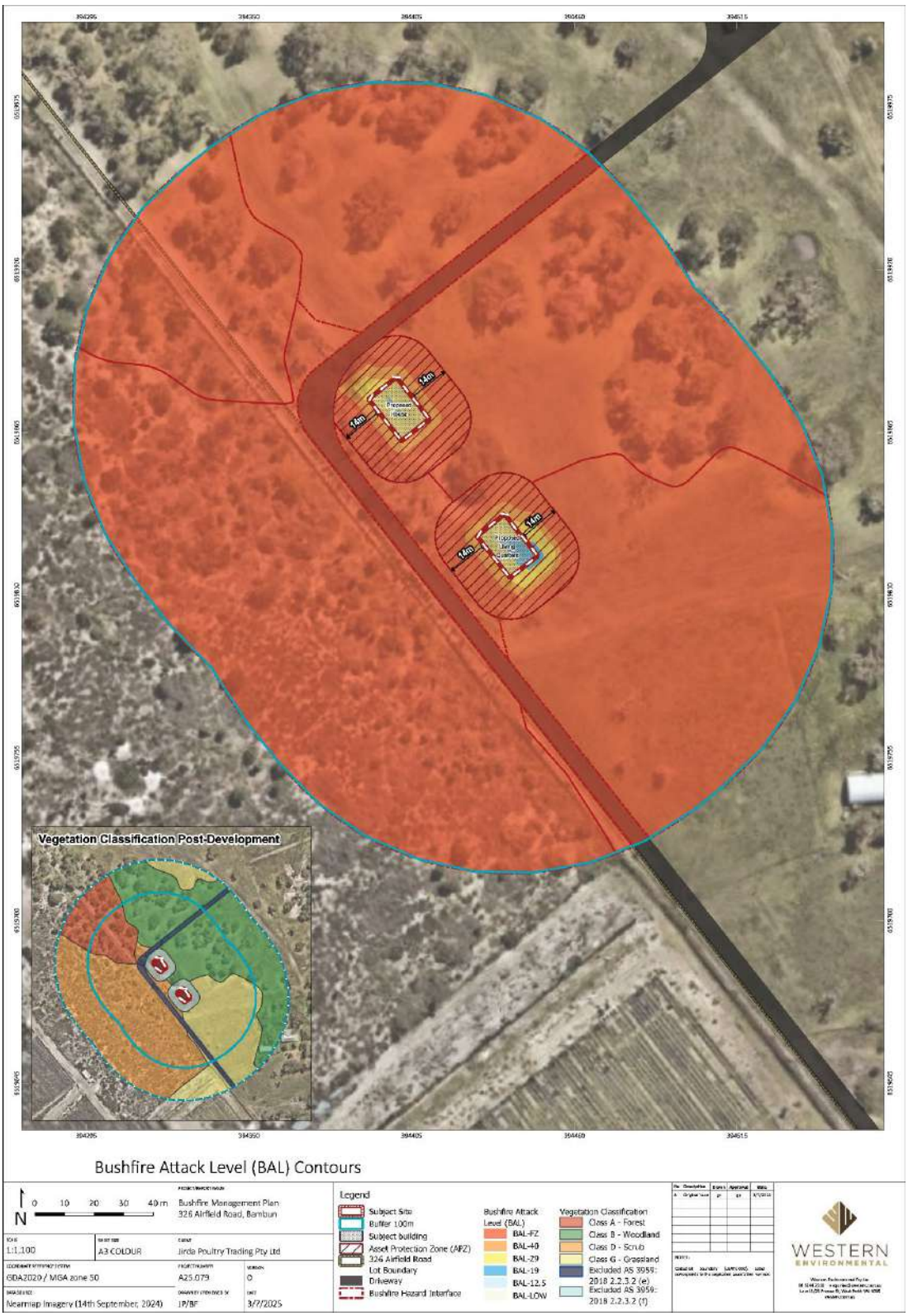


Figure 3. BAL Contours

5.3 Traffic Impact

All vehicle access will be from the existing crossover to Airfield Road. The existing driveway will be upgraded to accommodate two-way movement of trucks.

As staff accommodation is provided on-site, there will be no trips associated with commuting to and from the site. (i.e. no staff trips in the AM or PM peaks). Staff members will likely leave and return to the site at some point throughout the day. Assuming that each staff member drives, a total of 6 vehicles per day is anticipated. Each vehicle will generate 2 vehicle trips (1inbound and 1 outbound). Therefore, the development will generate 12 staff vehicle trips per day.

Over a typical 60-day cycle it is expected that Farms 1and 2 will generate the following truck movements:

- Small bird pick up- 34 trucks (up to RAV 4)
- Large bird pick up - 66 trucks (up to RAV 4)
- Wood chip delivery -15 trucks (semi-trailers)
- Manure cleanout - 30 trucks (semi-trailers)

This results in a total of 145 truck trips over a 60-day period, or 2.14 trucks per day on average. For a robust assessment, a worst-case scenario approach has been considered where all the regular deliveries and pick-ups occur during the same peak hour. This would involve doubling the average daily truck trips and assuming that two trucks would arrive and depart during the AM and PM peak hours.

In the worst-case scenario, the development is estimated to generate 4 vehicle trips in the AM and PM peak periods and 22 trips per day.

According to ***WAPC Transport Assessment Guidelines***, developments generating between 10-100 peak hour vehicle trips are likely to have only a low effect on the surrounding transport network and no detailed assessment is required.

A swept path assessment was conducted with a 27.5m B-double, which identified the following minor issues that should be addressed at detailed design stage:

- The roadway bend near Farm 1will require widening and the radius of the roadway increased to accommodate the turning movement of the B-double truck.
- The roadway section near the site access should be widened to ensure that and entering and exiting truck can pass each other without conflicts.

Overall, the proposed development is not anticipated to have any material impact on the surrounding road network.

5.4 Visual impact

5.4.1 Building materials

The proposed new house, sheds, and worker's accommodation are all proposed to be light coloured to maximise thermal performance.

- Sheds – PIR wall panels - Surf Mist or similar.
- Manager's House – External walls are EPS core panel with Colorbond® cladding in Pale Eucalypt.
- Staff accommodation – External walls are EPS core panel with Colorbond® cladding.

5.4.2 Siting of buildings

Farm 2 has been carefully located to avoid the buffer associated with Conservation and Resource Enhancement category wetlands at the same time being as far away from Farm 1 as possible. The ***Environmental Code of Practice for Poultry Farms in Western Australia*** recommends that any proposed poultry farm closer than 200 metres to a significant wetland should be referred to the Department of Water and Environmental Regulation (DWER) for assessment. For this reason, proposed Farm 2 is to be located 119 metres from the northern boundary and 215 metres from the western boundary, thereby achieving more than 200 metres distance from any CCW or REW. These setbacks also conform to that recommended by the ***Environmental Code of Practice for Poultry Farms in Western Australia***, of 100 metres from a property boundary in a Rural zoned area.

Farm 1 is existing, with all sheds 121 metres and more from the eastern lot boundary. As a second stage of the proposed development the concrete pads of Farm 1 will be reused and extended to accommodate new sheds the same dimensions as Farm 2, and an all-new sixth shed will be added. Because of the location of existing infrastructure such as silos, machinery and storage sheds, gas tanks and vehicle access areas, the extension of sheds can only be to the east. This will bring the new sheds to a minimum of 62 metres from the eastern boundary (southern shed), which is less than the industry recommended 100 metres. However:

- The eastern site boundary is shared with an unconstructed road reserve, 20 metres wide. No vehicle access is possible along this reserve, which is heavily vegetated with remnant vegetation. Construction of a road within this reserve in future is unlikely because (a) it has not already been constructed despite having been surveyed c.1933, suggesting it is not required, (b) a clearing permit would be required to construct the road, and (c) it traverses a Resource Enhancement Wetland.
- The closest shed will still be more than 1 kilometre from the closest poultry farm on another property (approximately 1.1 kilometres to the closest shed on Lot 3688, 208 Airfield Road). This is more than the maximum recommended minimum separation between poultry farms on different lots (refer to **5.5.1**).
- There are no sensitive land uses east of the proposed sheds, nor indeed anywhere in the vicinity. The lot on the other side of the unconstructed road reserve is used for horticulture and does not contain any dwellings.

5.4.3 Screening

The only road from which the proposed development could be viewed is Airfield Road but the subject land has only a narrow road frontage, and none of the existing development can be seen (refer to **Image 1**, from Google Street view, dated January 2025). No development will be any closer to Airfield Road, and no clearing of existing screening vegetation is proposed. Hence, the proposed development will not be visible from any publicly accessible location.

Nevertheless, it is proposed to plant a row of trees around the perimeter of each farm, and a row of trees along the eastern boundary. The final selection of species will be confirmed with the Shire prior to installation and subject to availability, however the environmental consultants, Western Environmental, have recommended planting something dense and fast growing to get a quick screen, like ***grevillea olivaceae, Adenanthos cygnorum***, ***acacia*** species as a low to mid hedge and ***eucalyptus*** species behind to provide a longer-term barrier to noise and visibility. These would also provide a windbreak and black cockatoo foraging.

Western Environmental also advised that are no restrictions on species from a bushfire perspective as long as it is a single row, and no more.

Image 1 Existing view from Airfield Road

5.5 Buffers & Biosecurity

5.5.1 Separation Distances

The SPP 2.5 Guidelines provide a comparison of separation distance requirements for poultry farms from various sources. The State industry standard as set out in the ***Environmental Code of Practice for Poultry Farms in Western Australia*** recommends that new poultry farms be located at least 1,000 metres from any commercial or private poultry facility (measured from shed to shed). The spacing between sheds on the same property the distance between sheds is at the operator's discretion.

The Environmental Protection Authority (EPA) ***Guidance No. 3 Separation Distances between Industrial and Sensitive Land Uses (2005)*** recommends between 300 – 1,000 metres. The draft ***Environmental Assessment Guideline for Separation distances between industrial and sensitive land uses (2015)*** also recommends 300 – 1,000 metres.

Both the existing and proposed farms are located one kilometre or more from other poultry farms in the locality, as demonstrated in **Figure 4**. This figure shows a 1,000 metre radius from the closest sheds on all neighbouring poultry farms. Only a small portion of the north-western part of subject land is affected by another farm, and proposed Farm 2 will be located entirely outside that part, which is also impacted by a wetland buffer.

5.5.2 Wetland Buffers

The ***Environmental Code of Practice for Poultry Farms in Western Australia*** recommends maintaining a minimum 200-metre buffer between the edge of the roaming area of a free-range farm and any wetland or waterway. This buffer is intended to minimise the risk of contamination from soils.

It was initially proposed to locate Farm 2 further north and west of the location now proposed but it was determined that it would be within 200 metres of a conservation category wetland (shown in dark green in **Figure 5**). Therefore, proposed Farm 2 was relocated to be entirely outside the recommended buffer.

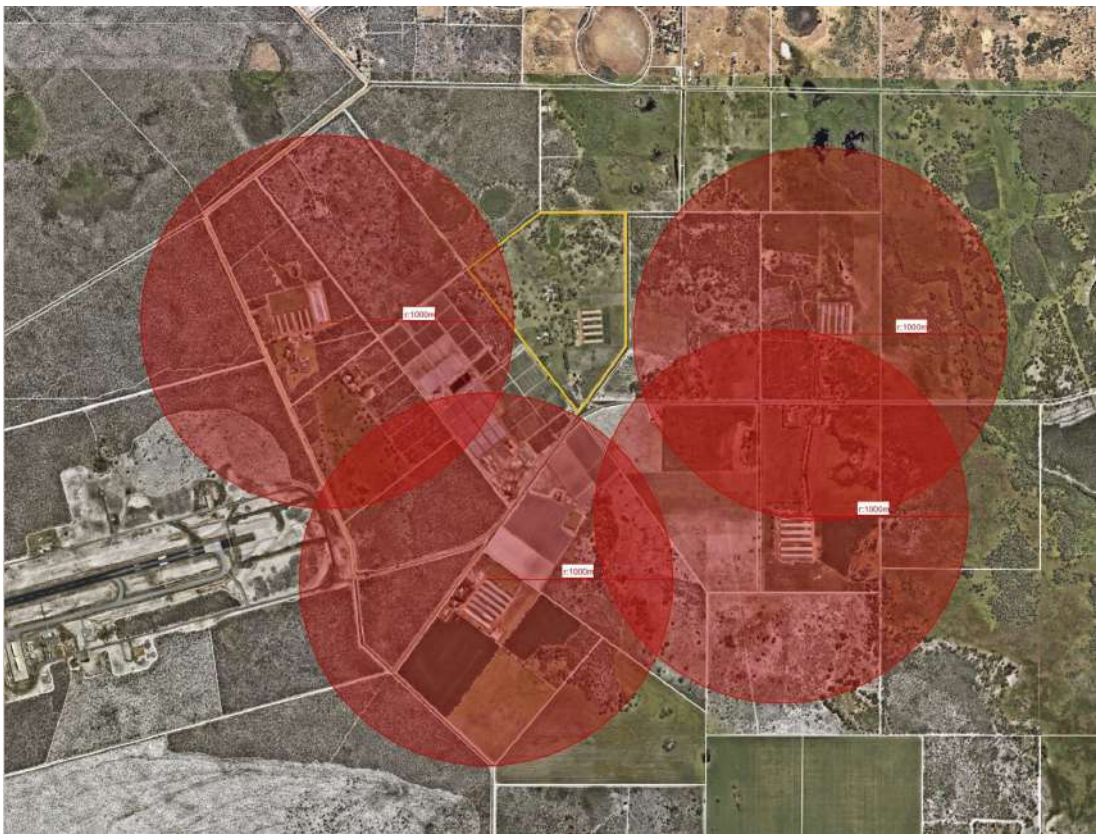


Figure 4. One kilometre distance from neighbouring poultry farms

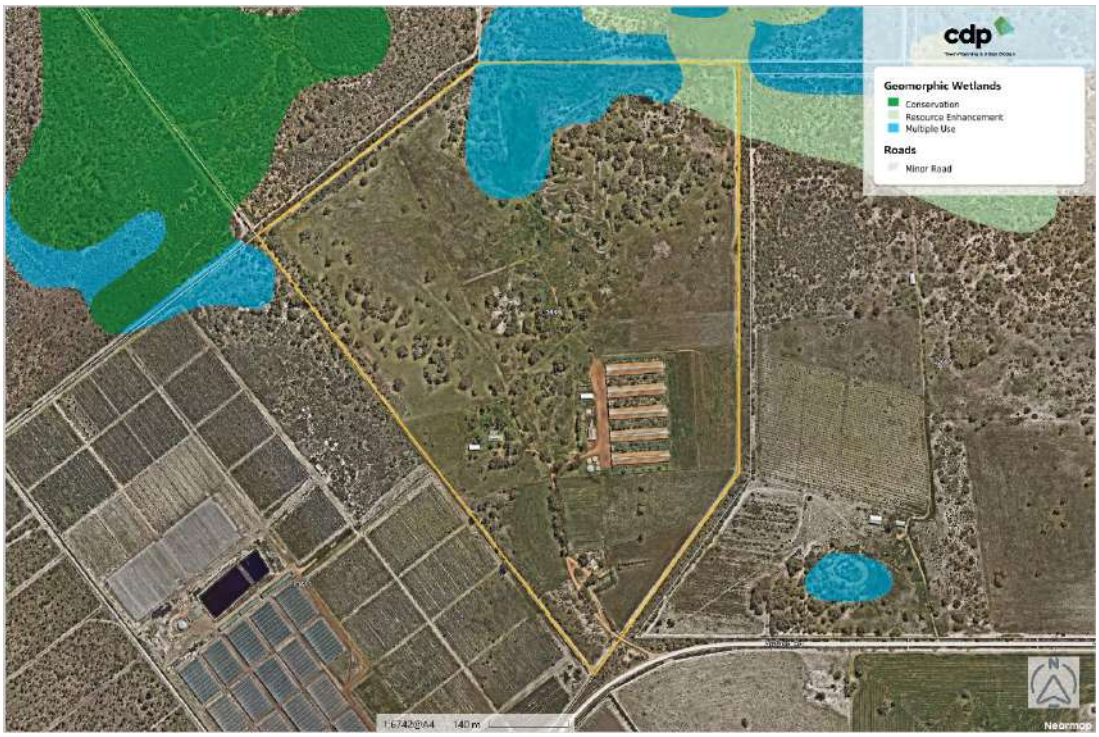


Figure 5. Geomorphic Wetlands

5.6 Odour

Odour is the potential impact of poultry farms most frequently of concern to the occupants of neighbouring properties.

EAQ Consulting prepared an odour impact assessment (refer to **Appendix 5**). The assessment is summarised as follows:

- Design, construction and operations of the Farm within the Site are best practice with multiple lines of response and controls to ensure optimal operations and subsequently minimal odour emissions.
- The site already operates a 5 shed farm.
- Large separation distances surround the site and growing sheds.
- The locality has several existing poultry growing activities suggesting the area is a poultry production 'precinct'.
- The nearest single dwelling (rural) that is not a farmhouse/ manager house of an existing poultry growing activity is more than 1km to the northwest of the proposed Farm 2, and greater than 1km to the north, northeast of Farm 1
- OFAs undertaken at the existing and operational Kiri Park site showed that the empirically observable odour footprint, which includes subtle odours, were observable up to 800 metres from the central location of a six-shed farm.
- Derivation of odour emission rates using the published K Factor and subsequent emissions derivation relationships as published by the Australian Poultry CRC to predict an odour footprint for Farm 2 and derive the predicted ground level odour concentrations at the nearest single rural receptor, where:
    - It was predicted that Farm 2 is sufficiently clear of any rural residences and therefore does not predict to have an observable odour at any singe rural residence based on the seven odour unit criterion for a single rural residence, and
    - The cumulative odour footprint for Farm 1and Farm 2 does not impact these nearest single rural residences at an observed and recognised odour strength of seven odour units at ground level.
- The risk of an odour impact from the proposed refurbishment and expansion of the Bambun site is in EAQ's view a Low Risk where any observable odours from the site at any of the single rural residences surrounding the site is **unlikely** under normal operating conditions, given that OFAs for the nearby Kiri Park site, have demonstrated that odours are subtle to nil at, and beyond, 800 metres from the centre of a six-shed growing farm.

5.7 Management plans

A draft Farm Management Plan has been prepared, which will provide the Shire with a single reference document incorporating proposed management practices. Refer to **Appendix 8**. It is anticipated that finalisation of this document will be a condition of approval. All workers and visitors will be inducted to the site.

5.8 Environmental Management

An Environmental Management Plan (EMP) was prepared by Western Environmental for the proposal – refer to **Appendix 3**. The EMP addresses:

Identification of potential direct and impact impacts resulting from the poultry farm, including:

- Nutrient and drainage management
- Dust
- Noise
- Waste Management
- Feral animals.

5.8.1 Stormwater

The aim for stormwater management for the Site is to mimic, as closely as possible, the pre-development environment. All runoff from both farms will be conveyed close to the source and infiltrated. Shed roofs will be un-guttered and runoff will sheet flow from the roofs into vegetated swales which will run the full length of the sheds.

The following mitigation measures aim to reduce the risk of stormwater into the surrounding environment:

- Clean stormwater runoff from roofs will be routed to swales for infiltration.
- Remove all solids from the sheds prior to washdown.
- Direct all washdown water from the sheds to vegetated swales running the full length of both sides of the sheds. The vegetation in the swales will aid in the uptake of residual nutrients.
- Capture any stormwater generated from the free-range zones (although runoff is not anticipated due to the high infiltration capacity of the soils) and allow it to soak into the ground through vegetated swales.
- Although runoff from the free-range zones is not anticipated due to the high infiltration capacity of the soils, any stormwater generated from these areas will be captured and allowed to soak into the ground through vegetated swales.

5.8.2 Nutrient Management

According to estimates from the WA Broiler Growers Association (WABGA, 2004), approximately 10% of total waste is deposited on the free-range area. On this basis, each farm is expected to contribute around 1,603 tonnes of waste annually to the pasture.

Spent litter will be removed from the sheds and transported off-site by truck following the completion of each batch. The sheds will then remain empty for a minimum of seven days to allow conditions to return to their baseline state, with the free-range areas being vacant for four weeks to assist with regrowth of grass.

During the cleaning process after each batch, straw and manure litter will be removed directly from the sheds into trucks for immediate off-site disposal. No manure from the sheds or waste will be stored or processed on-site.

Washdown water will be directed into the stormwater management system, which incorporates nutrient stripping vegetation; no additional treatment is proposed.

Chicken mortalities will be stored in a freezer until removed by trucks off Site. Dead birds will not be buried or incinerated on-site.

Mitigation measures to reduce the risk of nutrients to leach into the surrounding environment include:

- Locate sheds an appropriate distance from water sources, more than 200 metres from wetlands.
- Design litter and manure stockpiles to be safely contained in a weather-proof compound.
- Implement sound waste management practices for poultry shed waste, including litter and spilt feed to reduce transportation spills or prevent stockpile overflow.
- Thoroughly collect litter before shed clean out and sweep or vacuum any remaining litter before any washdown and disinfection activities.
- Prevent removal of any solid residual material within the sheds using washdown water.
- Direct washdown water into a sump or allocated drainage swale areas.
- Plant grassed swales with grasses and sedges, which have a high nutrient uptake capacity.
- Carry out washdown activities on dry days to prevent water from overtopping the swales and
- maximising infiltration.
- Contain any temporarily stored litter in weather-proof compound on hard-stand areas within a shed, until removal from the farm for disposal.
- Store carcass in freezers daily to ensure negligible leaching of nutrients into the environment.
- Undertake pre-development soil testing and implement ongoing post-development soil monitoring program.

5.8.3 Dust

Airborne dust at each farm can be generated during ongoing operational activities.

Mitigation measures aiming to reduce the potential for activities at each farm to result in an impact on local or regional air quality include:

- Maintaining and maximising vegetation cover where possible.
- Revegetate and rehabilitate eroded and degraded areas.
- Roads will be constructed of limestone material rather than fine particle material to reduce the dust potential.
- Maintaining adequate buffer distances and vegetation screens (after the implementation of dust controls).
- All bedding material and spent litter leaving the site will be covered prior to transporting.
- Shed fans will be regularly cleaned to reduce the build-up of dust material.
- Vegetative screens will be established as soon as practicable.

5.8.4 Noise

Equipment identified as being potential sources of noise at the broiler operation include:

- Vehicles.

- Ventilation fans.
- System alarms.
- Freezer units.
- Farm machinery.
- Birds.

The following measures will be employed at Farm 1and Farm 2 to reduce the impacts from noise:

- Set a low traffic speed for on farm transport movements.
- Schedule the use of noisy equipment / plant during the day where practicable.
- Siting noisy equipment behind structures that act as noise barriers, or at the greatest distance from noise sensitive areas.
- Considering noise levels as a criteria when purchasing plant / equipment such as fans and freezer units.
- Keeping equipment well maintained.

5.8.5 Feral Animals

Potential feral animal impacts include:

- Predation or stress on chickens from attacks.
- Spread of disease.
- Damage to infrastructure such as fences.
- Feed loss.

The following measures will be employed to reduce the impacts from feral animals:

- Daily inspection of sheds and collection of dead birds from within the sheds or more frequently if required.
- Chicken mortalities will be stored in a freezer until removed by trucks off Site. Dead birds will not be buried or incinerated on-site.
- Maintain logs of sightings, signs of predation, or damage.
- Maintain secure fencing around each farm.
- Ensure sheds are fully enclosed and vermin-proof with proper door seals and mesh screens.
- Store feed in sealed, raised containers. Clean up spills promptly.

5.8.6 Waste management

Waste streams requiring management include:

- General daily waste and hazardous waste, including used chemical containers, batteries, light bulbs.
- Poultry feed and straw.
- Poultry mortalities and unhatched eggs.
- Poultry litter and manure.

All waste is to be stored in appropriate lidded bins and removed offsite by a licensed contractor.

Western Environmental provided the summary of waste control measures in **Table 3**.

Table 3. Summary of Controls for Waste Material Types

Category	Examples	Recovery or Disposal Method
Inert Waste	Paper, plastics, glass, metals and timber from general site operations.	• Operational staff and contractors to segregate recoverable materials from mixed waste for disposal to landfill.
Solid Waste	General daily waste such as day to day putrescible and recyclable materials. Food waste, paper, plastic, glass, domestic household from farm residences.	• Operational staff and contractors to segregate recoverable materials from mixed waste for disposal to landfill. • Food waste composting encouraged where possible. • Residual domestic waste to be removed from site to landfill as general waste.
	Regular mortality (dead birds)	• Daily checks and removal of dead birds from sheds by farm staff and frozen onsite in a dedicated industrial freezer to minimise • odour. • Sufficient cold storage space is available for the predicted/known mortalities. • Carcasses to be collected three times a week and transported to local rendering plant. The trucks taking dead birds off site will be covered.
	Used bedding/straw	• Bedding and straw to be removed from each shed manually, placed into trucks for transport offsite. No bedding to remain in the sheds. • Bedding litter spilt outside of sheds to be collected and disposed of. • Vehicles used to transport used bedding and straw off the farm will be covered to minimise potential dust and odour impacts. • No used bedding will be spread, stored, or processed onsite.
	Poultry litter	• Temporary stockpiles to be contained in weatherproof conditions. • Litter to be collected and transported in licenced, covered trucks for sale as fertiliser or other sustainable reuse.
	Felled vegetation	• To be used onsite in rehabilitation areas for natural habitat. • Excess source to be disposed of as green waste offsite.
Liquid Waste	Washdown water	• Picked up in Swale drains.
	Domestic effluent	• Onsite disposal via an approved system.
Hazardous Waste	Unused/expired chemicals and empty chemical drums.	• Stored in appropriate, safe and bunded area. • Collected and disposed of appropriately offsite by a licenced Hazardous Waste transporter.

Category	Examples	Recovery or Disposal Method
	Batteries, flammable liquids (oils), oxidising and corrosive agents, waste fuel and oil drums	• Stored in appropriate, safe and bunded area. • Collected and disposed of appropriately offsite by a licenced Hazardous Waste transporter.

5.9 Environmental Licensing

None of the processes involved in the proposal require environmental licensing or works approval from DWER as no prescribed activities will take place.

5.10 Removal of Vegetation

The proposed poultry farms will require the clearing of approximately 0.51ha of vegetation, comprising of:

- 0.31ha of vegetation will be cleared for the development for Farm 1.
- 0.07 ha of vegetation will be cleared for the development for Farm 2.

A total of 0.08 ha of vegetation is required to be cleared as part of the development of the proposed house and quarters, including a 14 m wide Asset Protection Zone (APZ) for bushfire management purposes. No vegetation is required to be cleared for the road to be developed that runs north of the proposed house and quarters.

The proposed works require the clearing of 1Bamford class 4-5 potentially suitable habitat tree within the APZ area, 7 within Farm 1, 9 within Farm 2, and none within the road north of the proposed house and quarters (refer to **Appendix 4**). Up to six potential black cockatoo breeding trees with no signs of hollows have potential to be impacted by the development. Western Environmental advised that a significance assessment is complete to address the black cockatoo habitat tress likely to be cleared and that the extent of clearing is insufficient to trigger a referral under the EPBC Act.

It is understood that no clearing permit will be required under the ***Environmental Protection (Clearing Native Vegetation) Regulations 2004*** as the clearing would be the result of an approval determined under an assessed local planning scheme.

It should also be noted that it is proposed to plant native vegetation in the form of trees and shrubs around the perimeter of each farm and along the eastern site boundary, and that the planted species will provide foraging habitat for black cockatoos and other native fauna.

5.11 Setbacks

Minimum development setbacks are defined in Table 2 of LPS 9 as 20 metres from any property boundary. The minimum development setback proposed for new buildings on the subject land is 62 metres, therefore the proposal is compliant with this requirement.

The Code of Practice recommends that sheds should be a minimum of 100metres from the property boundary. Whilst existing sheds exceed this distance, the proposal to upgrade Farm 1sheds to meet contemporary standards whilst sustainably reusing existing infrastructure (silos, sheds, tanks etc) and existing concrete pads means that the new sheds on Farm 1will be closer than 100 metres (between 62 metres and approximately 75 metres). The rationale for the recommended 100 metres setback is related to reducing the potential for adverse impacts on sensitive land uses (odour, dust, biosecurity and visual) and as it can be demonstrated that those impacts will not be created by the

proposed development, the Shire is respectfully requested to approve the proposed setback in this case.

5.12 Number of dwellings

Clause 4.8.6.2 of LPS 9 states that no more than one single dwelling house is permitted unless the Shire is satisfied that an additional house is necessary or desirable for the continuation of a bona fide agricultural activity and is satisfied that the land can be adequately serviced, surrounding amenity is not adversely impacted on or any other consideration it considers relevant.

The existing and proposed additional houses on the subject land are for use by the two farm managers and their households and hence comply with the requirements of this clause.

5.13 Potable water supply

Clause 4.8.6.4 requires that an adequate potable water supply be available for any dwelling. Water Licences GWL 165556(5) and GWL 57998(6) are in place and provide sufficient potable water for the dwellings and for operational purposes.

5.14 Fencing

Existing boundary fencing will be retained and new farm fencing provided around the perimeter of each farm's operational area, as indicated on the site plan.

6. Conclusion

The subject land is already occupied by an approved free-range poultry farm, located within an established poultry farm 'precinct'. This proposal to add a second, six-shed free-range poultry farm and replace the sheds of the existing farm with larger, modern sheds plus one new shed is in response to increased market demand for locally grown, free-range chicken meat.

The subject land is over one kilometre from the closest other poultry farms, meaning that the proposed redevelopment maintains recommended biosecurity buffers. Both farms are also located outside the recommended 200 metre wetland buffer associated with conservation and resource enhancement wetlands in the vicinity.

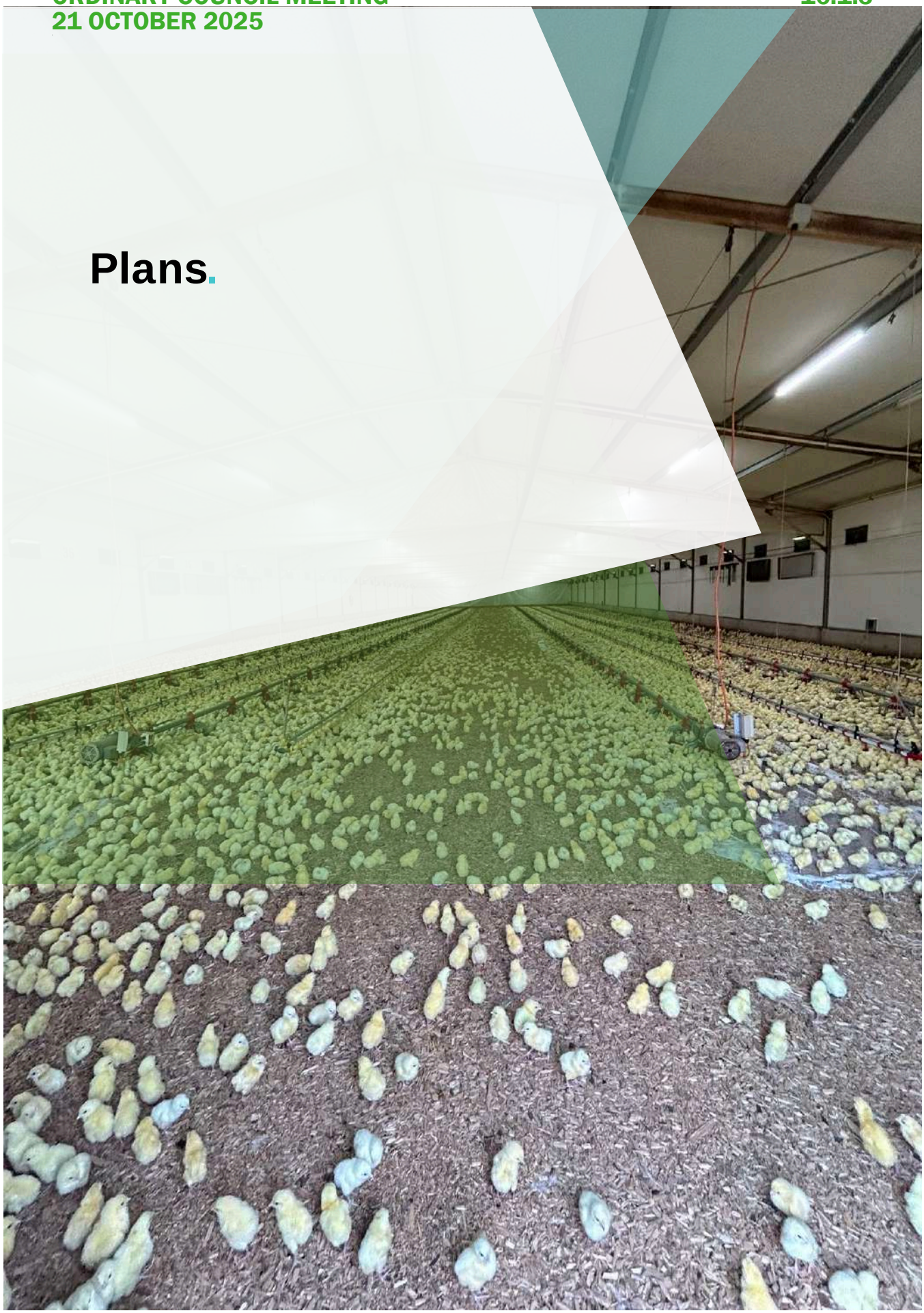
The narrow frontage to Airfield Road and the plethora of remnant vegetation within the road reserve and that of the unbuilt road to the east, coupled with proposed tree planting on the perimeter of each farm and along the eastern lot boundary will ensure that there will be little or no visual impact from the surrounding area. The impact of the proposed development on remnant vegetation on the subject land is considered to be below the threshold for referral under the EPBC Act.

Anticipated traffic impacts of the development on the local movement network are considered to be minimal and acceptable; Airfield Road is already classified as a RAV 4 route.

An assessment of odour emissions has established that the proposal is unlikely to have any impact on the area. The new sheds will be state of the art, computer-controlled environments, ensuring optimal conditions are maintained for both bird health and ventilation.

The Shire is respectfully requested to support the proposal.

Plans.



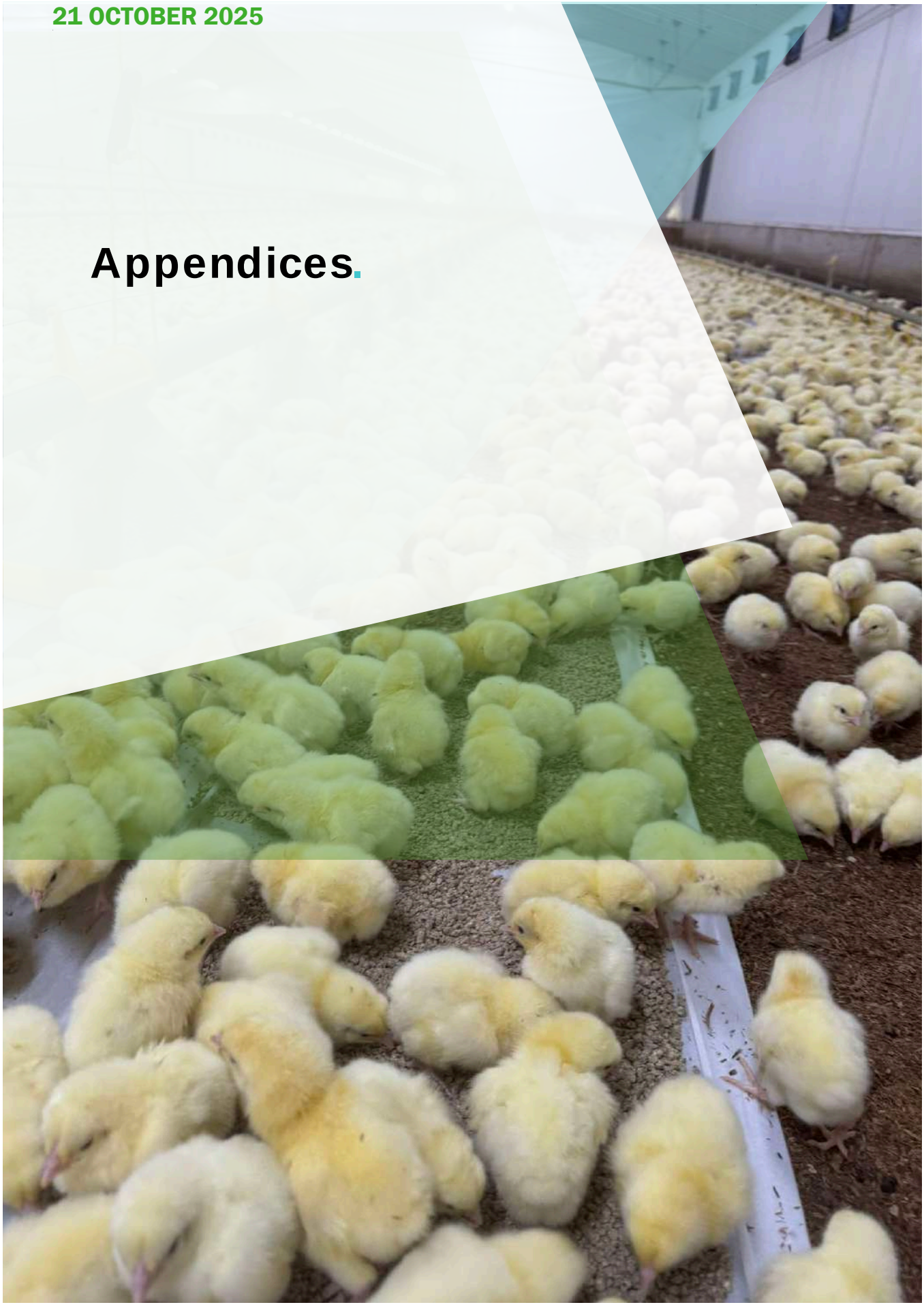
Plan 1
Site Plan

Plan 2
Shed Plans

Plan 3
Manager's House

Plan 4
Workers' Accommodation

Appendices.



Appendix 1
Certificate of Title 1687/912 & Deposited Plan 205131

Appendix 2
Bushfire Management Plan

Appendix 3
Environmental Management Plan

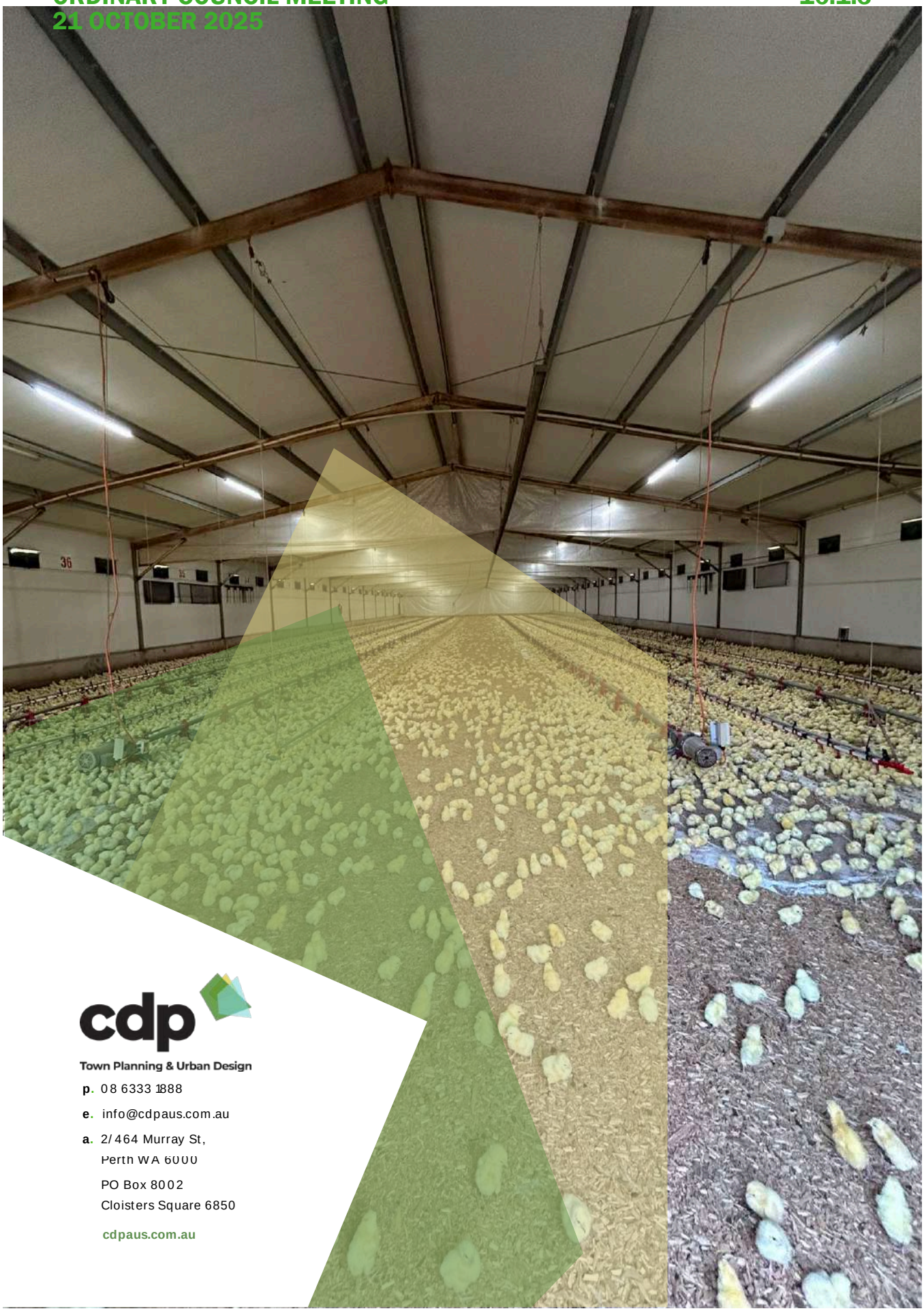
Appendix 4
Environmental Site Assessment

Appendix 5
Odour Impact Assessment

Appendix 6
Aboriginal Heritage

Appendix 7
Traffic Impact Statement

Appendix 8
Draft Farm Management Plan



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SANTREV
THE POULTRY HOUSE CONSTRUCTION SPECIALISTS

JIRW-01

JIRDA POULTRY
326 AIRFIELD ROAD,
BAMBUN WA 6503

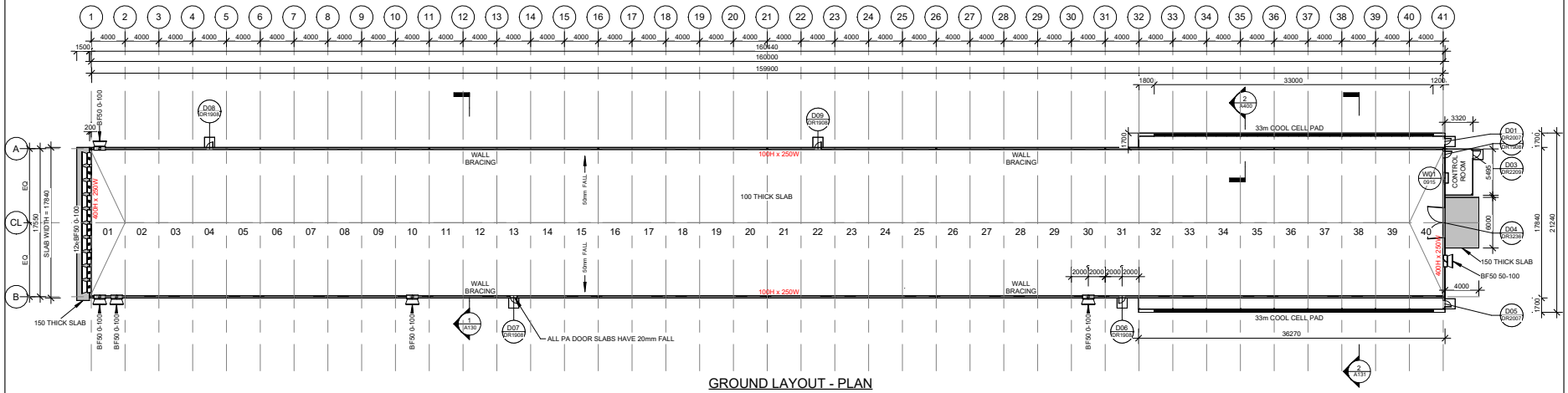
DRAWING LIST	
No.	**Sheet Name**
A000	COVER SHEET
A102	GROUND LAYOUT
A103	CONTROL ROOM LAYOUT
A120	SHED ELEVATIONS
A130	TYPICAL SHED SECTION
A131	COOL CELL SHED SECTION

PRELIMINARY

SANTREV APPROVAL:	H. FALESII
SANTREV SIGNATURE:	
FARMMARK APPROVAL:	K. WEST
FARMMARK SIGNATURE:	
CLIENT APPROVAL:	JIRDA POULTRY
CLIENT SIGNATURE:	

CLIENT SIGNATURE INDICATES THEIR APPROVAL OF THE PLANS AND THE LAYOUT/EQUIPMENT DOCUMENTED.

JOB No.: JIRW-01



GROUND LAYOUT - PLAN
1 : 450

DOOR SCHEDULE PER SHED

Level	DOOR NUMBER	SP #	DESCRIPTION	Head Height	Clear Opening Width	Above FFL (TOS)
TOS	D01	DR2007	SP 339-B - PA DOOR: 2040H x 750W (LEAF SIZE) - NO SILL	2040	750	0
TOS	D02	DR1908	SP 340 - PA DOOR: 1900H x 820W (LEAF SIZE)	2000	820	100
TOS	D03	DR2209	SP 341- PA DOOR: 2210H x 920W (LEAF SIZE) - NO SILL	2200	920	0
TOS	D04	DR3236	SP 915 - DOUBLE BARN DOOR: S-BD3236	3200	3600	0
TOS	D05	DR2007	SP 339-B - PA DOOR: 2040H x 750W (LEAF SIZE) - NO SILL	2040	750	0
TOS	D06	DR1908	SP 340 - PA DOOR: 1900H x 820W (LEAF SIZE)	2000	820	100
TOS	D07	DR1908	SP 340 - PA DOOR: 1900H x 820W (LEAF SIZE)	2000	820	100
TOS	D08	DR1908	SP 340 - PA DOOR: 1900H x 820W (LEAF SIZE)	2000	820	100
TOS	D09	DR1908	SP 340 - PA DOOR: 1900H x 820W (LEAF SIZE)	2000	820	100

DOOR SPECIFICATIONS:

- COLOUR EXTERNAL – WHITE (SURFMIST OR ALIKE).
- COLOUR INTERNAL – WHITE (SURFMIST OR ALIKE).
- COLOUR FRAME – WHITE (SURFMIST OR ALIKE).
- BOLLARDS PROVIDED TO EXTERNAL OPENING DOORS.

WINDOW SCHEDULE PER SHED

Level	WINDOW NUMBER	TYPE	DESCRIPTION	Height	Width	Head Height	Above FFL (TOS)
TOS	W01	0915	SLIDING GLASS WINDOW: 0915 (XO)	900	1500	2100	1200
Grand total: 1							

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Web: www.santrev.com.au

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- WALL BRACING (WB) ON BAYS 14 AND 29.
- DRAIN IN SIDE WALLS-BAY #04,08,12,16,20,24,28,32,36,40 AND 2 AT EACH END WALL
- ALL SIDE PA DOORS TO BE IN CENTER OF BAYS U.N.O.
- ALL SIDE PA DOORS TO HAVE 20mm FALL
THE FOLLOWING TBC WITH CLIENT PRIOR TO ANY INSTALL
- FAN CONFIGURATION
- MINI-VENT CONFIGURATION
- HEATER POSITIONS
- MINIMUM VENTILATION FAN CONFIGURATION TO BE CONFIRMED

REV	DESCRIPTION	DATE
A	Preliminary Drawings	6/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE: GROUND LAYOUT

JOB No.: JIRW-01	DRAWN BY: DRK
SCALE (A3): 1 : 450	REV: A
DATE: 6/05/2025	DRG No: A102

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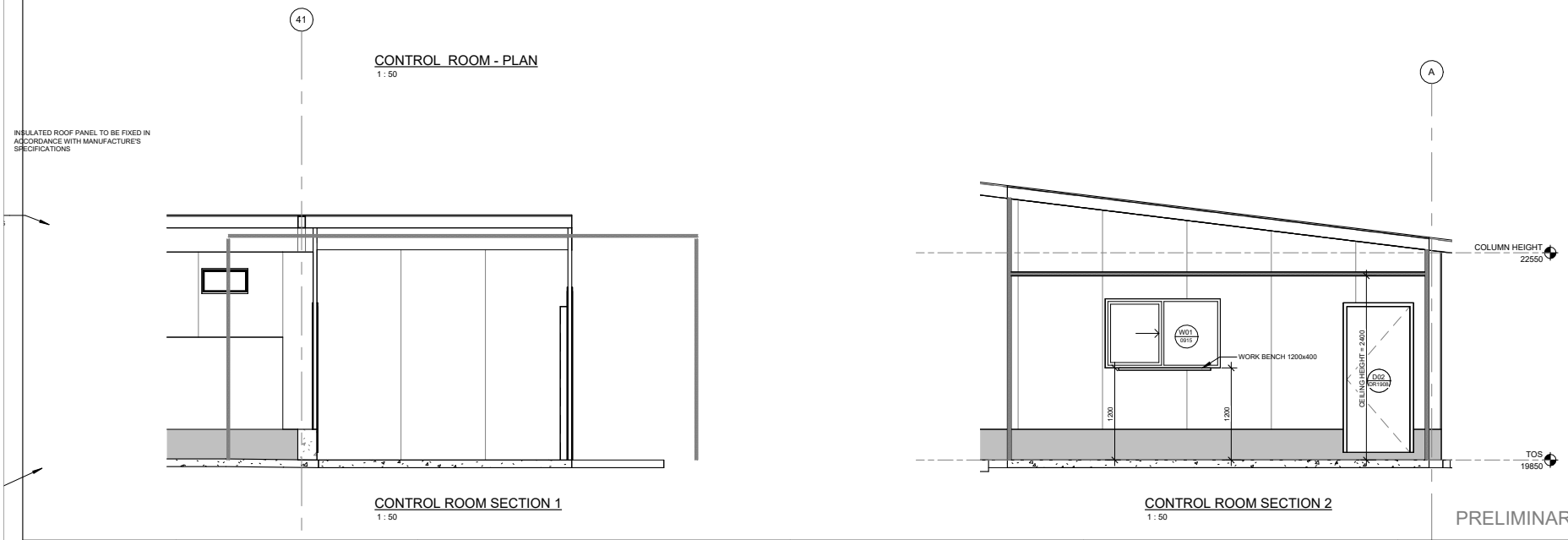

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FOR: JIRDA POULTRY
PROJECT ADDRESS:

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BAMBUN WA 6503

SHEET TITLE: CONTROL ROOM LAYOUT

JOB No.: JIRW-01	DRAWN BY: DRK
SCALE (A3): 1 : 50	REV: A
DATE: 6/05/2025	DRG No: A103

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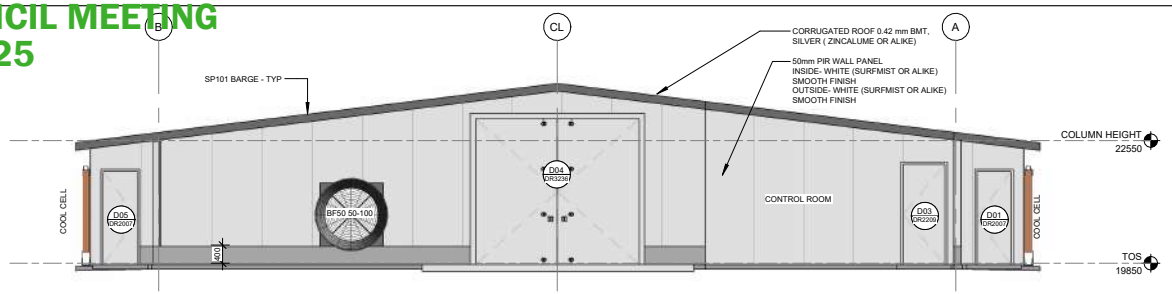
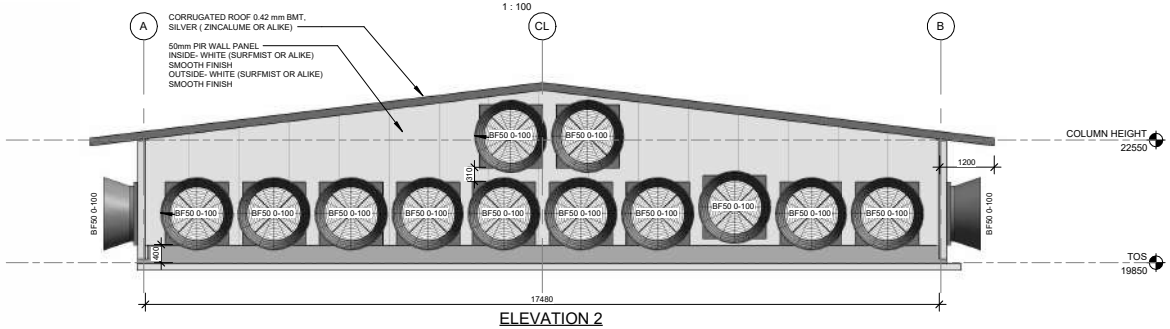


ELEVATION 1
1 : 100



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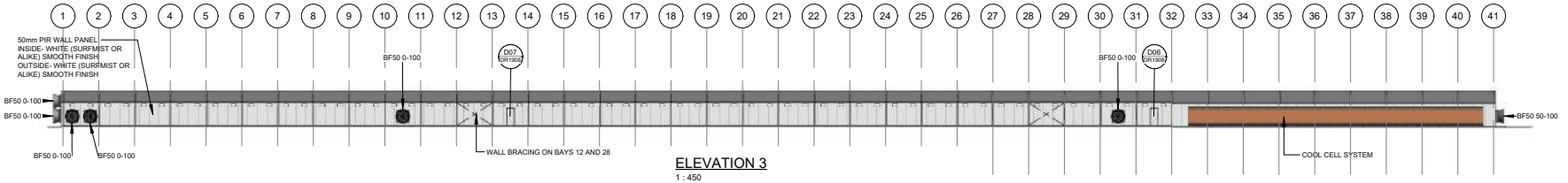

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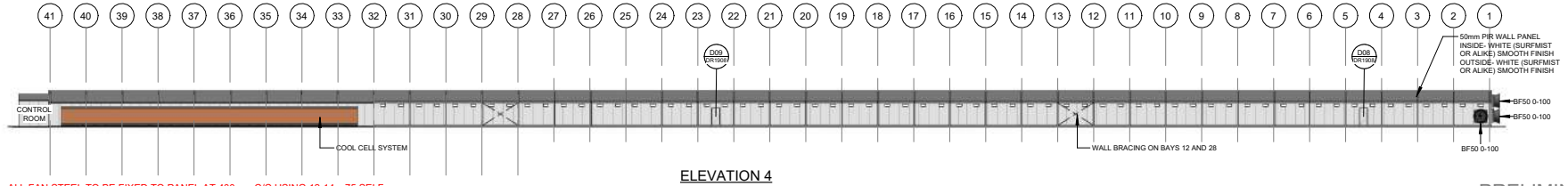

ELEVATION 4
1 : 450

ALL FAN STEEL TO BE FIXED TO PANEL AT 400mm C/C USING 12-14 x 75 SELF DRILL HEX CL4 + WASHER BONDED 25mm PAINTED - TYP.

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ALL FAN STEEL TO BE FIXED TO PANEL AT 400mm C/C USING 12-14 x 75 SELF DRILL HEX CL4 + WASHER BONDED 25mm PAINTED WASHER- SIDE WALLS- INTERNALL, END WALLS- EXTERNAL.

MINI-VENT INSTALL TO AVOID ANY CLASH BETWEEN DOOR FRAME + MINI-VENT FRAME

REV	DESCRIPTION	DATE
A	Preliminary Drawings	6/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
SHED ELEVATIONS

JOB No.:	DRAWN BY:
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SCALE (A3):	REV:
As indicated	A
DATE:	DRG No:
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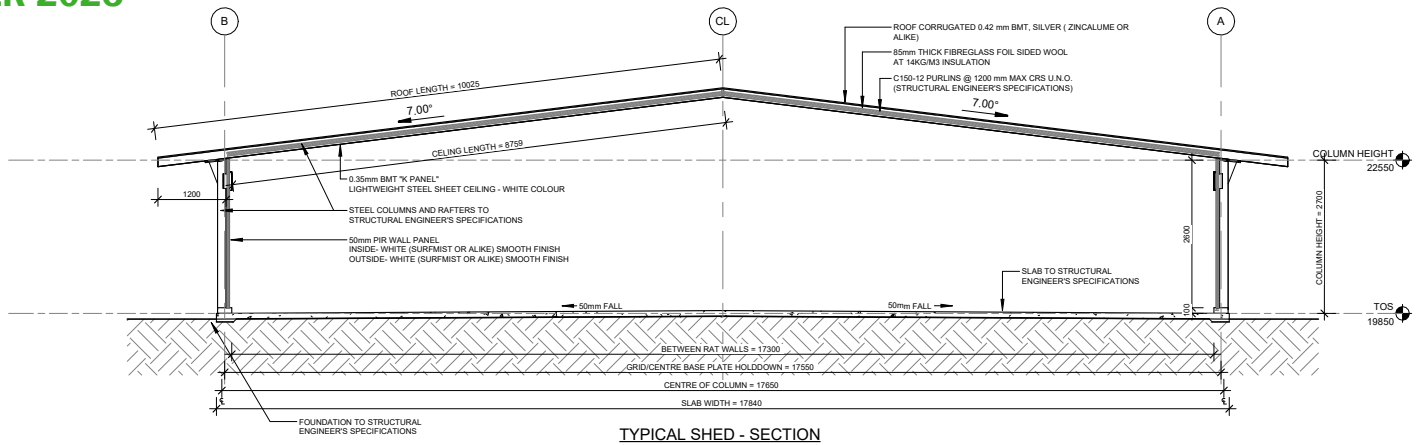

TYPICAL SHED - SECTION
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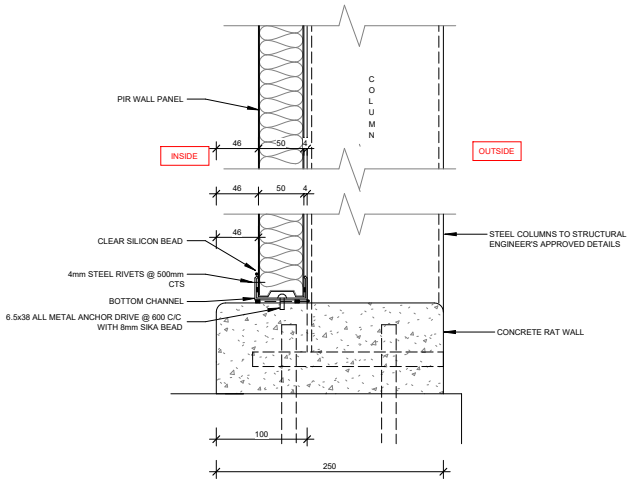
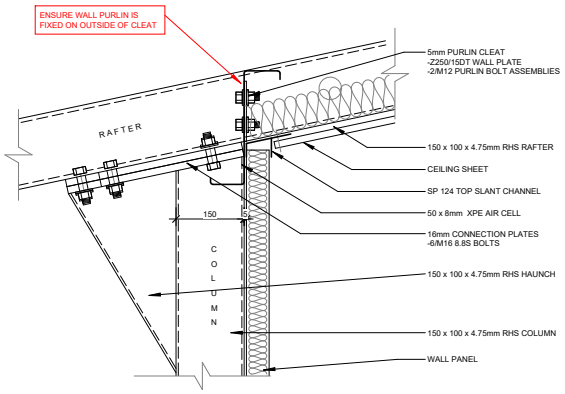


NIB WALL DETAIL
1 : 5



KNEE CONNECTION DETAILS - RHS
1 : 10

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FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
TYPICAL SHED SECTION

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
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6/05/2025	A130

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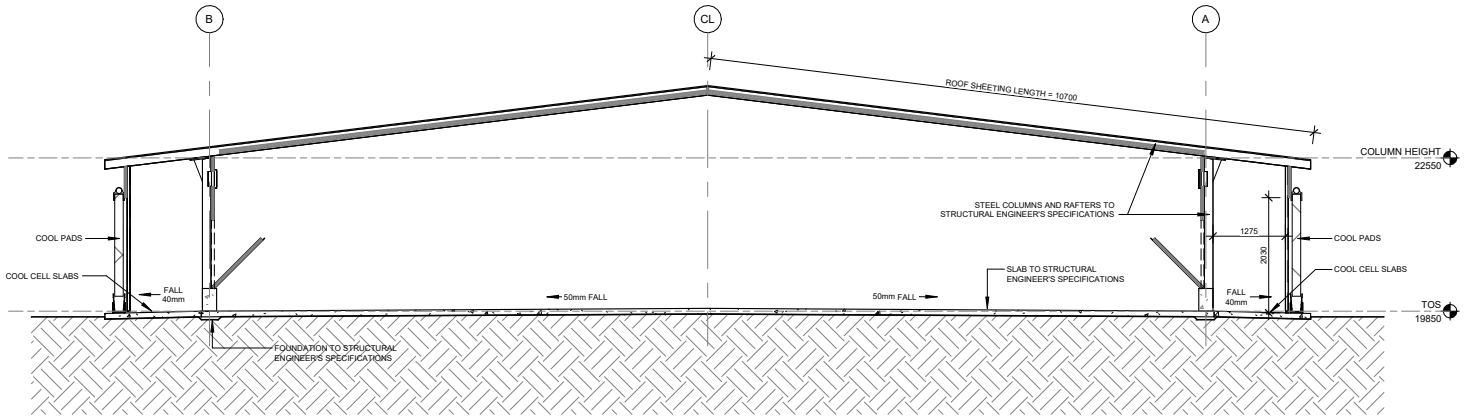

COOL CELL - SECTION
1 : 80

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FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
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SHEET TITLE:
COOL CELL SHED SECTION

JOB No.:	DRAWN BY:
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SCALE (A3):	REV:
1 : 80	**A**
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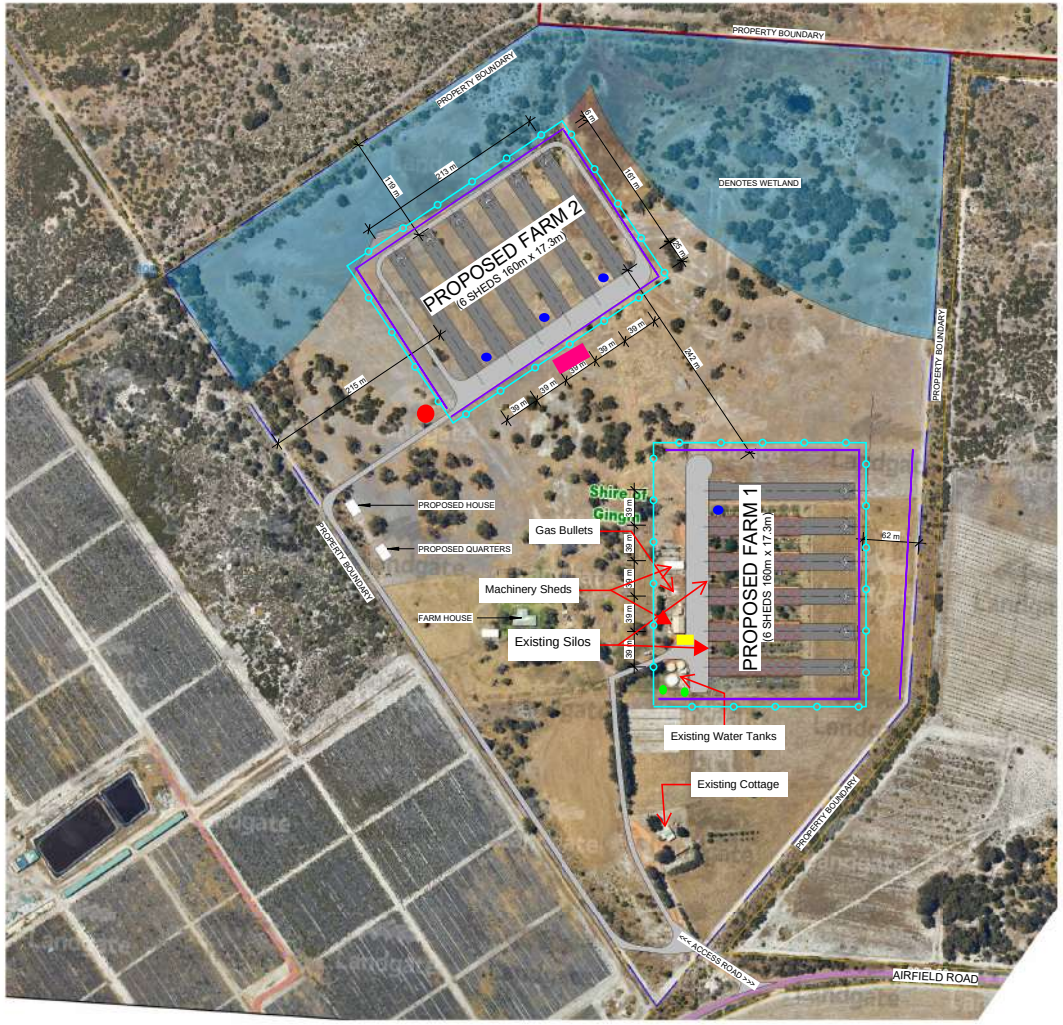

LEGEND

..... DENOTES FAN END

- Existing Dead Bird Freezer
- Proposed New Dead Bird Freezer - Farm 2
- Existing Bore Locations
- Proposed New 2x 500,000L Water Tanks
- Proposed New Silos
- Proposed Single Row Tree Planting @ 10m Centres - Species TBC
- Proposed Farm Fencing

SITE PLAN
1 : 5000

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B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

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FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
SITE PLAN

JOB No.: JIRW-01	DRAWN BY: DRK
SCALE (A3): As indicated	REV: C
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FARM LAYOUT - PLAN
1 : 1200

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B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
FARM LAYOUT

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
1 : 1200	C
DATE:	DRG No:
30/05/2025	A101

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WESTERN ENVIRONMENTAL

Bushfire Management Plan

Development Application: Poultry Farm:
326 Airfield Road, Bambun

Western Environmental Pty Ltd
(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au
westenv.com.au

Bushfire Management Plan

Development Application: Poultry Farm:
326 Airfield Road, Bambun

Report No:
A25.079-RPT-BMP_0_FINAL
Issue Date:
7-Jul-2025
Status
FINAL

Prepared for:
Jirda Poultry Trading Pty Ltd
15 Carron Road
Applecross WA 6153

Prepared by
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West Perth WA 6005
westenv.com.au

Internal Review

Author	Reviewed by	Approved by
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7-Jul-2025	3-Jul-2025	3-Jul-2025

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The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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Appendix B: Standards for Asset Protection Zones (WAPC, 2024a)
Appendix C: Vehicular access technical requirements (WAPC, 2024b)

1. Introduction

1.1 Proposal Details

Jirda Poultry Trading Pty Ltd is seeking to progress a Development Application (DA) for 326 Airfield Road, Bambun (hereafter referred to as the subject site, Figure 1). The proposed DA will result in an intensification of land use and involves the development of an additional house and living quarters as well as the construction of a new poultry farm and the expansion of an existing poultry farm (Figure 2).

The proposed house and quarters are considered habitable buildings and are situated within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES, 2024; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (SPP 3.7; WAPC, 2024a) and reporting to accompany submission of the DA in accordance with the associated *Planning for Bushfire Guidelines* (the Guidelines; WAPC, 2024b). The proposed poultry farms are not considered habitable buildings and therefore do not trigger an assessment under SPP 3.7.

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the DA. This BMP includes an assessment of the proposed house and living quarters, and has been prepared by Bushfire Consultant Bridie Farrar and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within the Shire of Gingin and is zoned General Rural under the Shire of Gingin Local Planning Scheme No. 9. The subject site contains a mixture of unmanaged, classifiable vegetation as well as cleared areas. The subject site is bound by remnant vegetation to the north; rural land to the east; Airfield Road and rural land to the south; and rural land and remnant vegetation to the west.

1.2 Purpose and Application of the BMP

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the DA for the subject site submitted to the Shire of Gingin.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

2. Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

2.1 Native Vegetation - Modification and Clearing

WEPL has undertaken a desktop assessment over the site to identify if any environmental values may be impacted by the bushfire mitigation measures proposed within this BMP. The datasets included in this assessment are:

- Ramsar Sites (DBCA-010).
- Geomorphic Wetlands, Swan Coastal Plain (DBCA-019).
- Threatened and Priority Flora (DBCA-036).
- Threatened and Priority Fauna (DBCA-037).
- Threatened Ecological Communities (DBCA-038).
- Native Vegetation Extent (DPIRD-005).
- Bush Forever Areas 2000 (DPLH-019).
- Clearing Regulations - Environmentally Sensitive Areas (DWER-046).

No records of threatened or priority flora or fauna were identified within the subject site according to the publicly available data.

No Bush Forever sites or Ramsar sites occur within the subject site.

One Conservation Category Wetland (CCW) occurs directly adjacent to the subject site to the north. The proposed dwellings are not situated within 100 m of the CCW and therefore are not expected to adversely affect these environmental values.

The proposed dwellings and associated Asset Protection Zone (APZ) are to be situated within an Environmentally Sensitive Area (ESA; Figure 2). This ESA is associated with a Threatened Ecological Community (TEC) near to the subject site. Conservative buffers are applied to the TEC occurrence data to prevent their exact locations from being easily identified by the public to enhance conservation efforts. As the proposed dwellings sit within the outer portion of this buffer, it is considered highly unlikely that the TEC is present at the site of the proposed development. As such, the proposed house and quarters are not expected to adversely impact the TEC.

Remnant native vegetation was mapped as occurring at the subject site as per DPIRD-005. The proposed dwellings and associated APZs will impact these mapped values. WEPL understands that the clearing of this native vegetation may be exempt from requiring a clearing permit if the DA is approved.

WEPL was also commissioned to prepare an Environmental Management Plan (EMP) for the proposed poultry farm. More detailed management actions to mitigate environmental impacts due to the operation of the poultry farm can be found in the EMP (WEPL, 2025).

2.2 Revegetation/Landscape Plans

No revegetation is proposed within the subject lot and landscaping will be maintained in a low-threat state.

Screening vegetation is proposed around each of the poultry farms as well as along the eastern boundary. This vegetation will constitute a single row of trees and will not intensity bushfire risk within the subject lot. Despite this, WEPL is not aware of any screening vegetation which is proposed within 150 m of the future dwellings and therefore, the proposed vegetation does not have any bearing on the assessment of these habitable buildings.

Figure 1: Site Overview

N

0 75 150 225 300 m

PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE	1:5,500
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP/BF
DATE	7/7/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Subject building
- 326 Airfield Road Lot Boundary
- Driveway
- Farm 1
- Farm 2

No	Description	Drawn	Approved	Date
A	Original issue	JP	BF	7/7/2025

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

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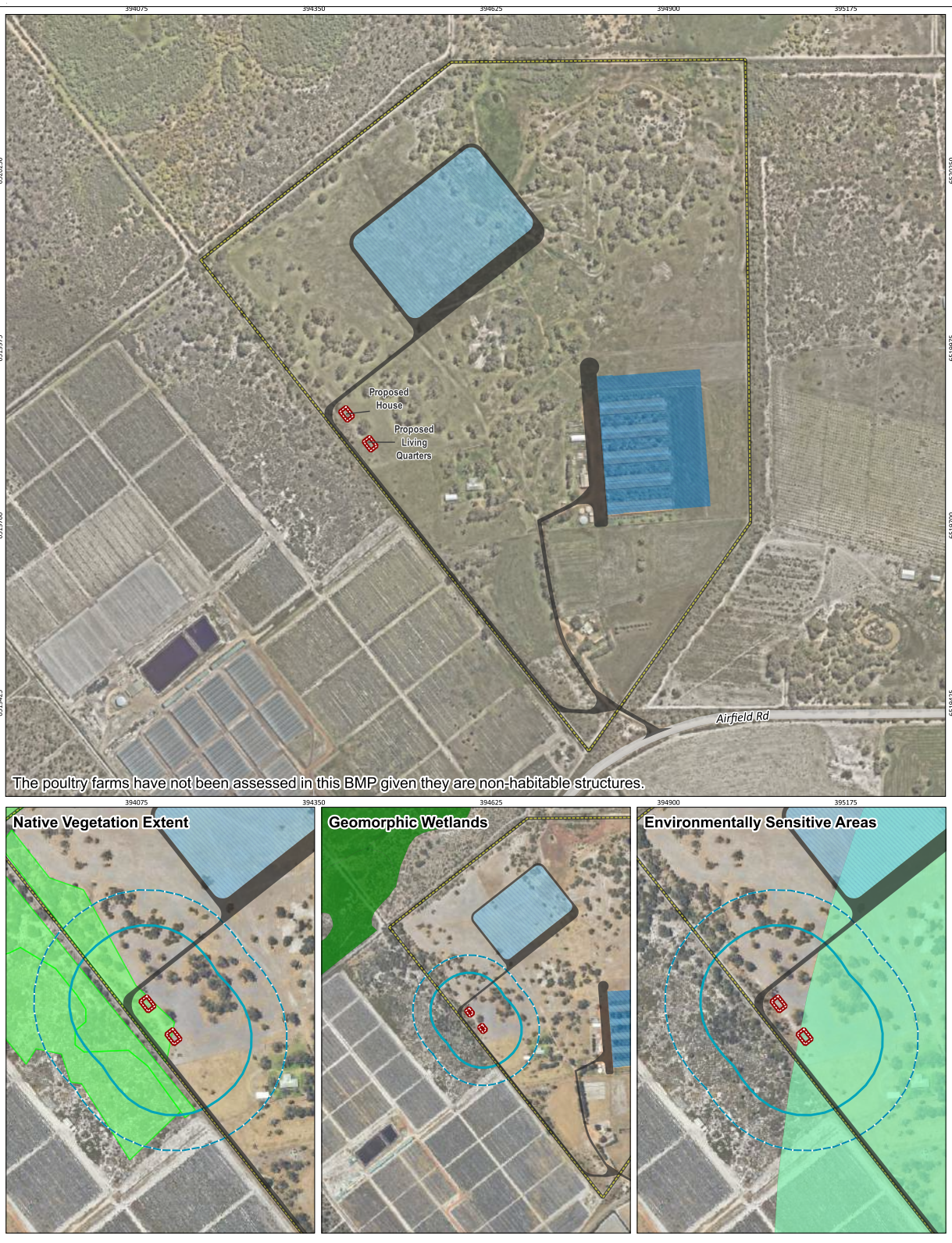

Figure 2: Site Plan

N
0 50 100 150 200 m

PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE	1:5,500
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP/BF
DATE	7/7/2025

Legend

- Subject Site
- Subject building
- 326 Airfield Road Lot Boundary
- Driveway
- Farm 1
- Farm 2
- Native Vegetation Extent (DPIRD-005)
- Environmentally Sensitive Areas (DWER-046)
- Geomorphic Wetlands, Swan Coastal Plain (DBCA-019)
- Conservation Category Wetland (DBCA-019)

No	Description	Drawn	Approved	Date
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NOTES:
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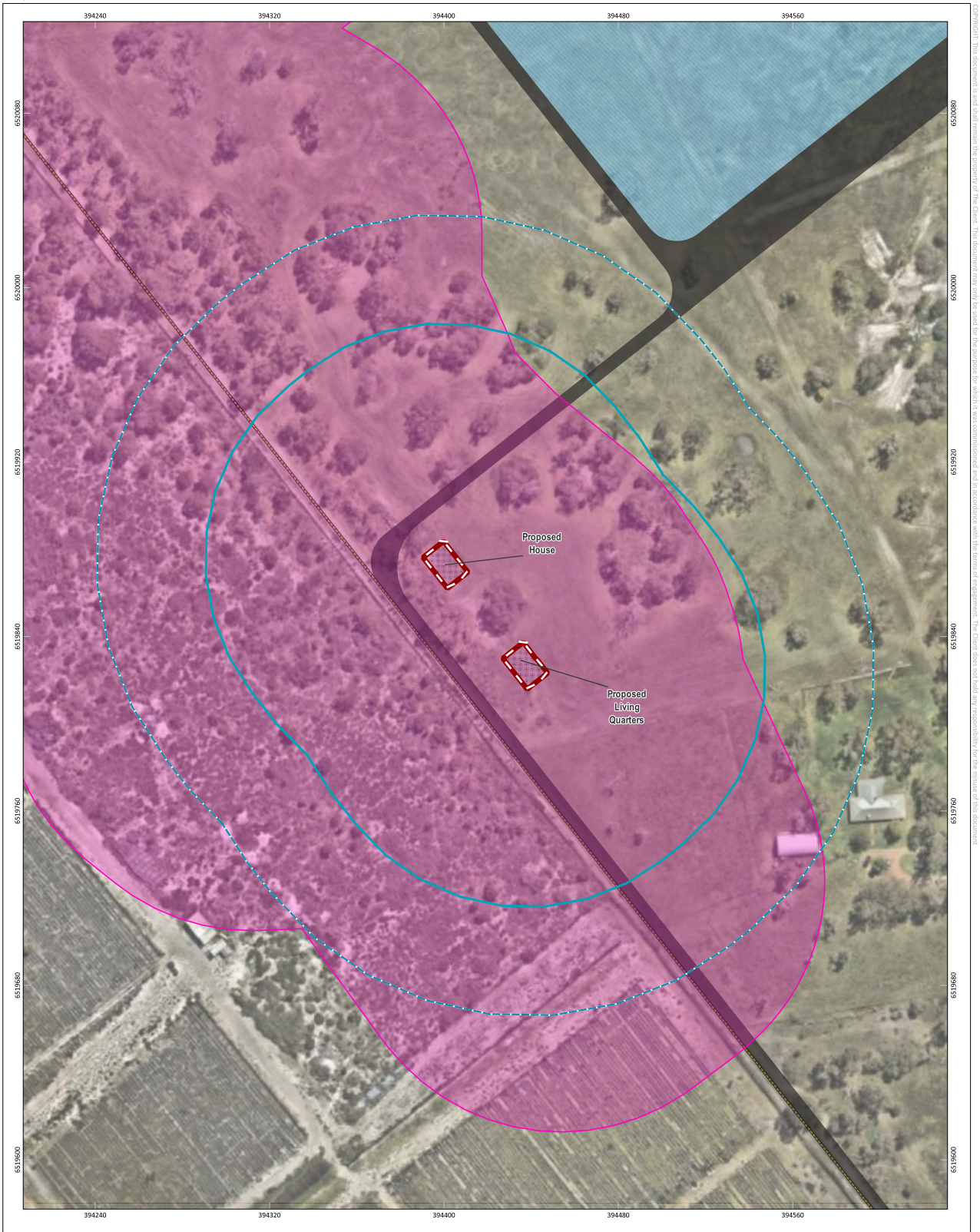

Figure 3: Bushfire Prone Areas

N
0 10 20 30 40 m

PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE	1:1,600
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP/BF
DATE	7/7/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Subject building
- 326 Airfield Road
- Lot Boundary
- Driveway
- Farm 2

Bush Fire Prone Area Planning (OBRM-023)
- Bushfire Prone Area 2

No	Description	Drawn	Approved	Date
A	Original Issue	JP	BF	7/7/2025

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3. Bushfire Assessment Results

3.1 Bushfire Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

3.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 14/04/2025 in accordance with the Guidelines and AS 3959: 2018.

The pre-development classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1 and Figure 4.

Table 1: Pre-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class A Forest	All upslopes and flat land (0 degrees)
2	Class B Woodland	All upslopes and flat land (0 degrees)
3	Class D Scrub	All upslopes and flat land (0 degrees)
4	Class G Grassland	All upslopes and flat land (0 degrees)

Photographs relating to each area and vegetation type are included in Appendix A.

3.1.3 Post-Development Assumptions

Vegetation directly abutting the proposed dwellings will be cleared to facilitate the construction of an Asset Protection Zone (APZ). These areas have been excluded under Clause 2.2.3.2 (f) post-development.

The building footprint for the proposed dwellings an associated driveways and water tanks will be non-vegetated areas and have been excluded under Clause 2.2.3.2 (e), post-development.

The assumed post-development vegetation classifications and effective slopes are presented in Table 2 and Figure 5.

Table 2: Post-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class A Forest	All upslopes and flat land (0 degrees)
2	Class B Woodland	All upslopes and flat land (0 degrees)
3	Class D Scrub	All upslopes and flat land (0 degrees)
4	Class G Grassland	All upslopes and flat land (0 degrees)
5	Excluded - clause 2.2.3.2 (e)	-
6	Excluded - clause 2.2.3.2 (f)	-

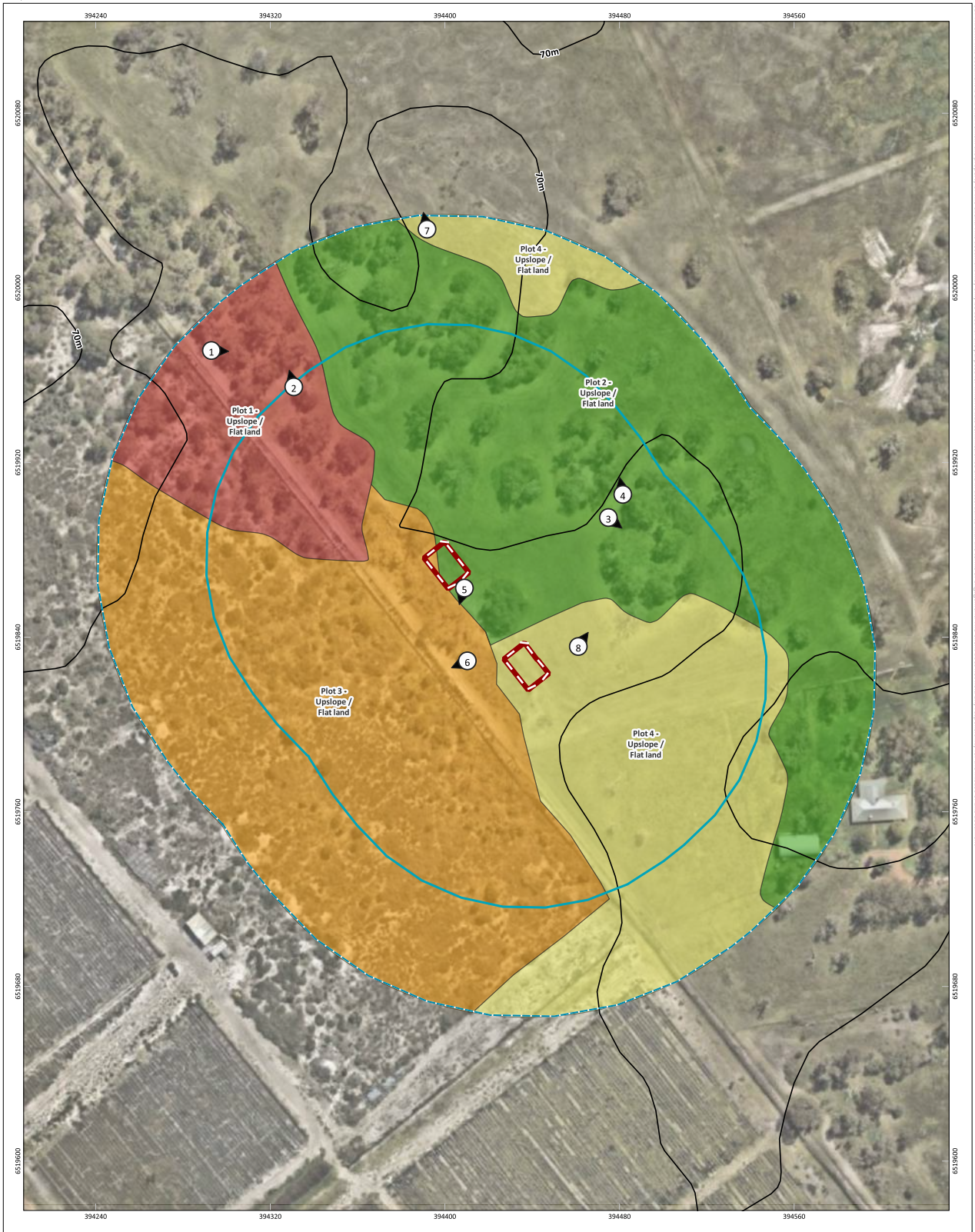

Figure 4: Vegetation Classification (Pre-Development)

0 10 20 30 40 m
N

PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE	1:1,600
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP/BF
DATE	7/7/2025

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos
- 2 metre contours (DPIRD-072)
- 10m

Vegetation Classification

- Class A - Forest
- Class B - Woodland
- Class D - Scrub
- Class G - Grassland

No	Description	Drawn	Approved	Date
A	Original issue	JP	BF	7/7/2025

NOTES:
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3.2 Bushfire Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 3.1.

3.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 5 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed subdivision area and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

3.2.2 Method 1 BAL Assessment

Table 3 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development in accordance with AS 3959: 2018 methodology.

Post-development, both proposed dwellings will be subject to BAL-29, as discussed in Section 4.

Table 3: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class A Forest	All upslopes and flat land (0 degrees)	<16	16 - <21	21 - <31	31 - <42	42 - <100
2	Class B Woodland	All upslopes and flat land (0 degrees)	<10	10 - <14	14 - <20	20 - <29	29 - <100
3	Class D Scrub	All upslopes and flat land (0 degrees)	<10	10 - <13	13 - <19	19 - <27	27 - <100
4	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6 - <8	8 - <12	12 - <17	17 - <50

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
5	Excluded - clause 2.2.3.2 (e) & (f)	-	No separation distances required - BAL-LOW				
6	Excluded - clause 2.2.3.2 (e) & (f)	-	No separation distances required - BAL-LOW				

Based on the site assessment inputs and BAL assessment, both proposed buildings are exposed to BAL-29. A summary of the BAL ratings for these assets within the subject site is provided in Table 4.

Table 4: BAL Ratings for Assets Within the Subject Site

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance (m)	BAL Rating
Proposed House	Plot 2	14 m	BAL-29
Proposed Quarters	Plot 2	14 m	BAL-29

4. Identification of Issues Arising from the BAL Assessment

Post-development, the proposed house and quarters will be subject to BAL-29. These BAL ratings are contingent on 14 m wide Asset Protection Zones (APZs) being established around both buildings as depicted in Figure 5.

An APZ has been prescribed around each dwelling to ensure that the vegetation surrounding the structures is cleared and maintained to a low-threat state in perpetuity.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

Figure 5: Bushfire Attack Level (BAL) Contours

N
0 10 20 30 40 m

PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE: 1:1,100	SHEET SIZE: A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER: A25.079	VERSION: 0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY: JP/BF	DATE: 7/7/2025

Legend

- Subject Site
- Buffer 100m
- Subject building
- Asset Protection Zone (APZ)
- 326 Airfield Road
- Lot Boundary
- Driveway
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

Vegetation Classification

- Class A - Forest
- Class B - Woodland
- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

No	Description	Drawn	Approved	Date
A	Original Issue	JP	BF	7/7/2025

NOTES:
Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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5. Assessment Against the Bushfire Protection Criteria

5.1 Compliance

The proposed development is required to comply with policy measures 7.1 of SPP 3.7 and Bushfire Protection Criteria 6 in the Guidelines.

Table 5 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Outcomes-based Approaches (OA) have been proposed for this development. These management measures are depicted in Figure 6 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 5: Assessment Against the Bushfire Protection Criteria 6

Bushfire Protection Criteria 6	AS	OA	N/A
Element 1: Location **A1.1 Development location**	☐	☐	✓
Not Applicable - This Element does not apply to residential developments.			
Element 2: Siting and design **A2.1 Siting and design**	✓	☐	☐
Post-development, both dwellings will be subject to BAL-29 (Figure 5, Figure 6). The proposed development is considered to be compliant with A2.1.			
A2.2 Asset Protection Zone (APZ)	✓	☐	☐
The proposed development has an APZ sufficient for the potential radiant heat flux to not exceed 29 kW/m^2 and will be managed in accordance with the requirements of '*Standards for Asset Protection Zones*' (WAPC, 2024b; Appendix B). These APZs are depicted in Figure 6. The 14 m wide APZs can be contained within the boundaries of the subject lot and managed in perpetuity in a low fuel state. The proposed development is considered to be compliant with A2.2.			
A2.3 Clearing of native vegetation	✓	☐	☐
A small portion of mapped native vegetation (DPIRD-005) is to be cleared to facilitate the construction of the APZs around each of the dwellings. WEPL understands that this clearing is lawful and may be exempt from requiring a clearing permit if the DA is approved. The proposed development is considered to be compliant with A2.3.			

Bushfire Protection Criteria 6	AS	OA	N/A
Element 3: Vehicular access **A3.1 Private driveways**	✓	☐	☐
The proposed dwellings are situated in a non-reticulated water area and beyond 70 m from Airfield Road. As such, the private driveway will be constructed with a minimum trafficable surface of 6 m. This exceeds the minimum trafficable width requirement, enabling vehicles to pass one another for the entire length of the driveway. The driveway is an internal loop road and facilitates firefighting appliances to turn around with ease by navigating past the dwellings, around the nearby poultry farm sheds and back past the dwellings to exit the property via the entrance. Each of the curves in the driveway have an inner curve radius exceeding the minimum 8.5 m required, as depicted in Figure 6. The proposed development is considered to be compliant with A3.1.			
Element 4: Water **A4.1 Water supply for residential habitable buildings**	✓	☐	☐
The proposed development is situated in an area which is not connected to reticulated water. In lieu of access to hydrants for water supply, two 500 kL water tanks will be situated beside Farm 2 as per the concept plan in Appendix D. These water tanks will be situated 250 m from the proposed dwellings and will be fitted with a DN 125/150 Storz manifold for firefighting purposes. These tanks will perform a dual function, also providing water to the poultry farm. Suction for poultry farm operation is above the Storz inlet, ensuring that 125 kL per tank is dedicated for firefighting and will be available at all times. Each of the proposed water tanks will be situated on a hard stand and will be readily accessible for a 3.4 type firefighting appliance via the sealed private driveway/internal road. The proposed development is considered to be compliant with A4.1.			

Note: AS - Acceptable solution, OA - Outcomes-based Approaches, N/A - Not applicable.

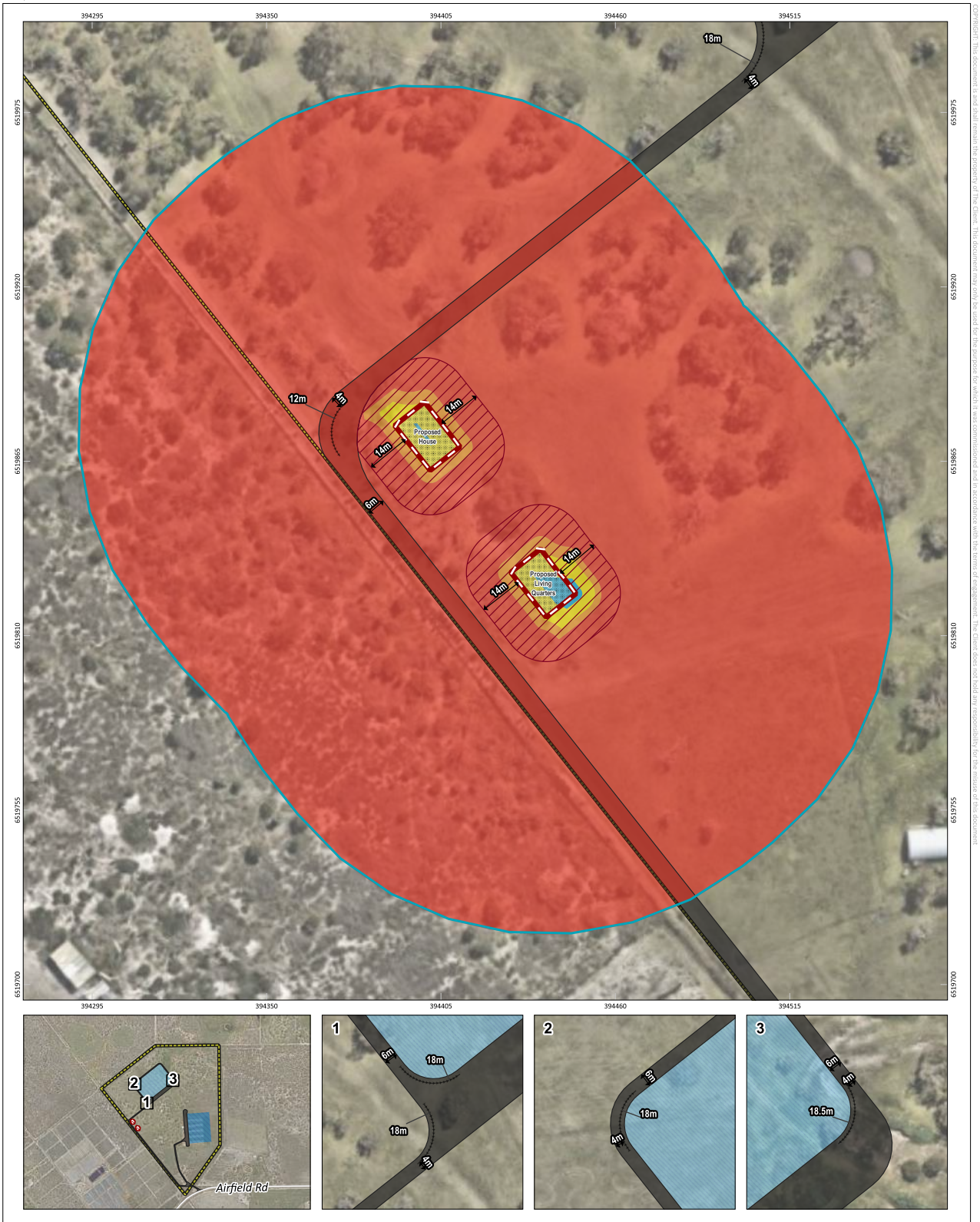

Figure 6: Bushfire Mitigation Measures

N	0 10 20 30 40 m
PROJECT/REPORT NAME	Bushfire Management Plan 326 Airfield Road, Bambun
SCALE	1:1,100
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP/BF
DATE	7/7/2025

Legend

- Subject Site
- Buffer 100m
- Subject building
- Asset Protection Zone (APZ)
- 326 Airfield Road Lot Boundary
- Driveway
- Farm 1
- Farm 2
- Distance

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

No	Description	Drawn	Approved	Date
A	Original Issue	JP	BF	7/7/2025

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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6. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 5 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 6 provides a works program detailing these measures, timing of implementation and responsibility.

Table 6: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities - Prior to issue of Titles	
1	Ensure that Asset Protection Zones (APZs) are established and maintained as per the design in Figure 6.
2	Provide one 10 kL firefighting water tank for each dwellings in accordance with Figure 6.
3	Construct private driveways in accordance with the Guidelines.
Builder responsibilities - Prior to Occupation	
4	Construct dwellings to relevant construction standard in AS 3959: 2018.
Landowner responsibilities - Ongoing	
5	Maintain APZs to the standard in the Guidelines.

7. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

8. References

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Appendix A:
Classified vegetation photos

Plot 1	Class A Forest
Photo 1 This plot consists of trees reaching up to 30 m in height at maturity. The overstorey canopy cover exceeds 30% whilst the understorey vegetation structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 1	**Class A Forest**
Photo 2 This plot consists of trees reaching up to 30 m in height at maturity. The overstorey canopy cover exceeds 30% whilst the understorey vegetation structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 2	**Class B Woodland**
Photo 3 This plot comprises trees which reach up to 30 m in height at maturity. The overstorey canopy cover was assessed to be between 10 and 30% throughout this plot, whilst the understorey vegetation structure is open. Grasses are the dominant surface fuel throughout this plot. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 2	Class B Woodland
Photo 4 This plot comprises trees which reach up to 30 m in height at maturity. The overstorey canopy cover was assessed to be between 10 and 30% throughout this plot, whilst the understorey vegetation structure is open. Grasses are the dominant surface fuel throughout this plot. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class D Scrub**
Photo 5 This plot is dominated by shrubs reaching up to 6 m in height at maturity. The overstorey structure exceeds 30% and the understorey structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class D Scrub**
Photo 6 This plot is dominated by shrubs reaching up to 6 m in height at maturity. The overstorey structure exceeds 30% and the understorey structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land. A 4 m height staff was used for reference in this photo.	

Plot 4	Class G Grassland
Photo 7 This plot is dominated by grasses in the understorey. Some trees occur in the overstorey, however these have isolated canopies and total canopy cover does not exceed 10% throughout the plot. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 4	**Class G Grassland**
Photo 8 This plot is dominated by grasses in the understorey. Some trees occur in the overstorey, however these have isolated canopies and total canopy cover does not exceed 10% throughout the plot. The slope under this vegetation was assessed to be upslope/flat land.	

Appendix B:
Standards for Asset Protection Zones (WAPC, 2024a)

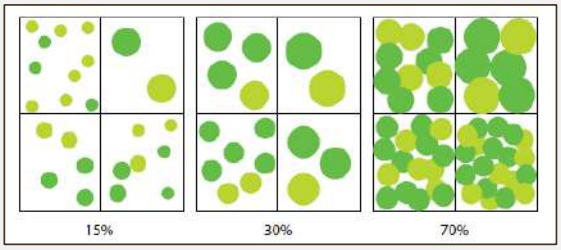
The following standards have been extracted from the Planning for Bushfire Guidelines (WAPC, 2024b).

Every habitable building is to be surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements:

a. Width: the APZ is measured from the development site, and of sufficient size to ensure the radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances.
b. Location: the APZ should be contained solely within the boundaries of the lot, except in instances where:
    - the vegetation on the adjoining lot(s) is, and will continue to be, low threat as per Clause 2.2.3.2 of AS 3959 or the APZ technical requirements, or an alternative standard on a local planning scheme, on an ongoing basis in perpetuity; or
    - the adjoining land is and will remain in perpetuity, non-vegetated.
c. Management: the APZ is managed in accordance with the APZ technical requirements (below), or an alternative standard in a gazetted local planning scheme.

APZ Technical Requirements

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (Combustible, dead vegetation matter less than 6 mm in thickness)	• Should be managed and removed on a regular basis to be maintained as a low threat vegetation. • Should be maintained at less than two tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 m in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be less than 15 per cent of the total APZ area. • Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ.

Object	Requirement
	 • Tree canopy cover – ranging from 15 to 70 per cent at maturity
Shrub* and scrub* (0.5 m to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps more than five square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground cover*(less than 0.5 m in height. Ground cover more than 0.5 m in height is to be treated as shrub)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above • Can be located within two metres of a structure but three metres from windows or doors if more than 100 mm in height.
Grass	• Grass should be maintained at a height of 100 mm or less, at all times • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	• Within three metres of each wall or supporting post of a habitable building; the area is kept free from vegetation but can include ground cover, grass and non- combustible mulches as prescribed above.
Liquid petroleum gas cylinders	• Should be located on the side of a building farthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.
*** Plant flammability, landscaping design and maintenance should be considered - refer to explanatory notes in the Guidelines.**	

ADDITIONAL NOTES

An Asset Protection Zone (APZ) is a low fuel area, maintained around a building to increase the likelihood a building will survive a bushfire, by reducing the potential for direct flame contact, radiant heat exposure and ember attack. The APZ allows emergency services access and provides an area for firefighters and homeowners to defend their property.

An APZ should be contained within the boundaries of the lot on which the building is situated, except in instances where it is demonstrated the vegetation on the adjoining land is, and will continue to be, low threat as per cl. 2.2.3.2 of AS 3959, or the vegetation on the adjoining lot is, and will remain in perpetuity, non-vegetated. However, it should be noted there is no requirement for a neighbouring landowner or land

manager (public or private) to be party to a legal agreement to undertake ongoing management of vegetation as low threat, in perpetuity.

Appendix C:
Vehicular access technical requirements (WAPC, 2024b)

Technical requirements	Perimeter Roads		Public Roads		Emergency Access Way3		Fire Service Access Route3		Battle-Axe and Private Driveways1	
Map of Bush Fire Prone Areas Designation	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (m)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (m)	4.5									
Minimum weight capacity (t)	15									
Maximum grade unsealed road2	See note 5		See note 5		1:10 (10% or 6 degrees)					
Maximum grade sealed road2, 4					1:7 (14.3% or 8 degrees)					
Maximum average grade sealed road					1:10 (10% or 6 degrees)					
Minimum inner radius of road curves (m)					8.5					

NOTES

1. Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.

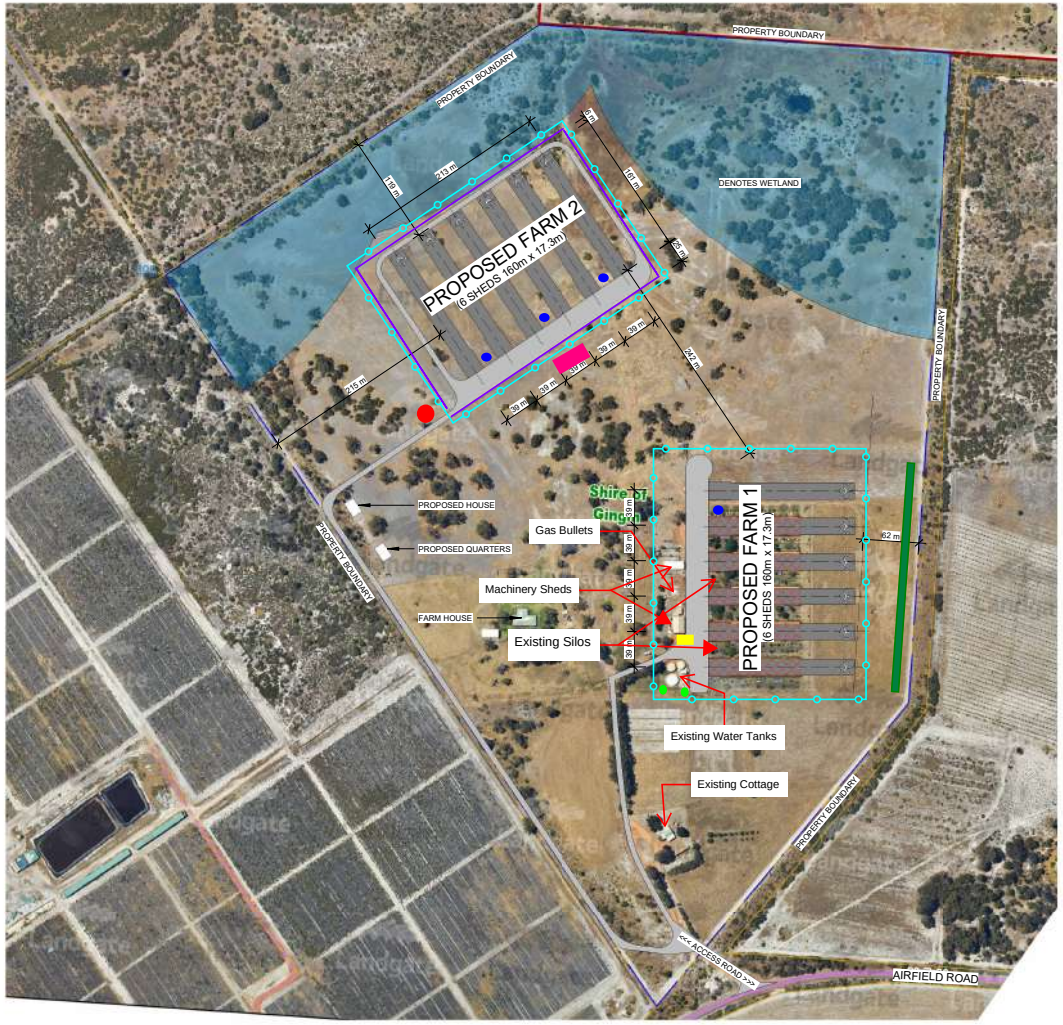
2. Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.

3. To have crossfalls between 3 per cent and 6 per cent.

4. For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.

5. As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

Appendix D:
Development Concept Plan



LEGEND

..... DENOTES FAN END

- Existing Dead Bird Freezer
- Proposed New Dead Bird Freezer - Farm 2
- Existing Bore Locations
- Proposed New 2x 500,000L Water Tanks
- Proposed New Silos
- Proposed Double Row Tree Planting @ 10m Centres - Species TBC
- Proposed Farm Fencing
- Proposed Single Row Tree Planting @ 10m Centres - Species TBC

SITE PLAN
1 : 5000

PRELIMINARY

SANTREV
THE POULTRY HOUSE CONSTRUCTION SPECIALISTS

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GENERAL NOTES

- ALL DIMENSIONS ARE IN mm (millimetres) UNLESS NOTED OTHERWISE

REV	DESCRIPTION	DATE
A	Preliminary Drawings	13/03/2025
B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
SITE PLAN

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
As indicated	C
DATE:	DRG No:
30/05/2025	A100

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FARM LAYOUT - PLAN
1 : 1200

PRELIMINARY

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JIRW-01

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PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
FARM LAYOUT

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SCALE (A3):	REV:
1 : 1200	C
DATE:	DRG No:
30/05/2025	A101

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WESTERN ENVIRONMENTAL

Bambum Broiler Poultry Farm

Environmental Management Plan

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WESTERN ENVIRONMENTAL

Bambum Broiler Poultry Farm

Environmental Management Plan

Report No:
A25.079-RPT-EMP_0_FINAL
Issue Date:
4-Jul-2025
Status
FINAL

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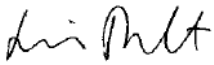
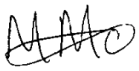
		
Lovisa Thambert Environmental Scientist		
	**Shannan Groves** Senior Environmental Consultant	**Daniel Panickar** Senior Principal
Millie McIntyre Environmental Consultant		
8-Jul-2025	**8-Jul-2025**	**8-Jul-2025**

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Environmental Conclusions

In accordance with the scope of services, WEPL has conducted environmental field monitoring and/or testing in the preparation of this report. The nature and extent of monitoring and/or testing conducted is described in this report.

On all sites, varying degrees of non-uniformity of vertical and horizontal conditions in media (soil, water, air, waste or other media as described in the report) are encountered. Hence no monitoring, common testing or sampling technique can eliminate the possibility that monitoring or testing results/samples are not totally representative of media conditions encountered. The conclusions are based on the data and the environmental field monitoring and/or testing actually undertaken, and are therefore merely indicative of the environmental condition of the site at the time of preparing this report, including the presence or otherwise of contaminants or emissions. It should be recognised that site conditions, including the extent and concentration of contaminants, can change.

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1. Introduction

This Environmental Management Plan (EMP) has been prepared to support the Development Application (DA) to redevelop and expand an existing free range broiler poultry farm at 326 Airfield Road, Bambun (the Site; Figure 1).

The Site is 15 km south of Gingin townsite, is approximately 57.6 ha in size, located within the Shire of Gingin and zoned 'General Rural - Coded'. Adjacent properties are also zoned 'General Rural - Coded'. Currently, there are existing silos, water tanks, a cottage, and a farm house on the southern portion of the Site.

The proposed development will see the Site accommodate a house, quarters, two farms, one of which is existing and comprises six sheds (Farm 1 in Figure 1). The second farm (Farm 2 in Figure 1) will also comprise six sheds, resulting in a total of 12 sheds across the Site. Each shed will house 42,000 birds, with a total poultry capacity of 252,000 birds for meat production per batch per farm. The farm will operate 24 hours a day, seven days a week.

Each poultry shed is/will be 17.3 m wide by 160 m long with a separation distance of 39 m between each shed. The distance between the two farms is 242 m. Shed ventilation will be achieved by using large fans and evaporative cooling systems. The shed floors will be impervious, and a thick layer of straw will be used as bedding material for the chickens to keep warm.

As per *State Planning Policy 2.5: Rural Planning*, a management plan should accompany all poultry farm applications. This Environmental Management Plan (EMP) has been prepared to satisfy this requirement and provides a system for documenting the following:

- Natural resources and amenity issues that are vulnerable to the operation of the poultry farm.
- Minimisation of risks through design and management.
- Measurement of the effectiveness of these design and management strategies through ongoing review and monitoring.
- Reporting of monitoring results.

1.1 Objectives

The main objectives of this EMP are:

- To promote management review and continual improvement of environmental performance of the development.
- To coordinate environmental management in order to achieve business objectives.
- To identify and control environmental aspects.

- To comply with all relevant Local and State government legislation.

1.2 Scope

The following information is provided in this EMP:

- Description of the existing environment and proposed development.
- Identification of potential direct and impact impacts resulting from the poultry farm, including:
    - Nutrient and drainage management.
    - Dust.
    - Noise.
    - Waste Management.
    - Feral animals.

Figure 1: The Site

N 0 75 150 225 300 m	PROJECT/REPORT NAME: Bambun Broiler Poultry Farm- Environmental Management Plan Gingin		
SCALE: 1:6,200	SHEET SIZE: A3 COLOUR	CLIENT: Jidra Poultry Trading Pty Ltd	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50		PROJECT NUMBER: A25.079	VERSION: 0
DATA SOURCE: NEARMAPS		DRAWN BY / REVIEWED BY: JP/LT	DATE: 7/7/2025

Legend
- Site Boundary
- Cadastre (No Attributes) (LGATE-001)
- Subject building
- Driveway
- Farm 1
- Farm 2

No	Description	Drawn	Approved	Date
A	Original issue	JP	LT	7/7/2025

NOTES:
Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

WESTERN ENVIRONMENTAL

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2. Environmental and Legal Compliance

2.1 Regulatory Context

All operational activities for the site will be undertaken in line with Environmental Policy to meet obligations under Commonwealth and State legislation. Legislation that the broiler farm is required to adhere to in relation to environmental management is listed below including the guidelines referred to during the preparation of this EMP, including:

- *State Planning Policy 2.5 Rural Planning 2016*
- *Environmental Protection Act 1986* (EP Act)
- *Environmental Code of Practice for Poultry Farms in Western Australia (May 2004)*
- *Rights in Water and Irrigation Act 1914*
- *Health Act 1911*
- EPA Guidance Statement No. 3 - Separation Distances between Industrial and Sensitive Land Uses

State Planning Policy 2.5 Rural Planning

The Site is located within a 'General rural - coded' zone and therefore must take into consideration *State Planning Policy (SPP) 2.5 Rural Planning*.

Environmental Protection Act 1986

The *Environmental Protection Act 1986* (EP Act) is the key legislative tool for environmental protection in Western Australia. The EP Act is administered by the EPA and provides for the prevention, control, and abatement of pollution and environmental harm to achieve the conservation, preservation, protection, enhancement, and management of the environment and for matters incidental or connected the foregoing, including the assessment of significant proposals and schemes to ensure they do not have unacceptable impacts on the environment.

The associated regulations include:

- *Environmental Protection (Clearing Native Vegetation) Regulations 2004*
- *Environmental Protection (Noise) Regulations 1997*
- *Environmental Protection (Controlled Waste) Regulations 2004*
- *Environmental Protection (Unauthorised Discharges) regulations 2004*

Environmental Code of Practice for Poultry Farms in Western Australia 2004

This Code of Practice outlines clear and precise guidelines, not only in planning and biosecurity, but in good management practices. Its recommendations are underpinned by various other Codes, such as the Model Code of Practice for the Welfare of Domestic poultry and the Avian Industries BioSecurity Plan.

Rights in Water and Irrigation Act 1914

This Act relates to rights in water resources, to make provision for the regulation, management, use and protection of water resources, to provide for irrigation schemes, and for related purposes.

Health Act 1911

This Act aims to consolidate and amend the law relating to public health, such as financial, sanitary provisions, dwellings, public building, nuisances and offensive trades, animal produce, drugs, medicines, disinfectants, therapeutic substances and pesticides, food, infectious diseases, hospitals, community health and the regulations pertaining to these.

The associated regulation includes:

- *Health (Poultry Manure) Regulations 2001*

EPA Guidance Statement No. 3 - Separation Distances between Industrial and Sensitive Land Uses

The EPA Guidance Statement No. 3 – Separation Distances Between Industrial and Sensitive Land Uses ('EPA Guidance Statement') provides advice relating to separation distances to sensitive land uses, while also acknowledging that some Department of Environment Code of Practice documents relating to the poultry industry.

3. Proposed Development

The Site is 57.6 ha and has previously been used for as a poultry farm. The proposed site layout is shown on Figure 2, and comprises the following:

- Two farms, each farm comprising of six sheds (12 sheds in total).
- Farm fencing.
- Water tanks.
- Gas bullets
- Silos.
- Machinery Sheds.
- Dead bird freezers.
- Staff Accommodation, including house and quarters.

3.1 Broiler Farm

3.1.1 Farm Cycles

Farm 1 and Farm 2 are proposed as free-range animal farming operations, operating year-round to ensure continuous production. Each shed will accommodate up to 42,000 animals, resulting in a maximum of 252,000 individuals per batch per farm. Combined, both farms will hold up to 504,000 animals per batch.

Each production cycle spans 62 days, comprising an approximate 55-day growing period and a 7-day batch break. To maximise processing efficiency and shed turnover, it is assumed that around 50% of the stock will be harvested at approximately day 33, and the remaining 50% at around day 55, enabling approximately 5.89 batches per farm per year. Each farm will operate all year round to ensure each shed has different back break times.

3.1.2 Litter and Waste Generation

According to industry guidance (Environmental Code of Practice for Animal Farms in Western Australia, 2004), meat bird operations typically produce approximately 1.5 tonnes of dry litter per 1,000 individuals over a seven-week period (49 days), consisting of 50% waste and 50% litter.

Taking into account the chicken growing cycles and staggered harvest as described within section 3.1.1, each farm is estimated to generate approximately 1,991 tonnes of dry litter annually.

Feed intake significantly influences waste output.

Free range meat chickens consume approximately 6.27 kg of dry matter over a typical 49-day production cycle, based on an average daily intake of 0.108 kg/day up to 21 days and 0.231 kg/day from day 22 to day 49. With an average digestibility rate of 72.6%, the undigested feed amounts to about 0.77 kg by day 21 and 1.72 kg on day 49. Assuming a moisture content of 90%, this corresponds to a total wet waste outputs of approximately 7.7 kg (day 21) and 17.2 kg (day 49), respectively. These figures are based on data from the Rural Industries Research and Development Corporation (2016).

Using these inputs, total waste production per batch is estimated at 13.9 kg for the first 50% harvest and 17.2 kg for the final harvest at both Farm 1 and Farm 2.

3.1.3 Free-Range Area and Nutrient Cycling

The chickens will begin accessing the free-range areas from 21 days of age, with each range period lasting approximately 4 weeks, followed by a 4-week resting period. Waste deposited during this time will be left in place to act as a natural fertiliser to support vegetation regrowth.

According to estimates from the WA Broiler Growers Association (WABGA, 2004), approximately 10% of total waste is deposited on the free-range area. On this basis, each farm is expected to contribute around 1,603 tonnes of waste annually to the pasture.

Typical litter consists of bedding, droppings, moisture, feathers, and minor amounts of spilled feed. The nutrient content of straw-based litter, as reported in RIRDC (2016) is summarised in Table 3-1.

It is assumed that waste deposited on the range will have a nutrient composition similar to that of shed litter, due to the presence of similar materials carried outdoors.

Table 3-1: Average Nutrients Analysis in Australian Poultry Litter

Litter Type	Moisture (%)	Nitrogen (% dry weight)	Phosphorus (% dry weight)	Potassium (% dry weight)	Sulphur (% dry weight)
Straw	20	4	1.1	2.2	0.63

Annual nutrient loadings from spread litter within each farm are estimated based on the volumes and nutrient composition of the material. Results are summarised in Table 3-2.

Table 3-2: Annual Nutrient Loading in the Free-range Area per Farm

Litter (t)	Dry litter (t)	Nitrogen (t)	Phosphorus (t)	Potassium (t)	Sulphur (t)
1,603	1,282.4	51.3	14.1	28.2	8.1

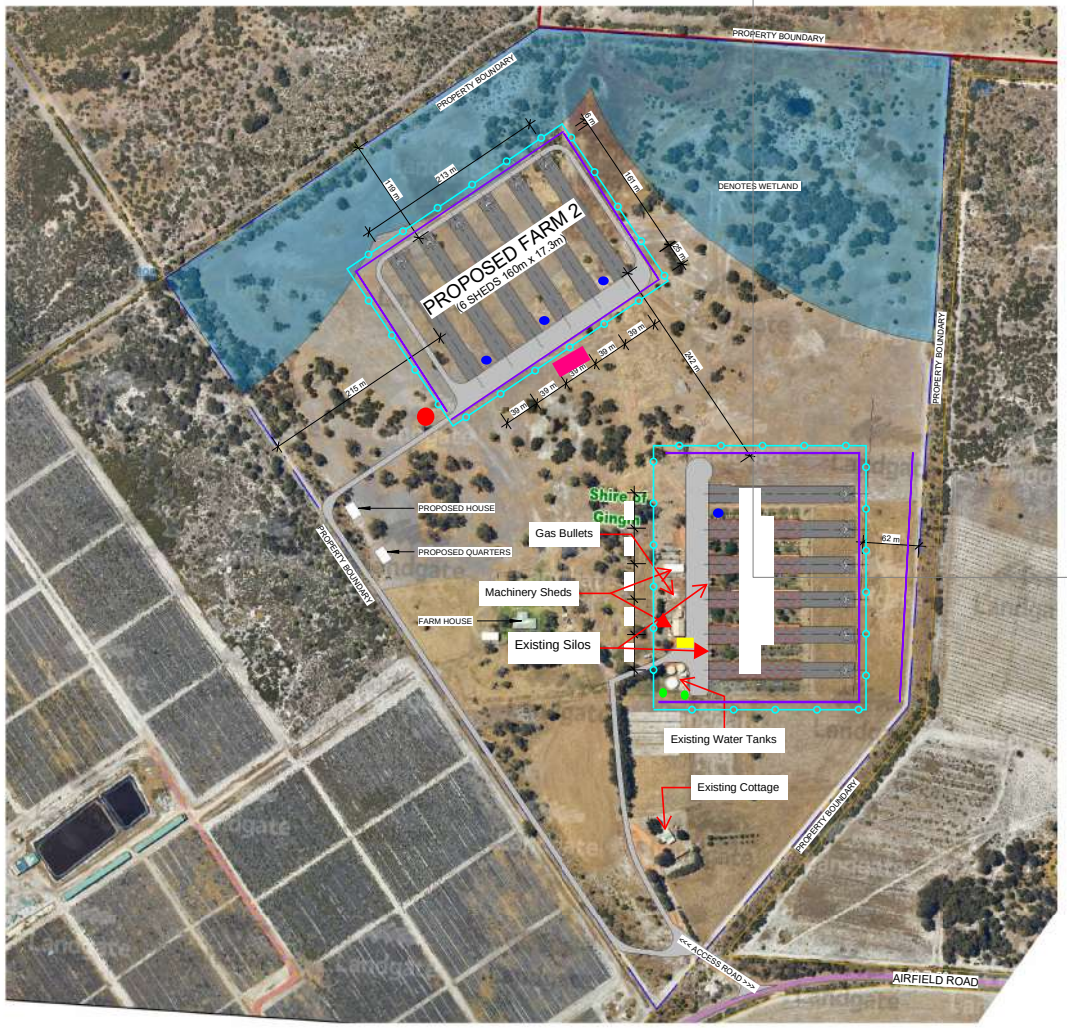
3.2 Farm Water Supply

Two water taking licenses have been approved by Department of Water and Environmental Regulation (DWER). One license is for irrigation purposes and is taken from the Perth - Superficial Swan aquifer. The

second license is for domestic and poultry farm use and is taken from the Leederville aquifer. The licenses are listed below in Table 3-3.

Table 3-3: Water Licenses

Taking of Water For	License Number	Annual Water Entitlement	Expiry Date
• **Backup purposes** • **Irrigation of up to 0.5 ha of lawns and gardens** • **Irrigation of up to 2 ha of grass cover**	GWL165556(5)	12,500 kL	01/07/2031
• **Domestic use** • **Poultry purposes for meat production**	GWL57998(6)	62,400 kL	01/07/2031



LEGEND

..... DENOTES FAN END

- Existing Dead Bird Freezer
- Proposed New Dead Bird Freezer - Farm 2
- Existing Bore Locations
- Proposed New 2x 500,000L Water Tanks
- Proposed New Silos
- Proposed Single Row Tree Planting @ 10m Centres - Species TBC
- Proposed Farm Fencing

SITE PLAN
1 : 5000

PRELIMINARY

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THE POULTRY HOUSE CONSTRUCTION SPECIALISTS
SANTREV PTY LTD
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GENERAL NOTES

- ALL DIMENSIONS ARE IN mm (millimetres) UNLESS NOTED OTHERWISE

REV	DESCRIPTION	DATE
A	Preliminary Drawings	13/03/2025
B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
SITE PLAN

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
As indicated	C
DATE:	DRG No:
30/05/2025	A100

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FARM LAYOUT - PLAN
1 : 1200

PRELIMINARY

SANTREV
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GENERAL NOTES

- ALL DIMENSIONS ARE IN mm (millimetres) UNLESS NOTED OTHERWISE
- LANDSCAPING & EARTHWORKS REFER TO DRAWINGS BY LAND MANAGEMENT SURVEYORS

REV	DESCRIPTION	DATE
A	Preliminary Drawings	13/03/2025
B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
FARM LAYOUT

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3): 1 : 1200	REV: C
DATE: 30/05/2025	DRG No: A101

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4. Roles and Responsibilities

The roles and responsibilities for delivering this EMP are outlined in in Table 4-1.

Table 4-1: Roles and Responsibilities

Role	Responsibilities
Chief Executive Responsibilities	• Ensure all up-to-date records and inspections are undertaken. • Promoting and maintaining sustainability and environmental management. • Facilitate the effective implementation of this EMP. • Provide support to the Farm Managers and hold them accountable for their specific responsibilities.
Farm Manager	• Ensuring adequate resources are available to implement the requirements of this EMP. • Implementation of training, inspections monitoring and reporting, and internal and external reporting of environmental performance, incident response and notifications. • Perform daily inspections and record inspections appropriately. • Records of daily bird mortality and reporting of abnormal losses or trends. • Inspection of dead bird freezer and waste disposal area. • Taking all practical measures to ensure the farm is operating according to this management plan, and without risk to the environment. • Taking action to eliminate any non-compliance or environmental risk conditions. • Liaising with colleagues to ensure consistency with providing environmental records and procedures. • Maintain records as described within this EMP.
Farm Hands Responsibilities	• Daily inspections of shed and site surrounding the farm. • Collection and management of dead birds until removed from site. • Collection of waste into disposal area. • Advising the Farm Manager of potential environmental issues and provide necessary reports to the Farm Manager.

5. Existing Environment

5.1 Surrounding Land Use and Zoning

The Site is located within the Shire of Gingin and zoned 'General Rural - Coded'. The lot to the west of the Siter is used for intensive horticultural purposes. Lots to the north, east and south appear to be vacant rural land, zoned 'General Rural - Coded'.

Areas zoned as 'General Rural' are located 1.6 km and 1.7 km northwest and east respectively from the Site. An area zoned as 'Public Use' and described as 'State Forest' is located 1.6 km southwest of the Site.

5.1.1 Separation Distances

Sensitive Land Uses

The EPA *Guidance Statement No. 3 – Separation Distances Between Industrial and Sensitive Land Uses* (EPA Guidance Statement) provides advice on appropriate separation distances to protect sensitive land uses. It also acknowledges that specific Department of Environment Codes of Practice—for example, those related to the poultry and other animal-based industries—offer more detailed guidance on buffer distances necessary to achieve acceptable environmental outcomes. The EPA Guidance Statement recommends a buffer distance ranging from 300 to 1,000 metres for poultry operations, depending on the scale of the facility. However, it does not clarify how this range should be applied or what criteria necessitate the upper end of the buffer. In contrast, the Environmental Code of Practice for Poultry Farms in Western Australia outlines specific minimum buffer distances for different types of poultry buildings. An assessment of the proposal's compliance with these buffer requirements, and the overall separation of buildings, is provided within Table 5-1.

The Site is located within a rural area within minimal sensitive receptors within close proximity. The distance from the Site to the nearest area zoned as 'Rural Living' is 7.3 km north.

The residences on the property have not been considered as they are owner-occupied. It is acknowledged that there are rural residential properties, predominantly associated with agricultural uses within the surrounding area.

Table 5-1: Separation buffers for Farm 1 and Farm 2

Separation	Recommended buffer	Farm 1 - Provided Buffer	Farm 2 - Provided Buffer
Poultry Sheds	20 m	39 m	39 m
Farm Boundary	100 m	62 m	119 m
Wetlands, waterways and floodways	200 m	354 m	227 m

Farm 1 is located within 100 m from the eastern Site boundary. Further details regarding mitigation measures associated with the potential dust and visual amenity implications are discussed with Section 5.9.1 and 6.3.

Biosecurity Buffer

A biosecurity buffer of 1,000 m between new poultry farms to existing commercial or private poultry farms, measured from shed to shed, is required (WABGA, 2004). This is to limit disease outbreaks and disease transmission spreading from one farm to another.

Both farms on the Site are at least 1,000 m from adjacent farms, with one poultry farm located 1,100 m east of Farm 1 and another poultry farm located 1,045 m west of Farm 2.

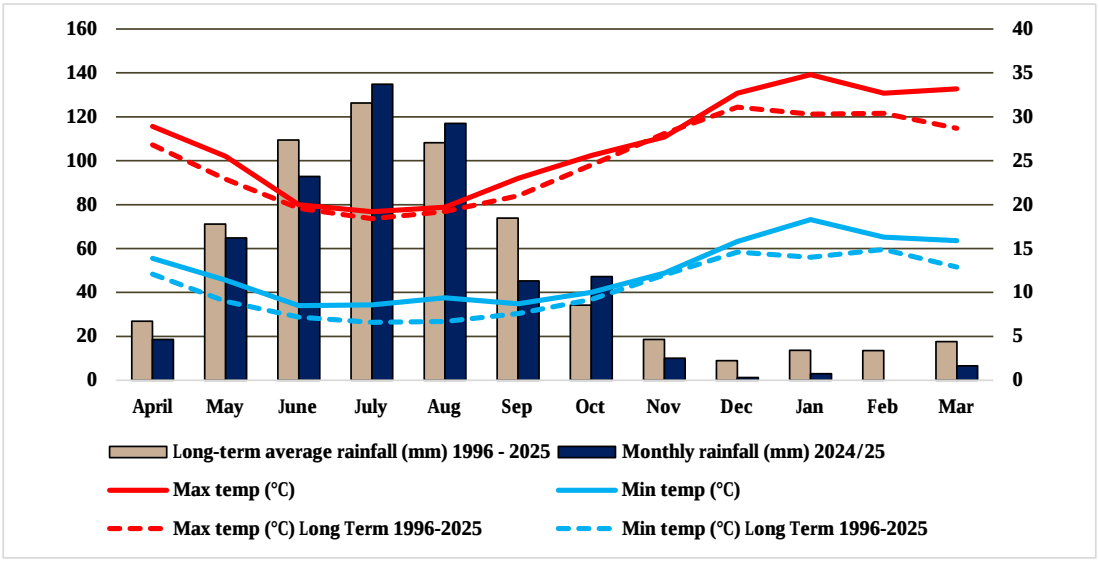
5.2 Climate

The closest weather station to the Site with rainfall and evapotranspiration data is the Gingin Aero Station (station number 9178), located approximately 3.4 km from the Site.

Mean daily maximum temperatures ranges from 18.4 degrees Celsius in July to 31.1 degrees Celsius in December (BoM, 2025). See summary of daily temperature statistics below in Graph 1.

The mean annual rainfall for the Gingin Aero is 622.4 mm and in 2024/2025 was 541.2 mm (81.2 mm below average). Mean monthly rainfall ranges between 8.9 mm in December to 126.3 mm in July (BoM, 2025). See summary of monthly rainfall statistics below in Graph 1.

Prevailing winds are generally southwesterly during the winter months and easterly during the summer months. As a result, odour produced by the nearby broiler farm may pose issues for local residents situated east or west of the Site, depending on seasonal wind patterns. Wind direction versus wind speed within summer and winter months are shown in Appendix A.



Graph 1: Long-term and Monthly Total Rainfall, Maximum and Minimum Temperatures for Gingin Aero (Station 009178) (BOM, 2025)

5.3 Soil Systems and Topography

Mapping by the Department of Primary Industries and Regional Development (DPIRD) (2022) indicates that the Site intersects two soil types that are described in Table 5-2 and depicted in Figure 3 (DPIRD-027).

Table 5-2. Soil Systems Intersecting the Site

Map Unit Symbol	Map Unit Name	Description
212Bs__G	Bassendean, Gavin phase	Flat or gently undulating landscape. Iron-humus podzols and some diatomite deposits. *Banksia* spp. Low open woodland with scattered emergent *Corymbia calophylla* and *Melaleuca preissiana* dense shrub layer.
213Ya_8x	Yanga 8x phase	Flat plain with occasional low dunes. Subject to seasonal inundation. Deep white and pale yellow sands interspersed with swamp and generally underlain by siliceous/humic pans at depth

The Bassendean soil system cover majority of the Site, while the Yanga soil system is primarily along the northern edge (Figure 3). The two proposed farms will be located on the Bassendean, Gavin phase. There is a risk potential of nutrient leaching into groundwater from the farms as Bassendean sands are highly susceptible to nutrient and contaminant leaching due poor nutrient retention.

Topographical mapping indicates that the Site is mostly flat with minor level differences of <2 m AHD (DPIRD-072), as shown on Figure 3.

5.4 Acid Sulfate Soils

The Department of Water and Environmental Regulation (DWER) ASS mapping tool shows that most of the Site is mapped as "moderate to low risk of ASS occurring within 3 m of natural soil surface, but high to moderate risk of acid sulfate soils beyond 3m of natural soil surface" (DWER-055). A minor patch on the northern border of the Site is mapped as "high to moderate risk of ASS occurring within 3 m of natural soil surface". This area is mainly associated with the DBCA geomorphic wetland mapping (see Section 5.5.1) on the Site (refer to Figure 4). The proposed farms do not intersect with this portion of the Site. No excavations below groundwater table are proposed for this project.

5.5 Hydrology

5.5.1 Wetlands

One mapped Multiple Use Wetland (MUW) and one Resource Enhancement Wetland (REW) intersect with the northeastern edge of the Site as shown in Figure 5 (DBCA-019). These are UFID 11346 (MUW) and 11350 (REW) -both are classed as basins.

One Conservation Category Wetland (CCW; UFI 11158) is mapped 40 m from the northwest boundary of the Site (Figure 5).

Farm 1 is approximately 354 m south of the REW (UFI 11350). Farm 2 is located 227 m south of the mapped CCW (UFI 11157) and 292 m west of the REW (UFI 11350) which intersects the Site.

Both farms are situated beyond the recommended 200 metre buffer distance specified in the Environmental Code of Practice for Poultry Farms in Western Australia (2004).

5.5.2 Surface Water

No drainage lines are mapped within the Site (DWER-031). The nearest mapped surface water is Lake Nambung located 1.1 km north of the Site.

5.5.3 Public Drinking Water Source Area

The Site does not intersect any Public Drinking Water Source Areas (PDWSA; DWER-033). The closest PDWSA is located 1.3 km southwest of the Site which has Priority 1 management classification.

5.5.4 Groundwater

Groundwater elevation contours indicate that the groundwater flows west-southwest of the Site in the direction of the adjacent wetlands. The maximum groundwater table elevation of 68-67 mAHD decreasing from the northeast to southwest of the Site (DWER-100).

Groundwater is shallow across the area of the Site, with the minimum depth to groundwater being 1 m to 3 m and maximum depth to groundwater being 1 m to 4 m across the majority of the Site (DWER-095, DWER-096). However, the minimum depth to groundwater where the sheds will be located are within 2 m to groundwater, which falls in line with guidance that states poultry facilities should be established on elevated sites, more that two meters above the maximum recorded groundwater table (WA Broilers Growers Association et cl., 2004).

5.6 Contamination

A search of publicly available online government databases was undertaken in April 2025. The Site is not registered as a contaminated site. The closest contaminated site is 10.1 km southeast of the Site (ID 6249), classified as 'Contaminated - remediation required' (DWER-059).

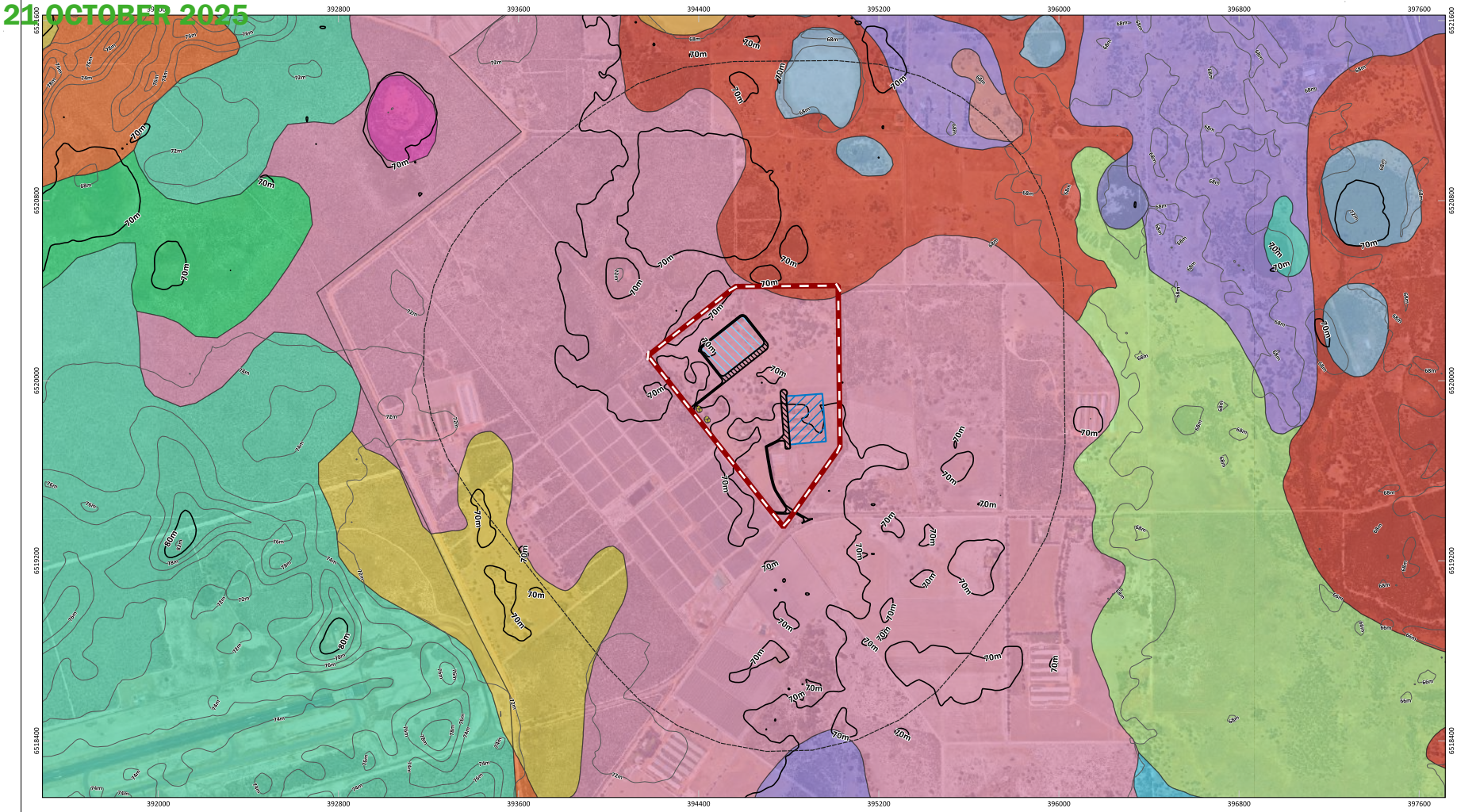


Figure 2: Soil Systems and Topography

N

0 200 400 600 800 m

PROJECT/REPORT NAME	Bambun Broiler Poultry Farm- Environmental Management Plan Gingin
SCALE	1:16,000
SHEET SIZE	A3 COLOUR
CLIENT	Jidra Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY NOW
DRAWN BY / REVIEWED BY	JP / LT
DATE	7/7/2025

Legend

- Site Boundary
- Subject building
- Driveway
- Farm 1
- Farm 2

2m Contours (DPIRD-072)

- 2m Contour
- 10m Contour

Soil Landscape Mapping - Best Available (DPIRD-027)

- 212Bs__G
- 212Bs__J
- 212Bs__Ja
- 212Bs__Jas
- 212Bs__Wp
- 212Bs__Ws
- 213Ya_6w
- 213Ya_6x
- 213Ya_8w
- 213Ya_8x
- 213Ya_9w
- 213Ya_9x
- 213Ya10x
- 213Ya11n
- 213Ya11w

No	Description	Drawn	Approved	Date
A	Original issue	JP	LT	7/7/2025

NOTES:

Cadastral boundary from LANDGATE 2022. LPID stands for Unique Identifier

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

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Figure 4: Acid Sulfate Soils Risk

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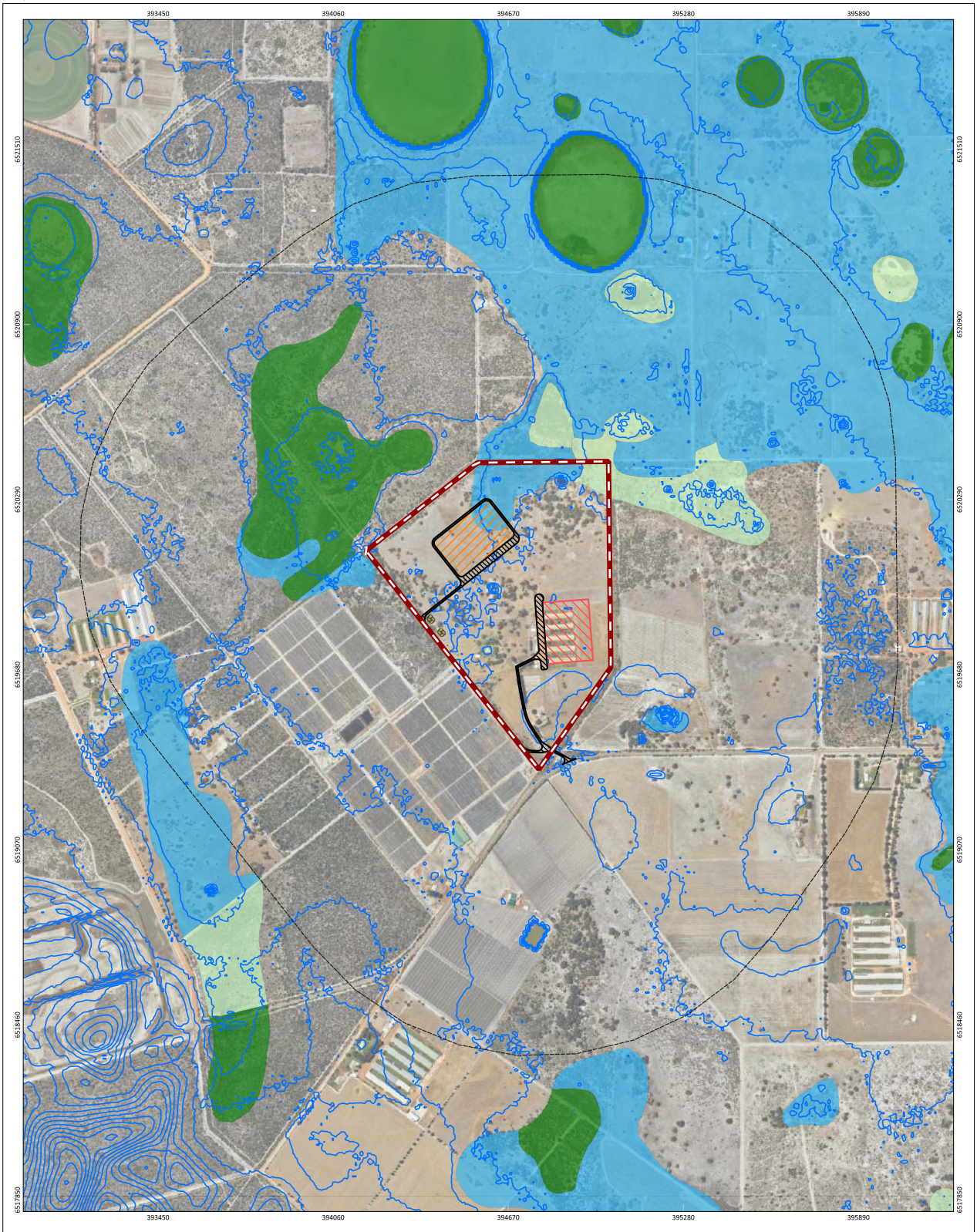

Figure 5: Geomorphic Wetlands and Groundwater Contours

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5.7 Flora and Vegetation

WEPL undertook a site walkover in April 2025 (WEPL, 2025). Six broad native vegetation types were identified within the Site, with the majority comprising VT01 'Marri open woodland'. Areas that are not included in the listed vegetation types were cleared for cattle, developed for residential purposes (including residential garden plants) or belonged to the current farming activities. Vegetation types and extents are summarised in Table 5-3.

All vegetation within the Site was mapped in Completely Degraded condition.

Table 5-3: Vegetation Type Extent

Vegetation Type	Area (ha)	Percentage of Site
VT 01 – Marri open woodland over paddock.	7.61 ha	13%
VT 02 – Marri, Banksia attenuata and Banksia menziesii woodland.	0.61 ha	1%
VT 03 – Acacia saligna shrubland over paddock	1.07 ha	2%
VT 04 – Mixed Melaleuca shrubs along winter-wet areas.	0.37 ha	1%
VT05 – Kunzea glabrescens shrubland	0.59 ha	1%
VT06 – Planted small-fruited Eucalyptus	0.56 ha	1%
Cleared areas – including cleared areas for cattle, residential housing and agricultural infrastructure.	46.79	81%
Total	57.59 ha	100

No threatened or priority flora were found during the site walkover.

The proposed poultry farms will require the clearing of approximately 0.51 ha of vegetation, comprising of:

- 0.07 ha of vegetation will be cleared for the development for Farm 1.
- 0.31 ha of vegetation will be cleared for the development for Farm 2.

None of the vegetation that requires clearing is comprised of wetland vegetation. Majority (0.31 ha) of the vegetation that is required to be cleared is Marri open woodland over paddock.

A total of 0.08 ha of vegetation is required to be cleared as part of the development of the proposed house and quarters, including a 14 m wide Asset Protection Zone (APZ) for bushfire management purposes. No vegetation is required to be cleared for the road to be developed that runs north of the proposed house and quarters.

5.8 Fauna

Mapping by DBCA does not show any records of Threatened or Priority Fauna within the Site (DBCA-037). The remnant native vegetation may however provide some foraging value for black cockatoo species, which

are listed as threatened under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* and the State *Biodiversity Conservation Act 2016*.

The Site is located in the modelled distribution of Carnaby's black cockatoos hence forest red-tail and Baudin's black cockatoo will not be considered in this assessment. The proposed works require the clearing of 0.47 ha of suitable Carnaby's black cockatoo foraging habitat as detailed below Table 5-4.

Table 5-4. Summary of Total Impact on Suitable Carnaby's Black Cockatoo Foraging Habitat

Habitat Condition	Total Impact (ha)				
	Farm 1	Farm 2	APZ	Driveway	Total
Very High	0.04	0.27	0.08	0.04	0.44
Low	0.03	-	-	-	0.03
Total	0.07	0.27	0.08	0.04	0.47

Up to 6 potential nesting trees (Marri, Bamford Class 5) that have no signs of hollows were identified as potentially being impacted by the development (five within Farm 2, and one within the APZ) (see Figure 7).

It has been assumed no potential black cockatoo nesting trees will be impacted by Farm1.

5.9 Community Amenity

The Site and the surrounding land is zoned as 'General Rural - Coded' and as such has minimal sensitive receptors surrounding it. The closest sensitive receptor is 7.3 km north of the Site (see Section 5.1.1). The adjacent land uses encompass remnant bushland to the north to northwest, and other farms from the east to southwest. There are several other poultry and pig operations within 2 km of the Site.

5.9.1 Visual Amenity

The topography of the area is generally flat, resulting in limited natural hills to act as a screen or buffer of the facility. However, there are existing shrubs along the northwestern boundary of the Site and an existing woodland along the western boundary of the Site. This will form a visual screen and filter for particulate matter such as dust to spread to the surrounding environment.

The existing shrubland along the northern boundary of Farm 2 comprises mainly Kunzea shrubs reaching up to 4 m tall, which are thick enough to create a sufficient visual and dust barrier to the adjacent environment and CCW. The woodland along the western boundary consists of both upper, mid and ground stratum species which also would be a sufficient barrier for visual and dust particles.

The eastern boundary has limited visual and particulate protection in form of vegetation. The immediate land use to the east is another farm.

Farm 1 is located 62 m from the eastern Site boundary, within the 100 m buffer recommended within the Environmental Code of Practice for Poultry Farms in Western Australia (2004). To mitigate the visual impact, the proponent will plant a vegetative screen along the eastern boundary utilising quick growing species such as *Grevillea olivacea*, *Adenanthos cygnorum* and *Acacia* spp. as a low to mid hedge with native eucalyptus species behind to provide a longer-term barrier to noise and visibility. Additionally, it will provide a windbreak, with the Eucalyptus species likely suitable as foraging habitat for black cockatoos.

The Site does is not parallel to any public road, only rural properties and fire breaks.

Figure 6: Native Vegetation

0 25 50 75 100 m
N

PROJECT/REPORT NAME	Bambun Broiler Poultry Farm- Environmental Management Plan Gingin
SCALE	1:4,000
SHEET SIZE	A3 COLOUR
CLIENT	Jidra Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	NEARMAPS
DRAWN BY / REVIEWED BY	JP/LT
DATE	7/7/2025

Legend
- Site Boundary
- Native Vegetation
- Subject building
- Driveway
- Farm 1
- Farm 2

No	Description	Drawn	Approved	Date
A	Original Issue	JP	LT	7/7/2025

NOTES:
Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

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Figure 7: Black Cockatoo Potential Breeding Habitat

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6. Management and Implementation

Table 6-1 summarises the key elements and pathways as a result of the proposed broiler farms.

Table 6-1: Key threats and Pathways

Key Threat	Description
Stormwater	Stormwater discharge from the poultry farm into the wetlands has the potential to impact the health of the wetland by nutrient loading.
Nutrient and Drainage	Increased levels of nutrients from poultry litter as well as the transportation of dust from the Site can lead to impacts on CCWs. These impacts include: • Reduction of water quality. • Increased algae blooms as a result of increased nutrients. • Reduced level of oxygen and sunlight depth within the water body as a result of increased algae presence. • Weed infestation from increased nutrients. • Death of aquatic fauna. • Reduced biodiversity.
Dust	Dust generation and blow-off can reduce air quality and impact the health of the wetlands as well as the water quality of open water bodies.
Noise	Poultry activities from transportation activities, usage of equipment and from birds within the farms may be very disturbing to nearby residents and could create panic and death amongst poultry birds.
Waste Management	Waste from the poultry farm such as build-up of manure may seep into the adjacent environment and has the potential to impact the health of the environment by nutrient loading.

6.1 Stormwater

6.1.1 Potential Sources of Stormwater

Potential sources from broiler activities within Farm 1 and Farm 2 include:

- Roof runoff - such as from sheds and silos.
- Hardstand areas.
- Free-range areas.
- Access roads and tracks.

The aim for stormwater management for the Site is to mimic, as closely as possible, the pre-development environment. Much of the Site will remain unaltered by the development, however, increased runoff from the sheds and roads for the two farms (Farm 1 and Farm 2) is expected.

All runoff from both farms will be conveyed close to the source and infiltrated. No drainage network is proposed. Site roads will be constructed of gravel with no kerbing, therefore runoff from site roads will infiltrate directly as source adjacent to the roads.

Shed roofs will be un-guttered and runoff will sheet flow from the roofs into vegetated swales which will run the full length of the sheds.

6.1.2 Mitigation Measures

The following mitigation measures aim to reduce the risk of stormwater into the surrounding environment. These includes:

- Clean stormwater runoff from roofs will be routed to swales for infiltration.
- Remove all solids from the sheds prior to washdown.
- Direct all washdown water from the sheds to vegetated swales running the full length of both sides of the sheds. The vegetation in the swales will aid in the uptake of residual nutrients.
- Capture any stormwater generated from the free-range zones (although runoff is not anticipated due to the high infiltration capacity of the soils) and allow it to soak into the ground through vegetated swales. Further details regarding nutrient and drainage management are provided in Section 6.2.
- Although runoff from the free-range zones is not anticipated due to the = high infiltration capacity of the soils, any stormwater generated from these areas will be captured and allowed to soak into the ground through vegetated swales Further details regarding nutrient and drainage is described within section 6.2.

6.2 Nutrient and Drainage

6.2.1 Potential Sources of Nutrient Runoff

Potential sources of nutrient runoff from broiler activities include:

- Poultry litter and manure.
- Spilt feed.
- Decaying of birds.
- Bedding and straw materials.
- Wash-down water from shed clean out.

Spent litter will be removed from the sheds and transported off-site by truck following the completion of each batch. The sheds will then remain empty for a minimum of seven days to allow conditions to return to their baseline state, with the free range areas being vacant for four weeks to assist with regrowth of grass. During the cleaning process after each batch, straw and manure litter will be removed directly from the sheds into trucks for immediate off-site disposal. No manure from the sheds or waste will be stored or processed on-site.

Washdown water will be directed into the stormwater management system, which incorporates nutrient-stripping vegetation; no additional treatment is proposed.

Chicken mortalities will be stored in a freezer until removed by trucks off Site. Dead birds will not be buried or incinerated on-site.

6.2.2 Mitigation Measures

The following mitigation measures aim to reduce the risk of nutrients to leach into the surrounding environment. These include:

- Locate sheds an appropriate distance from water sources, more than 200 metres from wetlands.
- Design litter and manure stockpiles to be safely contained in a weather-proof compound.
- Implement sound waste management practices for poultry shed waste, including litter and spilt feed to reduce transportation spills or prevent stockpile overflow.
- Thoroughly collect litter before shed clean out, and sweep or vacuum any remaining litter before any washdown and disinfection activities.
- Prevent removal of any solid residual material within the sheds using washdown water.
- Direct washdown water into a sump or allocated drainage swale areas.
- Plant grassed swales with grasses and sedges, which have a high nutrient uptake capacity.
- Carry out washdown activities on dry days to prevent water from overtopping the swales and maximising infiltration.
- Contain any temporarily stored litter inweather-proof compound on hard-stand areas within a shed, until removal from the farm for disposal.
- Store carcass in freezers daily to ensure negligible leaching of nutrients into the environment.
- Undertake pre-development soil testing and implement ongoing post-development soil monitoring program.

6.3 Dust Management

6.3.1 Potential Sources of Dust

Airborne dust at each farm can be generated during ongoing operational activities. These activities can include:

- Wind movement across exposed/bare soil.
- Traffic entering and leaving the Site.
- Delivery of feed to the silos (feed dust).
- Dust from the sheds where the birds are kept (feathers, dust etc during grow out).
- Dust generated during the removal and loading out of the used litter, including shed cleanout (litter & feather dust).

6.3.2 Mitigation Measures

The following mitigation measures aim to reduce the potential for activities at each farm to result in an impact on local or regional air quality. These measures include:

- Maintaining and maximising vegetation cover where possible.
- Revegetate and rehabilitate eroded & degraded areas.
- Roads will be constructed of limestone material rather than fine particle material to reduce the dust potential.
- Maintaining adequate buffer distances and vegetation screens (after the implementation of dust controls).
- All bedding material and spent litter leaving the site will be covered prior to transporting.
- Shed fans will be regularly cleaned to reduce the build up of dust material.
- Vegetative screens will be established as soon as practicable.

6.4 Noise Management

6.4.1 Potential Sources of Noise

Equipment identified as being potential sources of noise at the broiler operation include:

- Vehicles (light and heavy).

- Ventilation fans.
- System alarms.
- Freezer units.
- Farm machinery.
- Birds.

6.4.2 Mitigation Measures

The following measures will be employed at Farm 1 and Farm 2 to reduce the impacts from noise:

- Set a low traffic speed for on farm transport movements.
- Schedule the use of noisy equipment /plant during the day where practicable.
- Siting noisy equipment behind structures that act as noise barriers, or at the greatest distance from noise sensitive areas.
- Considering noise levels as a criteria when purchasing plant / equipment such as fans and freezer units.
- Keeping equipment well maintained.

6.5 Waste Management

The following section presents the identified waste streams, potential impacts and management measures which will be implemented at Farm 1 and Farm 2.

6.5.1 Sources of Waste

Waste streams requiring management at Farm 1 and Farm 2 include:

- General daily waste and hazardous waste, including used chemical containers, batteries, light bulbs.
- Poultry feed and straw.
- Poultry mortalities and unhatched eggs.
- Poultry litter and manure.

6.5.2 Potential Impacts

Potential impacts associated with the above-mentioned waste streams have been identified as follows:

- Soil and groundwater contamination can occur where waste material is buried and leaches into the soil and groundwater.
- Contamination to surrounding waterways and groundwater sources through runoff.
- Odour and human health impacts may occur through direct contact with waste streams and impacted soil and groundwater contamination if wastes are not managed appropriately.
- An increase in pest populations to establish residency within the Site can occur.

6.5.3 Mitigation Measure

A summary of waste materials that will be generated and possible disposal options are summarised in Table 6-2. All waste on Site should be stored in appropriate lidded bins and removed offsite by a licensed contractor.

Table 6-2: Summary of Controls for Waste Material Types

Waste Category	Examples	Recovery or Disposal Method
Inert Waste	Paper, plastics, glass, metals and timber from general site operations.	• Operational staff and contractors to segregate recoverable materials from mixed waste for disposal to landfill.
Solid Waste	General daily waste such as day to day putrescible and recyclable materials. Food waste, paper, plastic, glass, domestic household from farm residences.	• Operational staff and contractors to segregate recoverable materials from mixed waste for disposal to landfill. • Food waste composting encouraged where possible. • Residual domestic waste to be removed from site to landfill as general waste.
	Regular mortality (dead birds)	• Daily checks and removal of dead birds from sheds by farm staff and frozen onsite in a dedicated industrial freezer to minimise odour. • Sufficient cold storage space is available for the predicted/known mortalities. • Carcasses to be collected three times a week and transported to local rendering plant. The trucks taking dead birds off site will be covered.
	Used bedding/straw	• Bedding and straw to be removed from each shed manually, placed into trucks for transport offsite. No bedding to remain in the sheds. • Bedding litter spilt outside of sheds to be collected and disposed of. • Vehicles used to transport used bedding and straw off the farm will be covered to minimise potential dust and odour impacts.

Waste Category	Examples	Recovery or Disposal Method
		• No used bedding will be spread, stored, or processed onsite.
	Poultry litter	• Temporary stockpiles to be contained in weatherproof conditions. • Litter to be collected and transported in licenced, covered trucks for sale as fertiliser or other sustainable reuse.
	Felled vegetation	• To be used onsite in rehabilitation areas for natural habitat. • Excess source to be disposed of as green waste offsite.
Liquid Waste	Washdown water	• Picked up in Swale drains
	Domestic effluent	
Hazardous Waste	Unused/expired chemicals and empty chemical drums.	• Stored in appropriate, safe and bunded area. • Collected and disposed of appropriately offsite by a licenced Hazardous Waste transporter.
	Batteries, flammable liquids (oils), oxidising and corrosive agents, waste fuel and oil drums.	• Stored in appropriate, safe and bunded area. • Collected and disposed of appropriately offsite by a licenced Hazardous Waste transporter.

6.6 Feral Animals

6.6.1 Potential Feral Animals

The potential impact of feral animals identified include:

- Predation or stress from attacks.
- Spread of disease.
- Damage to infrastructure such as fences.
- Feed loss.

6.6.2 Mitigation Measures

The following measures will be employed at Farm 1 and Farm 2 to reduce the impacts from feral animals:

- Daily inspection of sheds and collection of dead birds from within the sheds or more frequently if required.

- Chicken mortalities will be stored in a freezer until removed by trucks off Site. Dead birds will not be buried or incinerated on-site.
- Maintain logs of sightings, signs of predation, or damage.
- Maintain secure fencing around each farm.
- Ensure sheds are fully enclosed and vermin-proof with proper door seals and mesh screens.
- Store feed in sealed, raised containers. Clean up spills promptly.

7. Contingency Measures

Contingency plans to deal with possible emergency situations that may occur onsite as a result of natural or manmade failures are listed in Table 7-1.

Table 7-1: Contingency Plans for Possible Emergency Situations

Emergency Situation	Contingency Plan
Mass Deaths	• In the event of a mass death due to natural causes, the rending facility is able to accept large quantities of carcasses. • Should death be from disease, guidance on disposal would be obtained from the WA Department of Agriculture.
Disease Outbreaks	• The WA Department of Agriculture will be consulted on the appropriate course of remedial action. Where required, the site will be locked down and quarantine measures will be implemented. • No unauthorised people will be allowed to enter the site.
Power Failures	• Each farm will have a generator for each six sheds. These generators are to be tested on a weekly basis.
Water Supply Failure	• Each farm has large water storage onsite. In the event of a water supply failure, there is adequate treated water for cooling and drinking for a period of two (2) days. • Should repair work take longer than two (2) days, water will be trucked in to maintain the water supply.
Chemical Spills	• All chemicals and hazardous liquids are kept within bunded storage areas. • Should a spill occur there are procedures and spill response kits onsite to contain and clean up spills.
Interruption to Spent Litter Collection	• Should an issue occur with the litter transporters not being able to collect spent litter from the farm at the time of cleanout, another transport operator will be utilised.
Interruption to Waste Collection	• Should an issue occur with the waste and recycling collections, a replacement collection should be scheduled for the following day. With excess material placed on hardstand.
Interruption to Bird Pick Up	• In the event of a delay with transport of birds offsite, instruction would be provided by the processor to mitigate density issues.

8. Monitoring, Recording and Reviewing

8.1 Monitoring

Monitoring and maintenance activities relating to the EMP include:

- Sheds will be inspected daily, with deceased birds collected during each inspection or more frequently if necessary.
- Free range areas are used for approximately 4 weeks, followed by a 4-week resting period between use. Weekly inspection of these areas will be undertaken to assess for visual evidence of degradation.
- Farm staff will conduct daily head counts to record bird mortalities, with any unusual losses or trends reported promptly.
- The general waste disposal area will be inspected weekly. If waste bins are nearing full capacity, collection and replacement will be arranged within 24 hours.
- Check each farm perimeter fence for damage, preparing damage as required.
- Maintain all fences to ensure that poultry cannot exit the farm boundary.
- Quantities of all waste materials removed from the site for reuse, recycling, or disposal will be documented and recorded.
- Construct vegetated swales along the full length of the sheds on both sides. During the establishment of the swales, the swales will be inspected fortnightly to ensure that the vegetation in establishing well. If necessary, the vegetation will be replanted.
- Swales to be inspected during late summer/early autumn, and maintenance should be carried out prior to winter (and following any major storm events). Inspection to include:
    - Removal of litter for appropriate off-site collection.
    - Mowing to a length of ~90 mm.
    - Trimming of any sedges present within the swales.
    - Weed control.
    - Inspection for evidence of ponding and erosion, address as required.
    - Repair any damaged areas within the swales.

All records and register forms shall be kept for monitoring, record keeping and audit purposes.

8.2 Review of EMP

This EMP will be reviewed and, if necessary, revised in response to the following:

- Changes to onsite operations or management practices.
- If ongoing inspections or monitoring indicate that waste management systems are ineffective and waste is accumulating on site.
- If environmental monitoring identifies the occurrence of negative environmental impacts.
- Upon request by a relevant regulatory authority.

The Farm Manager will communicate any updates to the EMP to all employees and contractors through site inductions and meetings, with records to be kept and maintained.

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Appendix A
Gingin Aero wind direction versus wind speed in km/h - 9am to 3pm Summer to Winter (Bureau of Meteorology, 2024)

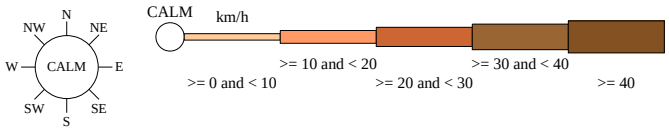
Rose of Wind direction versus Wind speed in km/h (01 May 1996 to 11 Aug 2024)

Custom times selected, refer to attached note for details

GINGIN AERO

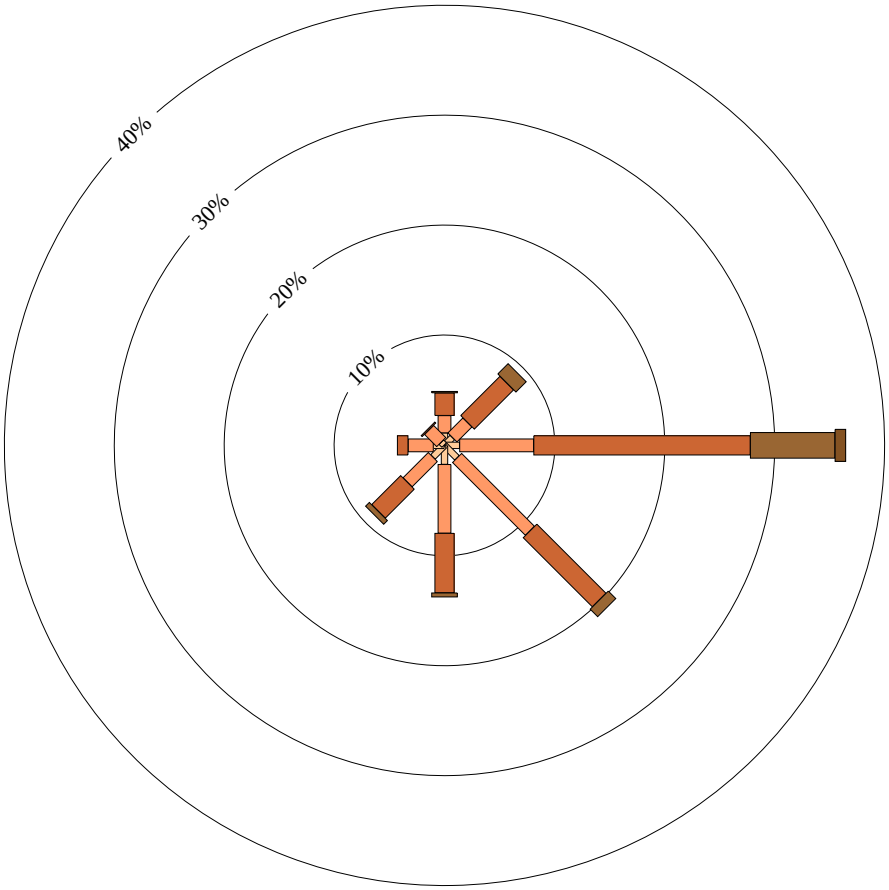
Site No: 009178 • Opened Jan 1968 • Still Open • Latitude: -31.4628° • Longitude: 115.8642° • Elevation 73m

An asterisk (*) indicates that calm is less than 0.5%.
Other important info about this analysis is available in the accompanying notes.



9 am Jan
833 Total Observations

Calm *



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We have taken all due care but cannot provide any warranty nor accept any liability for this information.

Rose of Wind direction versus Wind speed in km/h (01 May 1996 to 11 Aug 2024)

Custom times selected, refer to attached note for details

GINGIN AERO

Site No: 009178 • Opened Jan 1968 • Still Open • Latitude: -31.4628° • Longitude: 115.8642° • Elevation 73m

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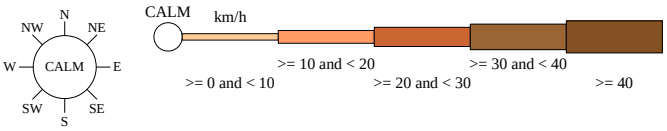
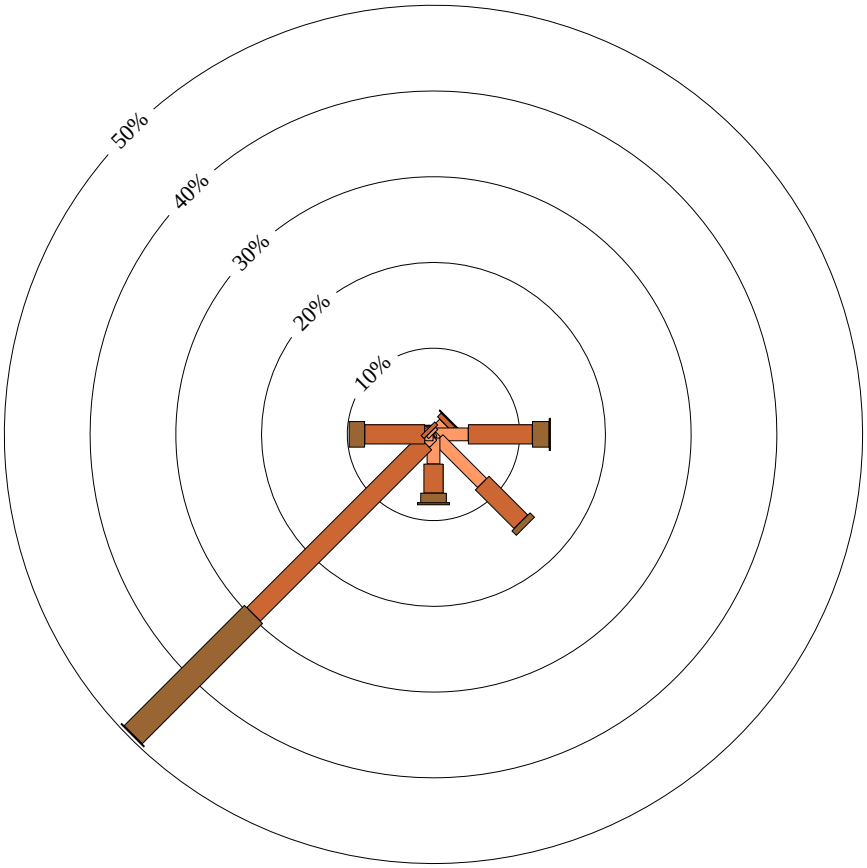


3 pm Jan
832 Total Observations

Calm *



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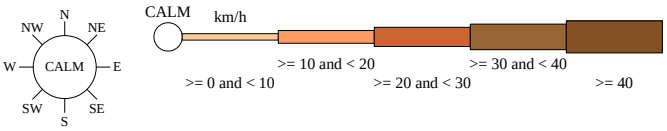
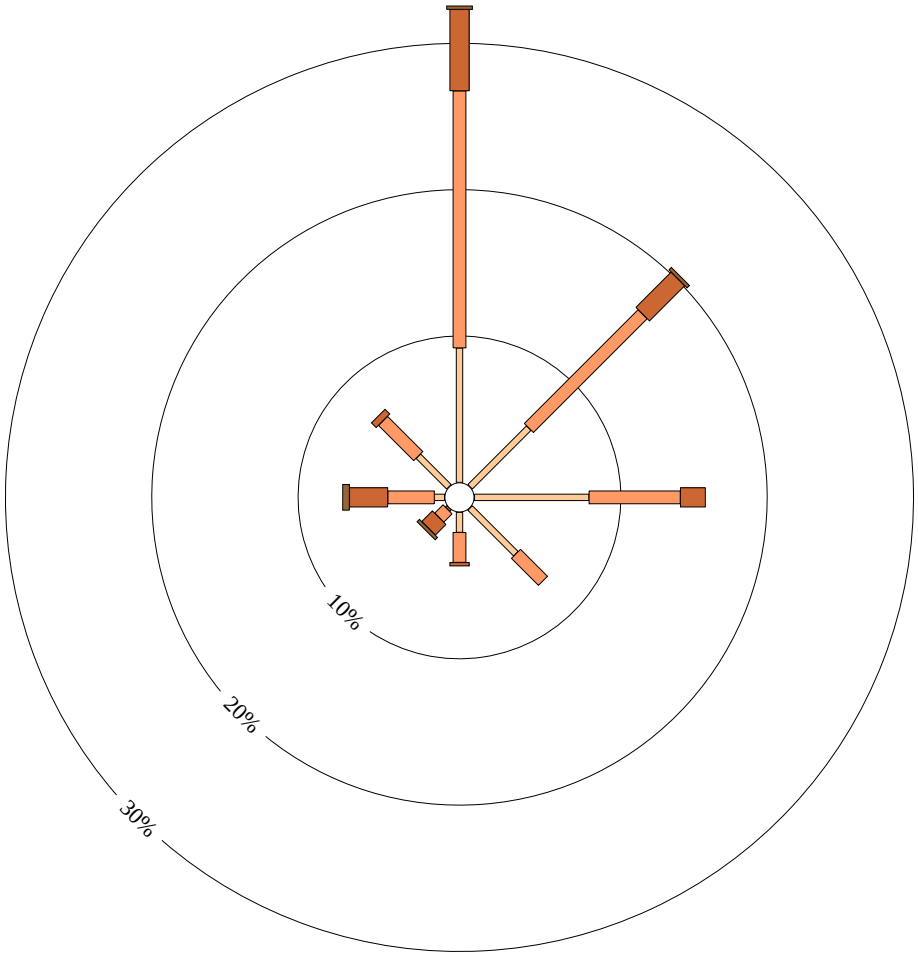


9 am Jul
883 Total Observations

Calm 5%



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Rose of Wind direction versus Wind speed in km/h (01 May 1996 to 11 Aug 2024)

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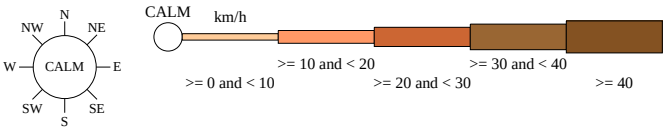
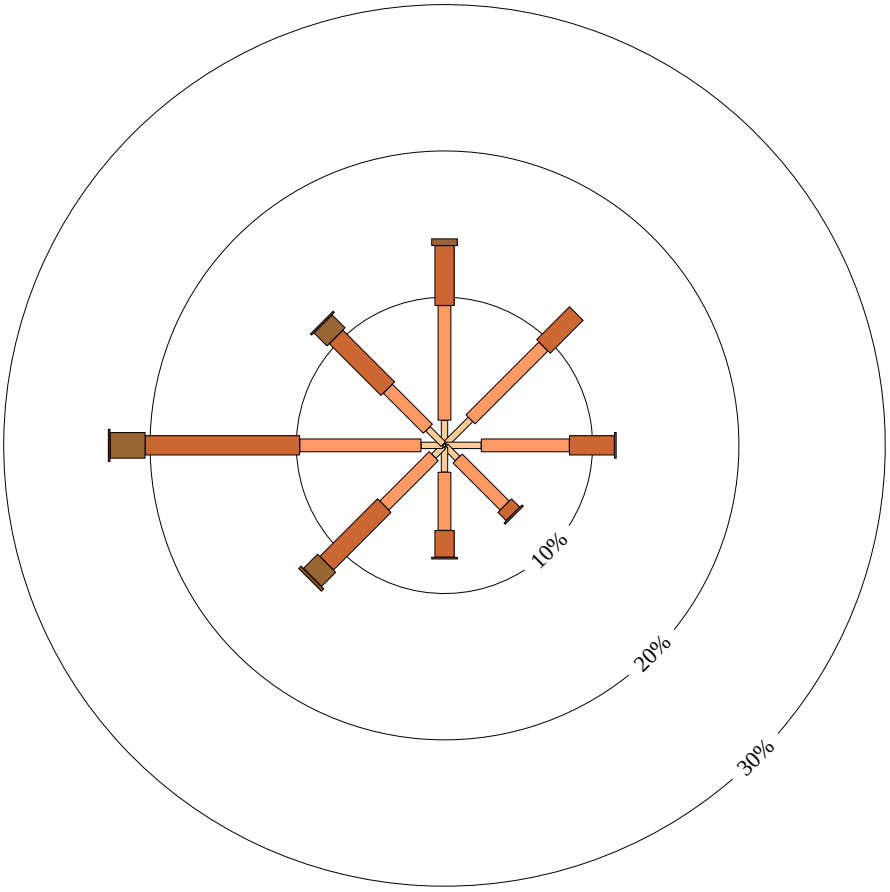


3 pm Jul
882 Total Observations

Calm *



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WESTERN ENVIRONMENTAL

(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au

Monday, 7 July 2025

Our Ref: A25.079-LRP-FVSR_0_FINAL

Jirda Poultry Trading Pty Ltd
15 Carron Rd
Applecross WA, 6153

ATTENTION: Tony

SUBJECT: 326 AIRFIELD ROAD, BAMBUN - BROILER POULTRY FARM

Project Background

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to provide environmental support for the Development Application to redevelopment and expand an existing broiler poultry farm at 326 Airfield Road, Bambun, WA 6503 (the Site).

WEPL understands Jirda Poultry Trading Pty Ltd is proposing to build a 6-shed farm in the northwest corner of the Site and expand the existing farm within the central portion of the Site. As part of the Development Application, a site assessment to confirm the environmental values present within the Site was undertaken. For the purpose of the survey objectives, a spring survey was not considered necessary.

The Site extent and location is shown on Figure 1.

Scope of Work

The site assessment was undertaken on 14th April 2025 to confirm the environmental values within the Site. Specifically, the site assessment included:

- Reconnaissance level flora and vegetation survey consistent with the Environmental Protection Agency (EPA) (2016) *Technical Guidance – Flora and Vegetation Surveys for Environmental Impact Assessment.* The reconnaissance assessment included following key aspects:
    - A pre-survey desktop assessment and summary of publicly available information.
    - Site assessment to identify presence of native vegetation and broadly describe vegetation community types present.
    - Assessment and mapping of vegetation condition.
    - Identify the likelihood of occurrence of Threatened and Priority Ecological Communities and Threatened and Priority Flora.
- A broad visual assessment to confirm the presence of fauna habitat, including potential black cockatoo habitat values.

- Confirmation of surface water features and connectivity of the Site with adjacent values such as wetlands.

This letter report compiles the findings of the site visit.

Figure 1: The Site

N 0 90 180 270 360 m	PROJECT/REPORT NAME: 326 Airfield Road, Bambun- Broiler Poultry Farm Bambun		
SCALE: 1:6,200	SHEET SIZE: A3 COLOUR	CLIENT: Jirda Poultry Trading Pty Ltd	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50		PROJECT NUMBER: A25.079	VERSION: 0
DATA SOURCE: Nearmap Imagery (14th September, 2024)		DRAWN BY / REVIEWED BY: JP/LT	DATE: 24/4/2025

Legend
- Project Area
- Cadastre (No Attributes) (LGATE-001)

Road Network
- Local Road

No	Description	Drawn	Approved	Date
A	Original issue	JP	LT	24/4/2025

NOTES:
Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/15 Prowse St, West Perth WA 6005
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Methodology

The site assessment was undertaken by one WEPL environmental scientist on 14th of April 2025. The survey area covered the entirety of the Site. All areas were readily accessible and no constraints to the planned survey were encountered.

A broad vegetation and condition assessment was undertaken with consideration given to guidance provide in EPAs *Technical Guidance - Flora and Vegetation Surveys for Environmental Impact Assessment* (2016) for Reconnaissance level flora and vegetation surveys. Vegetation delineation and condition were recorded using mapping notes.

A visual ground assessment of the vegetation to identify any fauna habitat values was undertaken, specifically if any potential black cockatoo habitat was present. The assessment was undertaken with consideration to EPA's *Technical Guidance – Vertebrate Fauna Surveys* (2020) and the Department of Climate Change, Energy, the Environment and Water's (DCCEEW) *Referral guidelines for 3 WA threatened black cockatoo* (2022). All breeding habitat trees within the proposed development footprint were recorded using a mobile GIS field data collector platform. The following was recorded for each tree:

- Species
- DBH (approximately 1.3 m from the ground)
- Coordinates
- Presence of hollows (as observable from the ground).
- Bamford Class (see below).

Trees identified as potentially having suitable hollows present were visually inspected form the ground. Hollow information recorded included:

- Size of entry.
- Estimated depth.
- Hollow type (knot, fissure, spout, vertical/chimney.
- Suitability for use.
- Evidence of use.
- Presence of other birds or bees.

Results

Vegetation Types

The site assessment identified six broad native vegetation types within the Site, with the majority of the Site comprising of VT01 'Marri open woodland'. Areas that are not included in these vegetation types were cleared for cattle, developed for residential purposes including residential garden plants or belonged to the current farming activities. Vegetation types and extents are summarised in Table 1 and displayed in Figure 2.

VT01 – Marri woodland over paddock

Native remnant Marri woodland over paddock. Overall canopy cover was 60%, of marri trees. Occasional isolated *Melaleuca preissiana* trees were scattered through the vegetation type. The patch in the centre along the northern border had been affected by a bush fire in March 2025. Majority of the vegetation were fully burnt, with some larger marri trees along the edge in the vegetation patch to the east still containing some intact canopy.

The entirety of the vegetation type was in Completely Degraded condition as no native mid- or ground story vegetation was present.

VT02 – Marri, Banksia attenuata and Banksia menziesii woodland

A strip of remnant marri and Banksia woodland was present along the western border. Overall canopy cover was 65%, of that 35% was marri and 55% was *Banksia* ssp. 5% dead trees and 5% was *Melaleuca preissiana*. The midstory comprised of *Xanthorrhoea preissii* shrubland with an overall cover of 40%. The ground story was highly disturbed from cattle presence and grazing, with only a couple of species with enough vegetative structure remaining and could be identified.

The entirety of the vegetation type was in Completely Degraded vegetation due to the high disturbance from cattle.

VT03 – Acacia saligna shrubland over paddock

This vegetation type was restricted to the northeast corner of the Site. It was in Completely Degraded condition as it only comprised of Acacia saligna over grazed paddock.

VT04 – Melaleuca teretifolia wetland

This vegetation type was recorded in the DBCA mapped (DBCA-019) multiple-use sumpland (UID 11346) along the northern border of the Site. The vegetation consisted of *Melaleuca teretifolia* and *Melaleuca* sp. over paddock. The whole vegetation type was also subject to the bush fire in March 2025, with only a small portion of the canopy being intact on the eastern edge of the patch. No surface water was present, and no other riparian vegetation was present.

VT05 – Kunzea glabrescens shrubland

This vegetation was restricted to the northwestern border of the Site. It comprised of *Kunzea glabrescens* with an overall 60% canopy cover and occasional marri and *Banksia* ssp. trees. The midstory comprised of

about 25% cover of *Xanthorrhoea preissii* and the ground story was highly degraded from weeds and cattle. The vegetation was in Completely Degraded condition.

The vegetation mapping of VT05 is tentative as some of the patches were fully burnt. The western patch of this vegetation type was unburnt and intact and hence could be confirmed. However, the remaining of this vegetation type going to the east was burnt and could not be confirmed. On aerial imagery, the patches to the east appears to be the continuation of this vegetation type as it has the same appearance, however due to it being fully burnt it could not be confirmed during the site visit.

VT06 – Planted small-fruited Eucalyptus

Planted Eucalyptus along the driveway, including native *Eucalyptus rudis* and non-native *Eucalyptus camaldulensis*.

Table 1: Vegetation Type Extent

Vegetation Type	Area (ha)	Percentage of Site
VT 01 – Marri open woodland over paddock.	7.61 ha	13%
VT 02 – Marri, *Banksia attenuata* and *Banksia menziesii* woodland.	0.61 ha	1%
VT 03 – *Acacia saligna* shrubland over paddock	1.07 ha	2%
VT 04 – Mixed *Melaleuca* shrubs along winter-wet areas.	0.37 ha	1%
VT 05 – *Kunzea glabrescens* shrubland	0.59 ha	1%
VT 06 – Planted small-fruited Eucalyptus	0.56 ha	1%
Cleared areas – including cleared areas for cattle, residential housing and agricultural infrastructure.	46.79	81%
Total	**57.59 ha**	**100**

Vegetation Condition

From aerial imagery (Landgate, 2025), it appears that all the native vegetation that is remaining within the Site (mainly Marri trees over paddock) is remnant occurrences. However, considering the lack of vegetation structure, except other trees species and occasional shrubs, the vegetation is highly disturbed from the presence of cattle and grazing. All the vegetation within the Site is in Completely Degraded condition, see Table 2 for details.

Table 2: Vegetation Condition

Vegetation Condition	Extent (ha)	Percentage of the Site
Completely Degraded	10.81 ha	19%
Cleared	46.79 ha	81%
Total	57.59 ha	100%

Fauna Habitat

Due to the highly degraded nature of the vegetation and the lack of vegetation structure across the Site, no fauna habitat for ground-dwelling species were considered to be present.

Black Cockatoo Habitat Assessment

The Site comprised of trees, mainly marri trees which are considered to be of high breeding and foraging value for all three black cockatoo species (DCCEEW, 2022). The Site is located in the modelled distribution of Carnaby's black cockatoos hence forest red-tail and Baudin's black cockatoo will not be considered in this assessment.

The Site is located 12 km northeast of the buffer of a known Carnaby's black cockatoo roosting site (DBCA-050). The buffer is 1 km from the known roosting site. No evidence of roosting behaviour was recorded during the assessment. The Site contains small isolated patches of mature trees and the Site does not contain any surface water sources. The Site is therefore considered unlikely to provide high value roosting habitat.

Foraging habitat value is not dependant on tree size and hence all of vegetation types VT01 and VT02 are considered of high foraging value for black cockatoos. With this in consideration, no foraging evidence was found within the Site. The foraging extent within the Site is 8.21 ha.

Breeding Habitat Assessment

Breeding habitat is defined as that which contains known, suitable or potential nesting trees (DCCEEW, 2022). Breeding typically occurs in native eucalypt species particularly marri, karri, wandoo and tuart however many species of eucalypt including non-endemic species may develop suitable nesting hollows (DCCEEW, 2022). A summary of understood suitable nesting hollow characteristics for the three species is provided below in Table 3. The Site is located 2.9 km northwest of the buffer of a known Carnaby's black cockatoo breeding site (DBCA-054).

Table 3: Black cockatoo Nesting Hollow Characteristics

Species	Baudin's Black cockatoo	Carnaby's Black cockatoo	Forest Red-tailed Black cockatoo
Tree species and hollow characteristic	Nesting mainly in karri, marri, jarrah, wandoo, bullich, and tuart Preferred hollow dimensions have not been specifically studies but are considered likely to be similar to that of the Carnaby's Black cockatoo	Nesting mainly in salmon gum, wandoo, tuart, jarrah, flooded gum, karri and marri. Utilise hollows from 10-65 cm diameter (average 26 cm) and >1 m deep	Nesting mainly in jarrah, marri, karri, wandoo, bullich, blackbutt and tuart Utilise hollow from 12-150 cm diameter (average 34 cm) and >1 m depth
Sources	DCCEEW, 2022.	DCCEEW, 2022, Saunders et al., 2014a, Saunders et al., 2014b.	DCCEEW, 2022, Johnstone et al., 2013.

A total of 110 potential breeding habitat trees were recorded, as shown on Figure 3. See Appendix A for a summary of tree locations, species, DBH and tree health. No evidence of know nesting trees (Bamford Class

1 and 2) such as chew marks at hollow entrance attributed to black cockatoos, eggs or flushed individuals were recorded. A breakdown of potential breeding habitat trees is summarised in Table 4.

Table 4: Summary of Potential Nesting Trees recorded

Bamford Class and DCCEEW (2022) Terminology	Class 1	Class 2	Class 3	Class 4 or 5	Totals (Trees)
	Known Nesting Tree		Suitable Nesting Tree	Potential Nesting Tree	
Tree Species					
Dead (Species not confirmed)	-	-	-	10	10
Eucalyptus (Species not confirmed)	-	-	-	3	3
Flooded Gum	-	-	-	6	6
Marri	-	-	-	67	67
River Red gum	-	-	-	24	24
Total (Bamford Class	-	-	-	110	110

All 110 habitat trees were classified as potential nesting trees. Of these, 95 did not show signs of suitable nesting hollow development (Class 5 trees). Fifteen trees were assessed as possessing small hollows which are of an insufficient size to comprise suitable nesting hollows (<10cm entrance); or which have an entrance of >10cm but the internal dimensions are not suitable, or the hollow is not accessible (Class 4 trees). These Class 4 potential nesting trees are however of sufficient age and growth form to be developing hollows. No suitable nesting tree (Class 3 trees) that was recoded through ground assessment only as possessing suitable nesting hollows was identified, however no evidence of use was recorded.

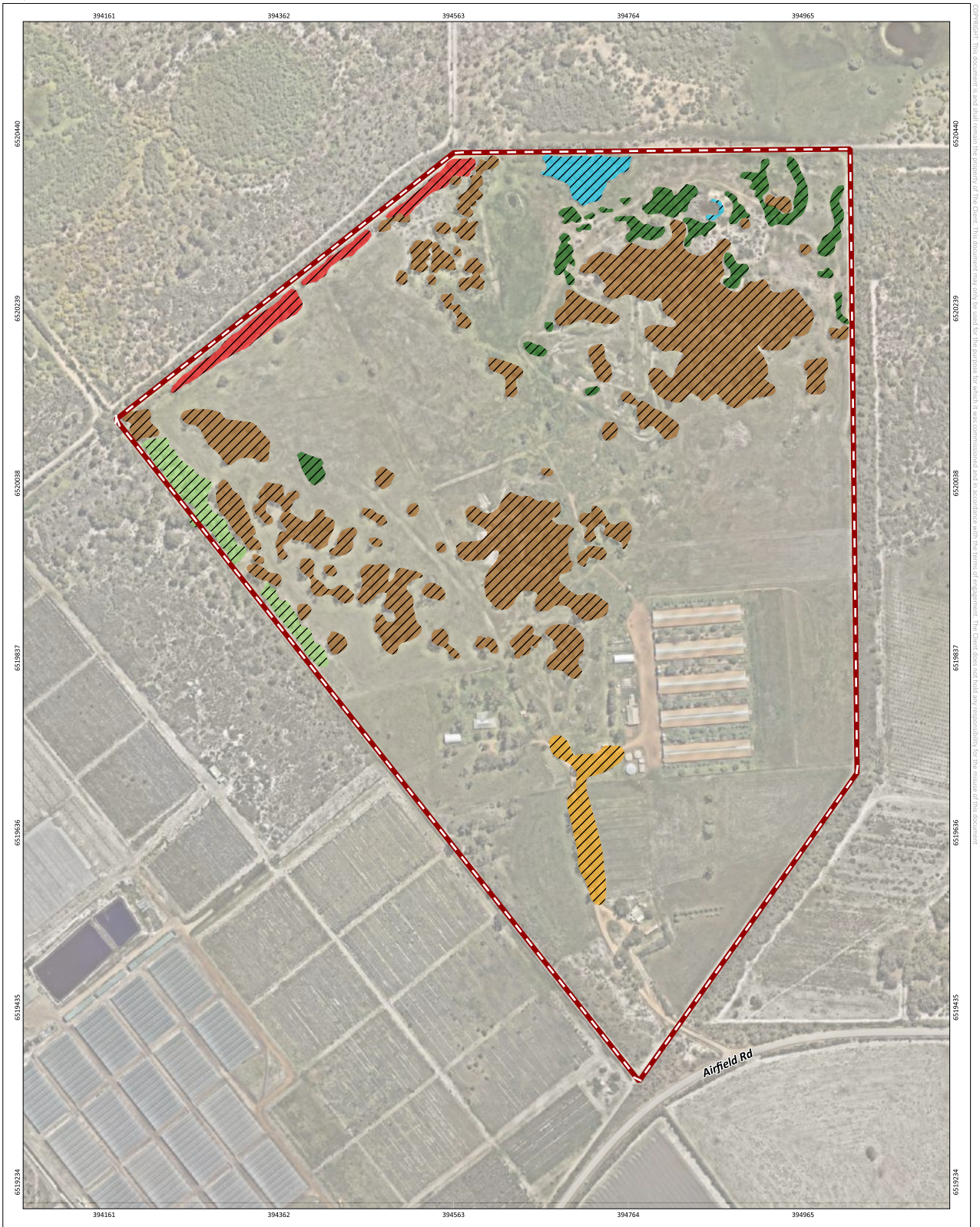

Figure 2: Vegetation Types and Condition

N
0 30 60 90 120 m

PROJECT/REPORT NAME	326 Airfield Road, Bambun- Broiler Poultry Farm Bambun
SCALE	1:4,012
SHEET SIZE	A3 COLOUR
CLIENT	Jirda Poultry Trading Pty Ltd
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.079
VERSION	0
DATA SOURCE	Nearmap Imagery (14th September, 2024)
DRAWN BY / REVIEWED BY	JP / LT
DATE	24/4/2025

Legend

Project Area

Vegetation Condition
Completely Degraded

Vegetation Types
VT01 - Marri open woodlandover paddock
VT02 - Marri, Banksia attenuata and Banksia menziesii woodland
VT03 - Acacia saligna over paddock
VT04 - Mixed Melaleuca shrubs along winter-wet areas
VT05 - Kunzea glarescens shrubland
VT06 - Planted small-fruited Eucalyptus

No	Description	Drawn	Approved	Date
A	Original Issue	JP	LT	24/4/2025

NOTES:
Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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Figure 3: Black Cockatoo Potential Breeding Habitat

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Conclusions and Recommendations

The conclusion of the site assessment undertaken are provided below:

- All the vegetation within the Site appears to be remnant (Landgate, 2025).
- The Site contains five vegetation types and all vegetation types have a Completely Degraded condition. The vegetation in the centre along the northern boundary is burnt.
- The Site did not contain any habitat for ground-dwelling fauna.
- A total of 110 trees on the Site were considered potential breeding habitat trees (DBH >50 cm). No trees were considered to have a hollow of suitable size, depth or accessibility to be considered for black cockatoo use.
- The Site comprised of 8.21 ha of high value foraging habitat for Carnaby's black cockatoos, however no evidence of foraging was present.

This report should be read in conjunction with the Schedule - Statement of Limitations. Should you have any queries regarding the above, please contact the undersigned on (08) 6162 8980.

Yours sincerely,
Western Environmental Approvals Pty Ltd

Dale Newsome
Director

Figures

- Figure 1: Site Location
- Figure 2: Vegetation Type and Condition
- Figure 3: Black Cockatoo Habitat Trees

Schedule

- Statement of Limitation

Appendices

- Appendix A:- Black Cockatoo Suitable Potential and Known Breeding Trees

SCHEDULE Statement of Limitation

Statement of Limitations

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The conclusions must also be considered in light of the agreed scope of services (including any constraints or limitation therein) and the methods used to carry out those services, both of which are as stated or referred to in this report.

Environmental Conclusions

In accordance with the scope of services, WEPL has conducted environmental field monitoring and/or testing in the preparation of this report. The nature and extent of monitoring and/or testing conducted is described in this report.

On all sites, varying degrees of non-uniformity of vertical and horizontal conditions in media (soil, water, air, waste or other media as described in the report) are encountered. Hence no monitoring, common testing or sampling technique can eliminate the possibility that monitoring or testing results/samples are not totally representative of media conditions encountered. The conclusions are based on the data and the environmental field monitoring and/or testing actually undertaken, and are therefore merely indicative of the environmental condition of the site at the time of preparing this report, including the presence or otherwise of contaminants or emissions. It should be recognised that site conditions, including the extent and concentration of contaminants, can change.

Within the limitations imposed by the scope of services, the monitoring, testing, sampling and preparation of this report have been undertaken and performed in a professional manner, in accordance with generally accepted practices and using a degree of skill and care ordinarily exercised by reputable environmental consultants under similar circumstances. To the maximum extent permitted by law, no other warranty, express or implied, is made.

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If an Auditor is engaged by the Client to undertake review of this report, it shall be made available subject to the terms and conditions of the agreement between the Client and WEPL and the caveats in this statement.

Other Limitations

This report is intended to be read in its entirety, and sections or parts of this report should therefore not be read and relied on out of context.

WEPL will not be liable to update or revise this report to take into account any events or circumstances or facts becoming apparent after the date of this report.

Appendix 1- Black Cockatoo Suitable Potential and Known Breeding Trees

Potential, Suitable and Known Black Cockatoo Nest Trees.

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
1	19/06/2025	River Red Gum	5	50	None	394741.5	6519732.59	
2	19/06/2025	River Red Gum	5	75	None	394745.5	6519720.846	
3	19/06/2025	River Red Gum	5	80	None	394738.5	6519720.712	
4	19/06/2025	River Red Gum	5	50	None	394719	6519712.637	
5	19/06/2025	River Red Gum	5	50	None	394708.9	6519700.453	
6	19/06/2025	Eucalyptus	5	85	None	394716.2	6519718.95	
7	19/06/2025	Eucalyptus	5	65	None	394714.3	6519720.549	
8	19/06/2025	River Red Gum	5	50	None	394730.7	6519723.203	
9	19/06/2025	Marri	5	50	None	394685.2	6519738.462	
10	19/06/2025	Marri	5	80	None	394573.2	6520224.42	
11	19/06/2025	Marri	5	50	None	394607.3	6520180.685	
12	19/06/2025	Marri	5	50	None	394564.6	6520238.841	
13	19/06/2025	Marri	5	75	None	394555.1	6520253.735	
14	19/06/2025	Marri	5	50	None	394520	6520293.092	
15	19/06/2025	Marri	5	65	None	394504.9	6520274.295	
16	19/06/2025	Marri	5	75	None	394572.9	6520358.922	
17	19/06/2025	Marri	5	60	None	394609.3	6520411.917	
18	19/06/2025	Marri	5	55	None	394590.3	6520371.461	
19	19/06/2025	Marri	5	50	None	394585.5	6520292.36	
20	19/06/2025	Marri	5	50	None	394586.2	6520298.066	
21	19/06/2025	Marri	5	50	None	394367.4	6520210.303	
22	19/06/2025	Marri	5	55	None	394381.8	6520244.614	

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
23	19/06/2025	Marri	5	65	None	394207.1	6520119.123	
24	19/06/2025	Marri	5	65	None	394193.3	6520117.056	
25	19/06/2025	Marri	5	55	None	394181.2	6520111.515	
26	19/06/2025	Marri	4	70	Fissure 10-15 cm diameter entry, approximately 7m up, too shallow for BC use.	394204.4	6520106.286	
27	19/06/2025	Marri	5	80	None	394203.9	6520105.316	
28	19/06/2025	Dead	5	60	None	394222	6520067.886	
29	19/06/2025	Dead	4	80	One Spout 5-6 m high, >10 cm diameter opening, bee activity in and around hollow, two spouts higher in tree, ≥10 cm diameter, potential to be deep enough for BC use, no chew marks.	394244.7	6520054.307	
30	19/06/2025	Dead	4	50	None	394248.2	6520060.801	
31	19/06/2025	Marri	5	65	None	394245.3	6520032.674	
32	19/06/2025	Marri	5	90	None	394267.9	6520018.457	
33	19/06/2025	Marri	5	50	None	394276.5	6520038.3	
34	19/06/2025	Eucalyptus	5	65	None	394283.9	6520087.651	
35	19/06/2025	Marri	5	60	None	394261.3	6520114.287	
36	19/06/2025	Marri	5	75	None	394343.8	6520083.114	
37	19/06/2025	Marri	5	55	None	394303.4	6520069.488	
38	19/06/2025	Marri	5	50	None	394301.9	6520070.298	

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
39	19/06/2025	Marri	4	85	Knot starting to hollow, too small for BC use.	394354.6	6520027.115	
40	19/06/2025	Marri	5	60	None	394371.7	6520001.811	
41	19/06/2025	Marri	5	50	None	394371.4	6519996.101	
42	19/06/2025	Marri	5	55	None	394385.7	6519989.947	
43	19/06/2025	Marri	4	55	One snapped branch	394412.3	6519975.222	
44	19/06/2025	Marri	5	60	None	394392.7	6519942.546	
45	19/06/2025	Marri	5	50	None	394405	6519922.883	
46	19/06/2025	Dead	5	60	None	394408.9	6519915.541	
47	19/06/2025	Marri	5	55	None	394433.2	6519911.173	
48	19/06/2025	Marri	4	65	Two snapped branches with potential to become spouts.	394463.3	6519904.055	
49	19/06/2025	Marri	5	50		394488.3	6519909.643	
50	19/06/2025	Marri	5	60		394505.4	6519928.947	
51	19/06/2025	Marri	5	55		394519.4	6519937.339	
52	19/06/2025	Dead	5	60		394496.9	6519966.386	
53	19/06/2025	Dead	5	65		394515.3	6519917.248	
54	19/06/2025	Marri	5	0		394533.1	6519913.224	
55	19/06/2025	Marri	5	80		394550.4	6519857.301	
56	19/06/2025	Dead	4	95	Snapped branches	394485.6	6519851.022	
57	19/06/2025	Marri	5	0		394514.1	6519869.51	
58	19/06/2025	Marri	5	55		394504.9	6519885.646	
59	19/06/2025	Marri	5	50		394486.8	6519877.247	

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
60	19/06/2025	Marri	5	75		394428.3	6519855.769	
61	19/06/2025	Marri	5	85		394396.6	6519887.123	
62	19/06/2025	Marri	5	55		394309.9	6519952.638	
63	19/06/2025	Marri	4	80	Two spouts both not deep enough for BC use, both 10 cm diameter opening in upper canopy.	394313.9	6519963.587	
64	19/06/2025	Marri	4	55		394309.3	6519975.977	
65	19/06/2025	Marri	5	50		394315.5	6519980.453	
66	19/06/2025	Dead	5	50		394319.4	6519991.086	
67	19/06/2025	Dead	5	50		394363.4	6519959.017	
68	19/06/2025	Marri	5	70		394343.5	6519938.014	
69	19/06/2025	Marri	5	50		394336.5	6519940.349	
70	19/06/2025	Marri	5	60		394608.1	6519853.239	
71	19/06/2025	Marri	5	50		394483.1	6520046.14	
72	19/06/2025	Marri	5	60		394632.8	6519851.059	
73	19/06/2025	Marri	5	60		394636.1	6519843.398	
74	19/06/2025	Marri	4	60		394639.5	6519861.191	
75	19/06/2025	Marri	5	65		394654.7	6519858.778	
76	19/06/2025	Marri	4	90		394660.9	6519921.292	
77	19/06/2025	Marri	5	60		394665	6519926.829	
78	19/06/2025	Marri	5	55		394680.1	6519919.241	
79	19/06/2025	Marri	5	75		394688.5	6519938.78	
88	19/06/2025	Marri	5	50		394798.6	6520161.245	

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
93	19/06/2025	Marri	4	75	One knot shallow, 4 m high, 1 snapped branch 6-7m high, both too small for BC use.	394824.6	6520139.934	
94	19/06/2025	Marri	4	50		394791.6	6520120.421	
95	19/06/2025	Marri	4	65	One fissure starting to hollow out to small and shallow for BC use.	394807.6	6520094.745	
96	19/06/2025	Marri	5	65		394739.2	6520097.524	
98	19/06/2025	Dead	5	55		394761	6519890.778	
99	19/06/2025	Marri	5	55		394756.6	6519748.604	
100	19/06/2025	Flooded Gum	5	60		394747.1	6519796.448	
101	19/06/2025	Flooded Gum	5	65		394747.3	6519791.281	
102	19/06/2025	Flooded Gum	5	50		394747	6519789.257	
103	19/06/2025	Flooded Gum	5	55		394747	6519782.375	
104	19/06/2025	Flooded Gum	5	85		394746.6	6519777.31	
105	19/06/2025	Flooded Gum	5	55		394749	6519772.43	
106	19/06/2025	River Red Gum	5	65		394709	6519673.091	
107	19/06/2025	River Red Gum	5	55		394707.9	6519673.017	
108	19/06/2025	River Red Gum	5	65		394709.7	6519671.231	
109	19/06/2025	River Red Gum	5	60		394711.9	6519657.561	
110	19/06/2025	River Red Gum	5	60		394706	6519659.685	
111	19/06/2025	River Red Gum	5	75		394706.4	6519653.403	
112	19/06/2025	River Red Gum	5	60		394712.4	6519647.522	
113	19/06/2025	River Red Gum	5	60		394713.5	6519641.205	

Tree Number	Date	Species	Bamford Class	DBH	Hollow Data	Eastings	Northings	Comments
114	19/06/2025	River Red Gum	5	60		394714.4	6519628.757	
115	19/06/2025	River Red Gum	5	50		394716.6	6519625.593	
116	19/06/2025	River Red Gum	5	65		394717	6519619.611	
117	19/06/2025	River Red Gum	5	65		394714.6	6519615.646	
118	19/06/2025	River Red Gum	5	60		394711.4	6519608.994	
119	19/06/2025	River Red Gum	5	60		394720.7	6519607.376	
120	19/06/2025	River Red Gum	4	60	One snapped branch starting to hollow out, to small and shallow for BC use.	394718.9	6519598.775	
121	19/06/2025	River Red Gum	5	65		394723.1	6519592.308	
122	19/06/2025	River Red Gum	5	95		394723.2	6519588.515	
123	19/06/2025	River Red Gum	5	50		394720.6	6519564.996	

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EAQ Consulting

ODOUR IMPACT ASSESSMENT OF PROPOSED EXPANSION OF MEAT BIRDS POULTRY FARM

JIRDA POULTRY, BAMBUN (GINGIN)

Odour Impact Assessment of Proposed Expansion of Meat Birds Poultry Farm

Jirda Poultry, Bambun (Gingin)

Prepared for: Jirda Poultry Pty Ltd

Project Ref: EAQ-25012
June 2025

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Approved for Release		
Name	**Position**	**File Reference**
John Hurley	Principal Consultant	EAQ25012-JirdaPoultry+OdourImpactAssessment-Final

Signature

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1 Background & Scope

Environmental & Air Quality Consulting Pty Ltd **(EAQ)** was engaged by Jirda Poultry Pty Ltd **(Jirda)** to undertake an Odour Impact Assessment **(the Assessment)** of Jirda's proposed refurbishment and expansion of an existing meat grower poultry farm located at Lot 3686 Airfield Road, Bambun, within the Shire of Gingin, Western Australia **(the Site)**. The Site is zoned within a *General Rural – Coded* scheme and is surrounded by other poultry farms i.e., a poultry farming precinct.

The Assessment was commissioned to predict the odour footprint from the Site following Jirda's proposed expansion of the existing Site's throughput. Currently the Site operates a single farm comprising of five (5) growing sheds. Jirda proposes to refurbish the existing 5-shed farm to a six (6) shed configuration whilst also constructing a second farm (**the Farms**) with a 6-shed configuration.

The Farms, with a total number of twelve sheds, will be of a free range configuration and each shed will house a maximum of 42,000 birds with approximately 5.8 batches grown per shed per year. The total stocking density per shed is 'thinned' over the typical growth cycle of 45-days to ensure different sizes of meat birds for the retail market.

When comparing barn raised and free range configurations, the main differences are the stocking densities where free range stocking density is approximately 20 % lower than barn raised, and free range birds have access to the 'range area' outside of the shed(s). importantly, studies have shown that the free range roaming area has a negligible impact on odour emissions from free range activities, and that free range odour emissions from the growing sheds are comparable to odour emissions measured from conventional barn raised sheds (RIRDC Publication No. 15/017).

The Site's design separates each Farm by a minimum of approximately 200 m. This separation distance is to ensure biosecurity between the Farms. Each growing shed within the Farms are operated in accordance with prescribed methods by the RSPCA Australian Meat Chicken Housing Systems and in consideration of a maximum bird live weight of 32 kilograms (kg) per m^2, and subsequent thinning of stock, and processing of birds at typically 45 days. Each Farm grows meat birds at differing rates to ensure a constant supply of meat birds to market.

Poultry farms in Western Australia (WA) are designed, approved and managed in accordance with (among others) the Environmental Code of Practice for Poultry Farms (Western Australian Broiler Growers Association, 2004) and more specifically, the Western Australia Planning Commission (WAPC) State Planning Policy (SPP) 2.5 for Rural Planning.

Poultry farms in WA are not prescribed premises under Schedule 1 of the Environmental Protection Regulations 1987. However, some associated operations (e.g., composting manure) may be prescribed and require authorisation under Part 3 Division 2 of the Environmental Protection Act 1986.

Prescribed premises are regulated in accordance with guidance and compliance requirements of the WA Department of Water and Environmental Regulation (DWER). These regulations include those methods for assessing odour emissions both at the planning stage and during operations.

Although the Site is not a prescribed premise, the methods to assess odour emissions and the subsequent risk of odour impacts at the nearest rural receiver have been followed in accordance with the WA DWER's most recent odour guidance (Guideline: Odour emissions, 2019).

1.1 Assessment Scope

The Assessment has been undertaken using those guidelines and recommendations by the DWER for odour assessments. Within these guidelines are procedural lines of investigations (tools), to include:

i) Screening analysis;
ii) Detailed analysis;
    (a) Operational odour analysis (OOA), and
    (b) Location review (including Meteorology).
iii) Other analysis tools, such as;
    (a) Odour source assessment (OSA),
    (b) Odour field assessments (OFA),
    (c) Complaints analysis,
    (d) Community surveys,
    (e) Comparative dispersion modelling (not criterion modelling), and
    (f) Comparison with similar operations.

Those specific tools utilised for this Assessment were ii) and parts (e), and (f) of iii).

1.2 Regulatory Guidance for Determining Risk

1.2.1 Odour

Regulatory authority guidelines for odorous impacts of gaseous process emissions are not designed to satisfy a 'zero odour impact criteria', but rather to minimise the nuisance effect to acceptable levels of these emissions to a large range of odour sensitive receptors within the local community.

Odour risk activities in Western Australia are subject to regulation by DWER. Where applicable, separation distances (among others) are considered in an effort to ensure sensitive receptors are protected from amenity issues. Additionally, any conflicts in land use should be avoided. As discussed however, there is no DWER regulation for odour in poultry farms.

WAPC Policy regarding animal premises, according to SPP 2.5 is:

(a) Animal premises are a rural land use, and are generally supported and encouraged on rural land provided rural amenity and environmental impacts can be effectively managed;
(b) Animal premises that require large sites or buffers, and could limit existing or potential industrial land uses, should generally not be located in State strategic industrial areas or within their buffers;
(c) Expansion of existing animal premises may be supported where off-site impacts (such as odour, dust or noise) are mitigated or managed to achieve maintenance or reduction of impacts, in accordance with an accepted code of practice;

(d) In addition to environmental issues, planning decision-makers must consider the following matters in assessing proposals:
    (i) the staging of the proposal and ultimate design capacity;
    (ii) the transport of animals to and from the site;
    (iii) the handling and disposal of deceased or 'retired' animals on or off-site;
    (iv) the transport, handling and/or disposal of animal feed and/or waste on or off-site;
    (v) outdoor pens or roaming areas for animals;
    (vi) the potential impacts of operating hours;
    (vii) shed configuration, including rotation and/or automation;
    (viii) servicing, including location and size of effluent disposal ponds; and
    (ix) biosecurity (based on advice from the industry); and
(e) Where an animal premises proposal may affect the nutrient load of a river, estuary or associated tributary and the system and/or its receiving water body has no further capacity to assimilate nutrients without an adverse impact on ecosystem health, a reduction in nutrient export is to be demonstrated.

The SPP also seeks to limit the introduction of sensitive land uses that may compromise existing and future primary production on rural land (rural policy).

WAPC holds the position, with respect to surrounding land uses, that:

(a) Single dwellings on rural land are a sensitive land use;
(b) Single dwellings and other sensitive land uses on rural land should be afforded a reasonable standard of rural amenity;
(c) The introduction of single dwellings and other sensitive land uses should not occur where they would limit primary production;
(d) The extent of a sensitive land use on rural land is a distance (as opposed to the property boundary) from the perimeter of the use that provides a reasonable standard of rural amenity;
(e) Where primary production sites require caretakers' dwellings for management or operational purposes, these dwellings should not be considered a sensitive land use, noting that occupational health and workplace safety requirements will apply;
(f) Rural land uses are compatible with the preservation of rural character and amenity in rural zones; and
(g) Where single dwellings or other sensitive land uses are proposed in an area potentially impacted by a primary production site of State significance, prospective purchasers may be advised of potential impacts by notifications on title at subdivision stage.

In consideration of WAPC's position for sensitive land uses, the WAPC policy however seeks to *"limit the introduction of sensitive land uses that may compromise existing and future primary production on rural land"*.

Separation Distances (odour buffer) under SPP 2.5 considers the above points, and:

(a) Separation distances recommended in Government policy and guidance;
(b) Whether the design and/or operation of the proposal is in accordance with prescribed standards, accepted industry standards or codes of practice;
(c) Whether, prior to issuing an approval, any management plans associated with the proposal are capable of being implemented;
(d) The existing or potential requirement for environmental licensing and/or works approval;
(e) Potential cumulative impacts;
(f) Whether modelling is required where impacts on sensitive land uses outside the property boundary are anticipated to exceed the parameters used in environmental policy, prescribed standards, accepted industry standards and/or codes of practice; and
(g) Odour modelling, when required, is to be undertaken in accordance with a methodology outlined in Government policy or guideline, or an agreed equivalent, by the proponent of the primary production or the proponent of the sensitive zone or land use.

Previous guidance by the DWER recommended separation distances for Poultry Industry (intensive farming) at 300 m – 1,000 m depending on size (Environmental Protection Authority, 2005). Although the DWER does not regulate poultry in the current framework, the previous guidance is still referred to for the purposes of planning and infrastructure siting of the activity.

1.3 Odour Emissions

EAQ personnel have undertaken numerous site-specific odour assessments of poultry farms for meat birds, egg layers and hatcheries and subsequently have odour emissions data for meat bird growing. Notwithstanding, the practices of meat bird production to include the growing, thinning, end-of-cycle loadouts, shed cleaning and the temperature and ventilation control of those sheds' internal environments is different for each farm. Consequently, a direct approach of applying literature odour emissions data to the Site may not be practical in adequately defining operational odour emissions specific to the locality and climate.

Presently there is a well-supported method within Australia to define odour emissions from poultry farms, specifically meat bird production, using a 'K' Factor, which allows odour dispersion modelling to predict an odour footprint for the purposes of siting and farm design(s).

The K Factor relationship has been used within this Assessment to predict the odour footprint from the Site as a means of understanding the risk of odour impacts from maximum production.

1.4 Locality & the Site

Bambun is located approximately 55 kms north of the Perth CBD, 12 kms south of the Town of Gingin and 32 kms east from the nearest coastline, is a rural locality within the Shire of Gingin and comprises mainly of rural farming activities. There are no urban land use receivers within the locality.

Figure 1-1 illustrates the Locality of the Site, the existing Farm, and the proposed Farm 2, whilst Figure 1-2 and Figure 1-3 illustrate the working design for the Site development.

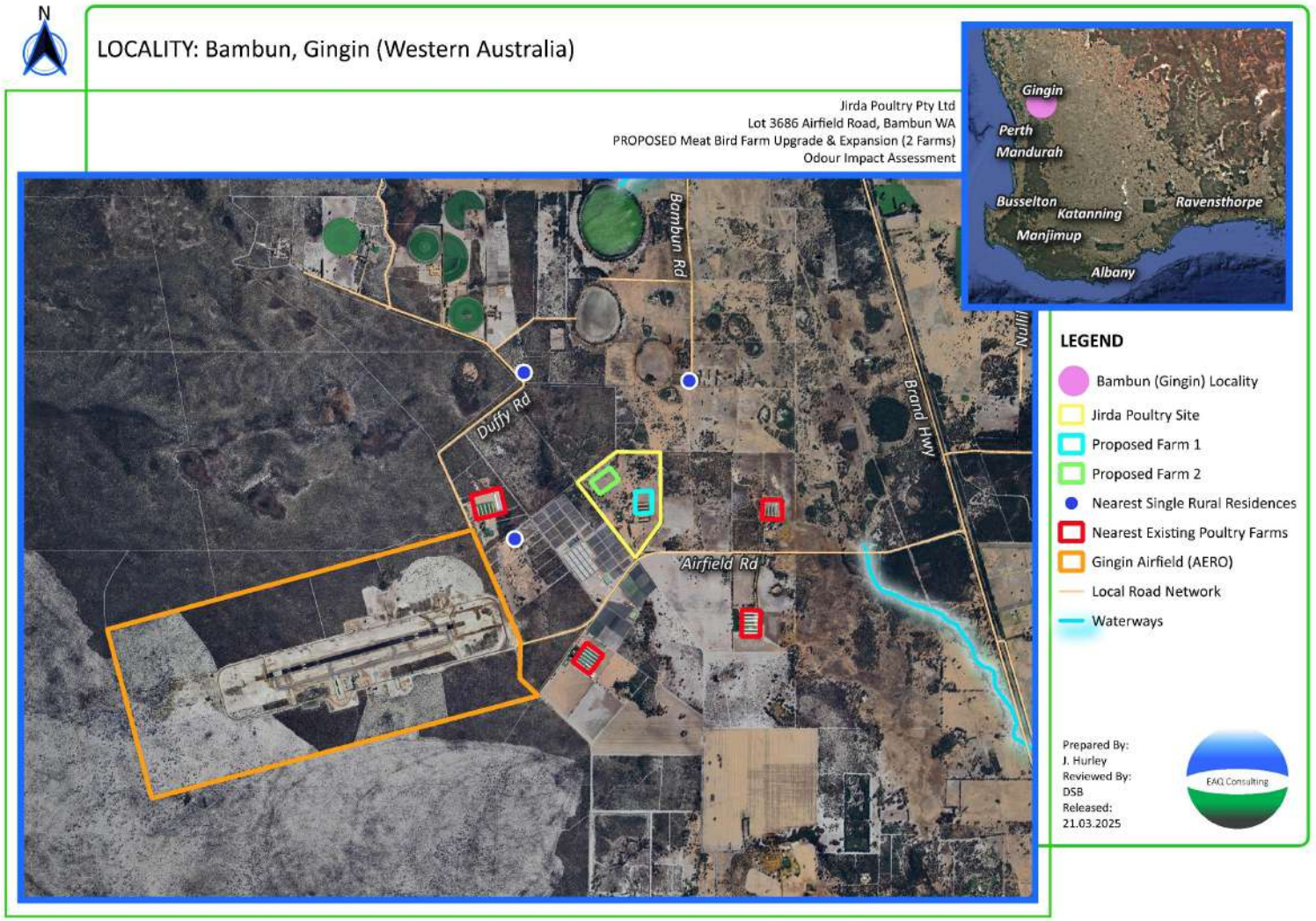

Figure 1-1: Bambun (Shire of Gingin) Locality Map

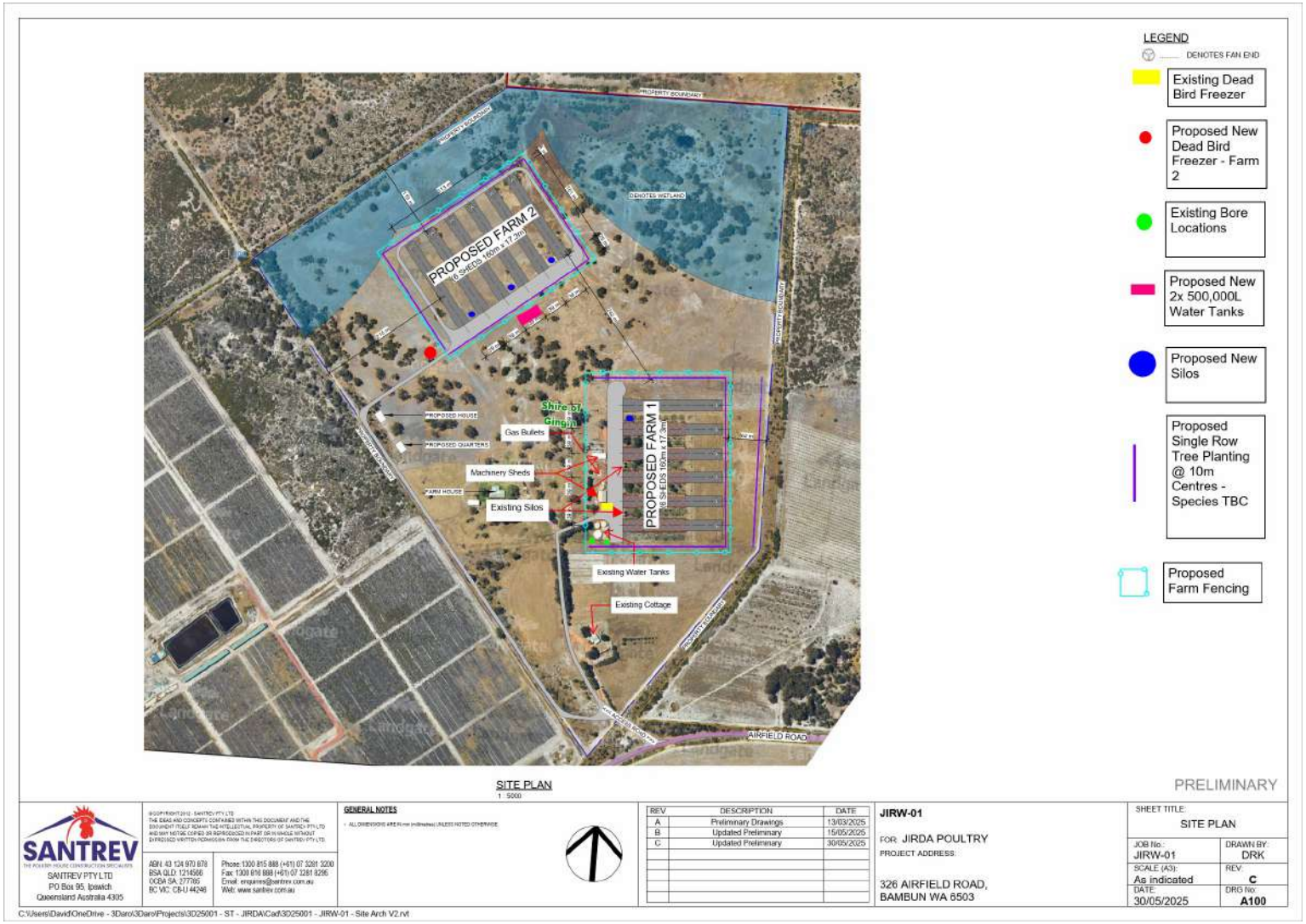

Figure 1-2: Site Plan

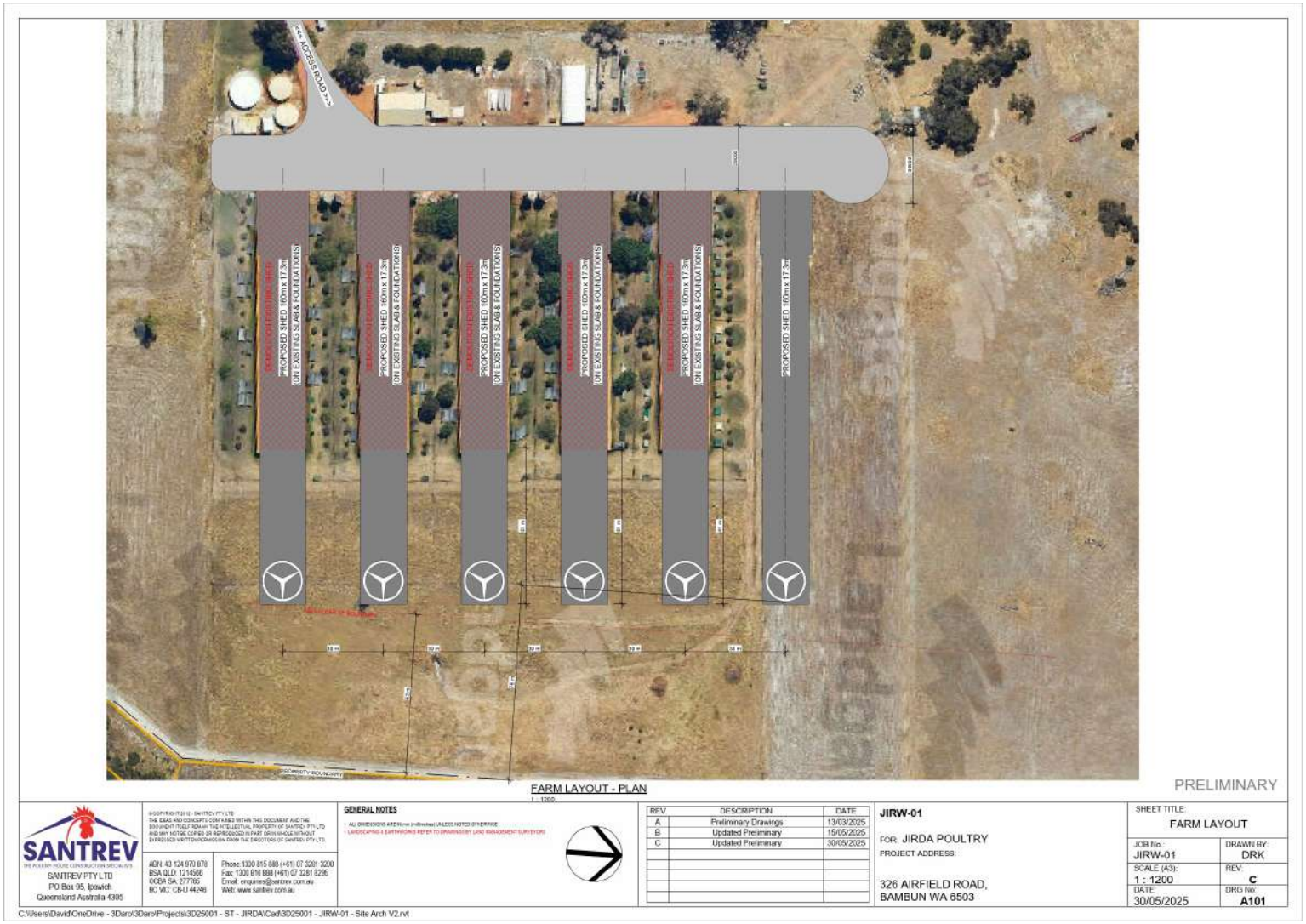

Figure 1-3: Farm Layout

2 K Factor Development of Odour Emissions

The Site proposes to refurbish the existing Farm and construct Farm 2, both with a final capacity of six (6) Sheds per Farm.

The Farms' general design, provided by Santrev (http://www.santrev.com.au), are as follows:

2.1 Shed Configuration

- Each of the Sheds comprising of;
  - 160 m x 17.3 m with no exposed purlins (i.e., ceilings within each shed),
  - An approximate growing surface area of 2,625 metres square (m^2), and
  - A free range stocking density of 16.0 birds per m^2 (42,000 birds).
- Birds typically at full growth in 45 days with birds thinned out around 32-35 days whilst maintaining a maximum 32 kilogram (kg)/m^2 weight to floor area ratio;
- No hatchery onsite;
- Ten (10) tunnel ventilation extraction fans per shed, where;
  - Each fan is approximately 1.44 m in diameter (1.64 m^2),
  - Each fan's exit velocity is approximately 10 m/s,
  - Each fan's airflow is approximately 16.4 cubic metres of air per hour (m^3/s),
  - During Summer the fans typically run 24/7, and
  - In winter the fans pulse at typically 180 second intervals to remove airborne moisture from within the sheds and maintain bird comfort (i.e., internal shed temperature control).
- Each shed is stocked and grown on an all-in, all-out basis;
- Sheds are stocked in a staggered manner to allow continuous growth and production rates;
- Approximately 6 batches per shed, per annum; and
- During shed cleanouts, the litter/manure wastes are loaded and trucked offsite, i.e., no storage or processing of solid wastes onsite.

2.2 Loading of Sheds per Farm

Table 2-1: Logistics of Staggered Shed Loading per Farm

Farm Batch Days	Sheds	Sheds x, y, z… Batch Days	Sheds x, y, z…
0	all-in		
1	Batch 1 growth	0	all-in
2		1	growth
3		2	
4		3	
5		4	
6		5	
7		6	

8		7	
….45 to 50 (approx.)		8	
51	all-out	….45 to 50 (approx.)	
52	clean	51	all-out
53		52	clean
54		53	
55		54	
56		55	
57		56	
58		57	
….59 to 64 (approx.)	all-in	58	
1	Batch 2 growth	….59 to 64 (approx.)	all-in
2		1	growth
3		2	
4		3	
5…..		4	
		5…..	

2.3 Bird and Growth Cycle

The meat grower birds will be the ROSS variety with a growth cycle over approximately 45 days. The number of birds proposed to be stocked, the corresponding total weight of live birds and subsequent mass/m^2 (stocking density) is also listed.

On Days 32-35 the bird stocks are thinned to ensure that the total stocking density does not exceed 32kg/m^2.

The graphical trend of the growth cycle for the Site is illustrated in Figure 2-1.

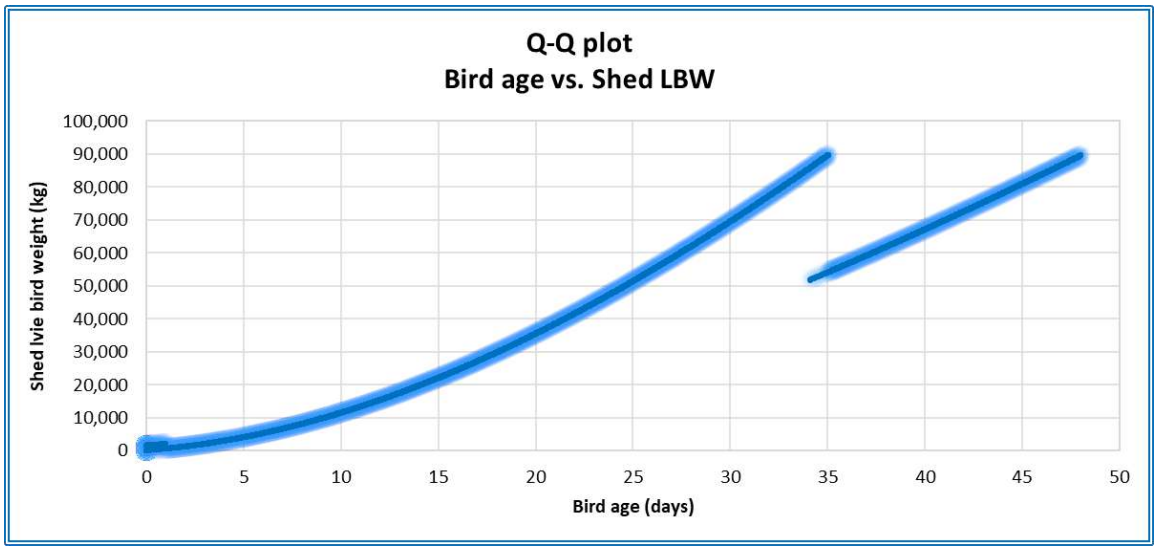

Figure 2-1: ROSS Broiler (Meat Bird) Growth Cycle

2.4 Shed Design, Temperature Control & Ventilation Rates

The ROSS broiler has a *design* requirement for optimal environmental temperature delivering optimal growth.

For this Assessment the inclusion of ventilation rates compares the internal shed temperatures versus ambient temperatures (D'Abreton, 2011), that were taken from the Gingin AERO meteorological data sourced for this Assessment and applies a calculated percentage of total ventilation rates to adjust internal shed volumetric flows for cooling purposes.

The relationship of ventilation rates versus internal temperature targets are listed in Table 2-2.

Table 2-2: Percentage of Total Ventilation Rates for Target Shed Temperatures [A]

Bird age (weeks)	1	2	3	4	5	6	7	8
T-diff	**V-rate max**							
0	1.3%	2.5%	5.1%	7.7%	9.8%	11.5%	17.0%	17.0%
1	1.3%	12.5%	12.5%	25.0%	25.0%	25.0%	25.0%	25.0%
2	1.3%	25.0%	25.0%	37.5%	37.5%	37.5%	37.5%	37.5%
3	1.3%	37.5%	37.5%	50.0%	50.0%	50.0%	50.0%	50.0%
4	1.3%	37.5%	37.5%	50.0%	50.0%	50.0%	50.0%	50.0%
6	1.3%	37.5%	37.5%	62.5%	75.0%	75.0%	75.0%	75.0%
7	1.3%	37.5%	37.5%	62.5%	75.0%	75.0%	87.5%	100.0%
8	1.3%	62.5%	62.5%	62.5%	75.0%	75.0%	100.0%	100.0%
9-10	1.3%	62.5%	62.5%	62.5%	100.0%	100.0%	100.0%	100.0%

[A] www.poultryventilation.com

It can be seen from Table 2-2 that ventilation rates increase steadily over the age of the birds' growth and also in consideration of ambient temperatures. In the cooler months the ventilation rates would decrease resulting in lower odour emission rates, whilst the opposite would occur in the warmer months.

2.5 Estimated Odour Emissions' Characteristics

Odour Emission Rates (OER) have been estimated by referencing the Australian Poultry CRC Project No: 04-45 (CRC, Australian Poultry, 2011) as well as an odour emissions model developed by Pacific Air & Environment (Ormerod & Holmes, 2005) for the Queensland Government which is referred to in the Queensland Guidelines Development of Meat Chicken Farms in Queensland (Animal Industries, Department of Agriculture and Fisheries, 2016).

The Queensland Guidelines detail the methods for determining odour separation distances based on farms exceeding 300,000 birds.

The Australian Poultry CRC (CRC) undertook an extensive odour sampling and testing program from various broiler farms, at differing growth stages, throughout Queensland and Victoria.

The odour emissions data collected improved scientific understanding and supported the development of improved planning of new broiler farms. Within the study, eleven (11) broiler farms were sampled for a total of 434 odour samples collected over the project duration. The findings showed that the average range of odour emissions per 1,000 birds was 100 – 5,000 (ou/s/1000birds). This range is based on an array of shed designs, both old technology and newer technology at the time of the project and without considerations for modern best-practices in shed design, feed types and water delivery, litter control, ventilation rates and other management practices.

Ormerod and Holmes (Ormerod & Holmes, 2005) formulated an odour emissions model for meat chicken farms with the model being able to account for varying bird numbers, bird age, weather conditions (meteorological data), shed design and farm management.

The Ormerod & Holmes model develops the relationship between design quality, live bird weight and ventilation rates based on an internal shed target temperature to arrive at a standardised odour emission rate (OER) as follows:

$$OER_S = 0.025 * K * V^{0.5} \quad \textbf{(eqn. 1)}$$

where;

- ***OER$_S$*** = standardised odour emission rate (ou.m³/s) per unit shed area (m²) per unit of bird density (kg/m²)
- ***V*** = ventilation rate (m³/s)
- ***K*** = scaling factor between 1 and 5 where a value of 1 represents a very well designed and managed shed operating with minimal odour emissions.

The scaling factor (*K*) referred to in equation 1 is a rating for the design and management of the sheds. The calculation of *K* for any given farm is based on several variables of farm management such as shed floor design, number of batches annually, litter type, water delivery etc.

The application of the Ormerod & Holmes model produced the following K Factor (Table 2-3) derivation for the proposed Farm(s).

Table 2-3: Derived K Factor based on Proposed Design & Operations

Factor	Option	Rating	Farm Rating
Shed Design	Best Available Design	0	0
	Retrofitted/Soft Walls, etc	1	
No. Batches Litter Used	1	0	0
	2	0.5	
	3	1	
	>3	2	
Drinking System	Nipple	0	0
	Cup/Bell	2	
Automated Shed Environment Control with Alarm	Yes	0	0
	No	1	
Inspect and replace wet litter daily	Yes	0	0
	No	2	
Max Shed wind speed > 2.5m/s	Yes	0	0
	No	1	
Externally Accredited Management System	Yes	0	0
	No	1	
Litter Type	Shavings/Rice Hulls	0	1
	Saw Dust/Other	1	
Floor Type	Concrete	0	0
	Earth	1	
Foggers Installed	Yes	-	0
	No	0	

The Ormerod & Holmes model produces the Bird Age versus Live Bird Weight (per shed) and Bird Age versus shed Odour Emission Rate, as illustrated in Figure 2-1 and Figure 2-2.

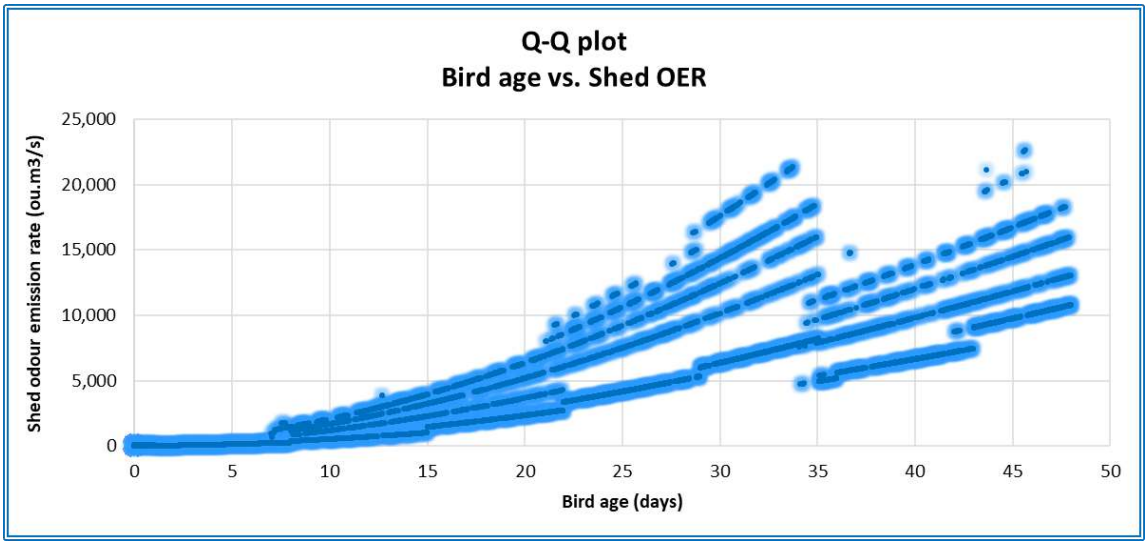

Figure 2-2: Bird Age (days) versus Shed Odour Emission Rate (ou.m³/s)

The total free range shed OER is illustrated in Figure 2-3 showing peaks and troughs in emissions based on growth cycle, thinning regimes and cleaning out periods.

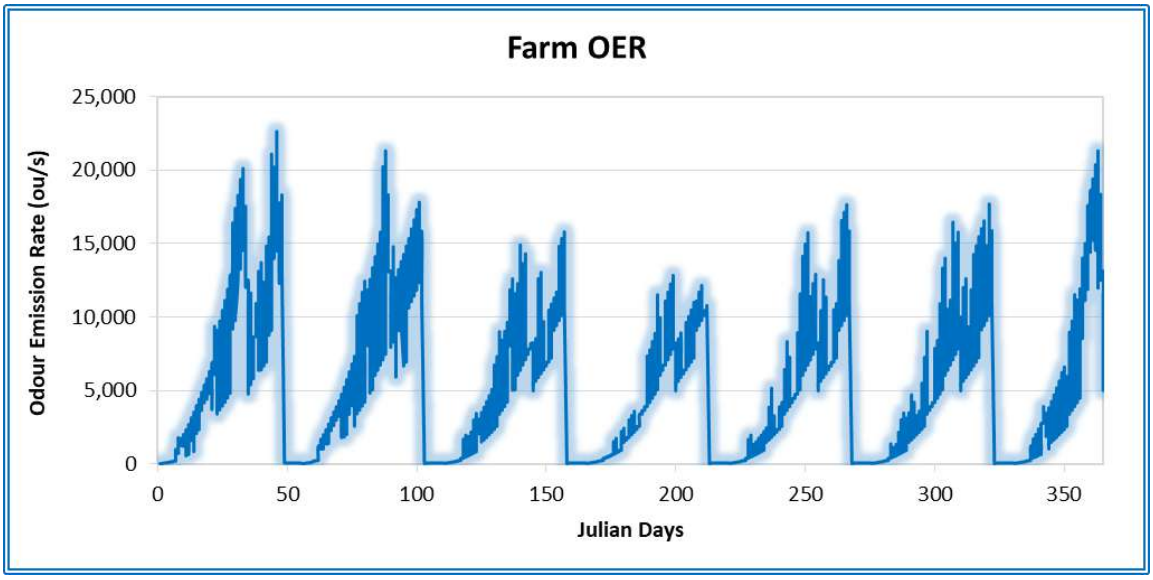

Figure 2-3: Total Annual Free Range Farm OERs for a 6 Shed Configuration

Referring to Figure 2-3 trends of variability in the range of odour emissions from the growing sheds shows how emissions decrease within those cooler seasonal periods and increase in the hotter seasons.

These trends are based on the sheds' automated ventilation rates in response to ambient and target internal shed temperatures, live bird weight and thinning regimes.

3 Dispersion Modelling Methods

3.1 Purpose of Odour Modelling

The use of the K Factor relationship and subsequent derivation of intensive poultry activities' variable odour emission rates based on quality and administration of technology and management systems, stocking density and live bird weights, provides a conservative estimate of the dispersion modelled odour footprint for the purposes of siting and future planning of the poultry activities.

Dispersion models are highly useful as a planning tool and the results can be scrutinised to better understand at what distance an odour may be observed and therefore those distances where odours may cause nuisance.

The outcomes of the odour dispersion modelling in this Assessment are used herein to understand the differences between a maximum predicted odour impact at any given moment within the modelling domain, and the ground level odour concentrations most aligned with empirical observations of odour downwind from the Site.

The dispersion modelling setup represented the growing sheds as volume sources where odour emissions are exhausted horizontally and have limited initial vertical rise. At the point of exhaust of the Sheds' odours the plume will momentarily rise, close to the Sheds, before the plume loses any vertical momentum.

3.2 Locality Meteorology

The nearest Bureau of Meteorology (BoM) monitored Automatic Weather Stations (AWS) to the locality is Gingin AERO which is approximately 3 kms west of the Site and is entirely representative of the modelling domain for the Site.

The surface observations of the annual calendar data periods of 2020 - 2024 inclusive from the Gingin AERO AWS were purchased and sorted to undertake a representative year analysis.

Additionally, CSIRO's The Air Pollution Model (TAPM) was utilised to develop a prognostic met file for the locality upper air meteorological characteristics that was then used to supplement the development of the final meteorological (met) dataset.

3.2.1 Representative Meteorological Period

When undertaking dispersion modelling of air pollutants, the wind vector (speed and direction) is critical in determining the magnitude of the ground level impacts downwind of an emission source(s).

Temperature is also important within dispersion modelling for understanding vertical mixing layers and inversion layers within the domain assessed by the dispersion model, whilst rainfall has importance with regard to dust deposition rates, and empirically when determining odour impacts at ground level.

Five years of the latest annual data is sourced from the nearest, or multiple, BoM AWS. Any erroneous data and blank data cells are filtered and removed to ascertain the percentage of useful data recovery for

each annual period. The data is arranged into annual observations and the primary *vector* of wind is sorted into "bins" of wind speed and direction, for example:

2020		CHECK #	8784			
WD↓ WS→	0	2	4	6	>6	TOTAL
0	0	0	0	0	0	0
90	0	310	741	590	389	2030
180	0	475	957	717	604	2753
270	0	226	669	890	1185	2970
360	0	98	261	301	371	1031
TOTAL	0	1109	2628	2498	2549	8784

Each of the five years for the Gingin AERO met station was compared to the corresponding five year trend for wind direction and speed and a statistical analysis using the *chi-squared* relationship (goodness-of-fit) was undertaken.

The *chi-squared* value is a single number that shows how much difference exists between observed counts and the counts expected if there were no relationship at all in the population.

For determining the representative met year, each of the annual periods of grouped wind speed and direction are compared to the average dataset of all five years of grouped wind speed and direction. A **low value** for *chi-squared* means there is a high correlation between two sets of data. In theory, if the observed and expected values were equal (no difference) then chi-square would be zero — an event that is unlikely to happen in real life.

Comparing the annual periods of 2020 - 2024 inclusive for the Gingin AERO BoM AWS, and deriving the representative year based on the ***vector of wind***, the representative year derived using the *chi-squared* relationship was as illustrated in Figure 3-1.

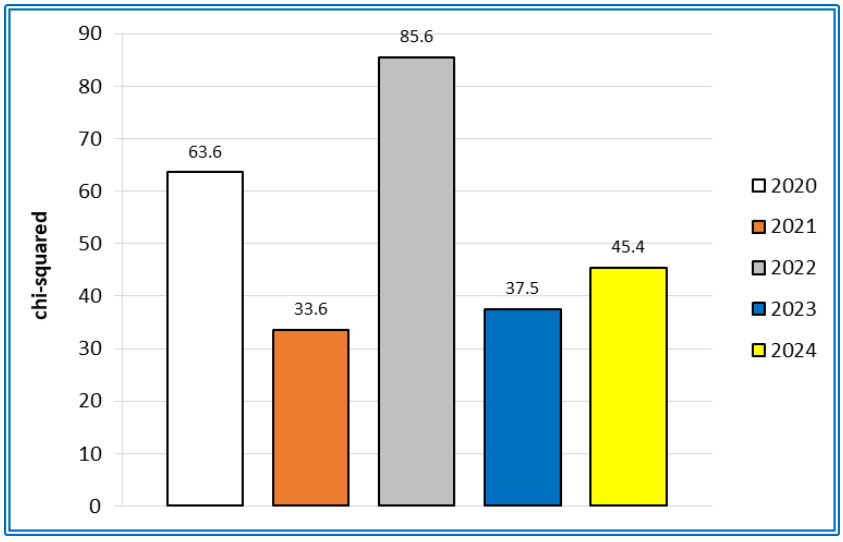

Figure 3-1: BoM AWS *chi-squared* Outcomes

2021, 2023, 2024, 2020 and 2022 were the order of the annual periods with the best-fit to worst-fit for long term meteorological trends (refer Figure 3-1).

To further investigate the representative year the Mann-Whitney U-Test was used to compare the ***scalar values*** of temperature where monthly temperatures (hourly averaged) were again sorted into 'bins' and the monthly trends compared using the U-Test. The U-Test results are illustrated in Figure 3-2.

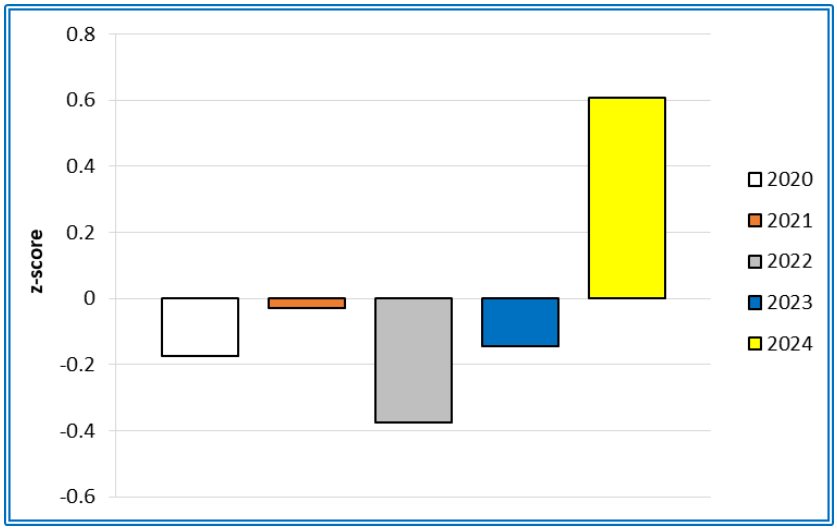

Figure 3-2: Mann Whitney U-Test for Monthly Average Temperature

Considering the *chi-squared* results for the annual period of 2021, and that of temperature trends using the Mann-Whitney U-Test (2021, 2023, 2020, 2022 & 2024), the 2021 annual period was chosen as the representative annual year accordingly.

The TAPM model was then ran for the 2021 annual period and all missing data from the surface observations were interpolated for small gaps, and gaps filled using TAPM for larger data gaps where applicable.

Prior to gap filling, the 'raw' data recovery for all five years was interrogated. The 2021 representative year achieved excellent data recovery as shown in Table 3-1.

Table 3-1: Raw Data Recovery Statistics (criteria > 95%)

Year	Ambient Temperature	Wind Direction	Wind Speed
2020	99.94%	98.61%	98.57%
2021	**99.86%**	**98.18%**	**98.15%**
2022	99.94%	94.66%	94.65%
2023	99.32%	94.81%	94.42%
2024	99.90%	98.90%	98.90%

3.3 Meteorological Configuration

The TAPM (v4.0.4) model produced a 3D data tile representative of surface and upper air met characteristics with the following setup:

- 41 grid points (nx, ny);
- Four nests with the outer grid spacing (dx1, dy1) of 30 kms and subsequent nests approximately 1/3rd of the preceding nest (30, 10, 3 and 1 kms); and
- 25 vertical grid levels.

The innermost nest (0.1 km spacing) was extracted as a 3D tile for the annual met period(s) given that the Site's locality represents flat terrain with no significance in terrain elevations.

The BoM AWS and the TAPM 3D tile were fed into the Calmet module of the Calpuff modelling suite of processors to derive a hybrid-met file representative of the locality. Hybridising the output dataset was undertaken to allow the Calmet processor to incorporate localised characteristics affecting the meteorology in the locality as well as upper air met data.

3.4 Geophysical Configuration

3.4.1 Terrain configuration

Terrain elevations were sourced from 1 Second Shuttle Radar Topography Mission (SRTM1) Derived Smoothed Digital Elevation Model (DEM-S). The SRTM1 data has been treated with several processes including but not limited to removal of stripes, void filling, tree offset removal and adaptive smoothing (Gallant, Dowling, Read, Wilson, Tickle, & Inskeep, 2011). The SRTM1 was used as input into TERREL processor to produce a 125 x 125 grid spacing at 0.20 km resolution. Coastline data was sourced from USGS Global Self-consistent Hierarchical High-resolution Shoreline (GSHHS) Database (Paul & Smith, 2015).

3.4.2 Land use configuration

Land use was sourced from the United States Geological Survey (USGS) Global Land Cover Characteristics Data Base for the Australia-Pacific Region (Survey, 1997). The data was used as input into CTGPROC processor to produce a 125 x 125 grid spacing at 0.20 km resolution.

3.4.3 Geophysical configuration

The geophysical data file was created using the MAKEGEO processor. Land use data from CTGPROC and terrain data from TERREL was used as input to produce a 125 x 125 grid spacing at 0.20 km resolution.

3.5 Calmet Meteorological Model Configuration

Calmet was run using the hybrid option that uses geophysical data, surface station data from the Gingin AERO BoM AWS and upper air data from the TAPM 3D data tile. The data was used to initialise the diagnostic functions of the Calmet module to produce a complete 3D meteorology data for input into Calpuff. Table 3-2 shows key variable fields selected.

Table 3-2: Calmet Key Variables (Grid Configuration WGS-84 UTM Zone 50S)

125								NX Cells				
125								NY Cells				
0.20								Cell Size (km)				
381.875			6507.079					SW Corner (km)				
11								Vertical Layers				
ZFACE (m)	0	20	40	80	120	160	320	640	1000	1500	2000	2500 to 3000
LAYER	1	2	3	4	5	6	7	8	9	10	11	12

Critical Wind Field Settings			
Value	Found	Typical	Values
TERRAD	7	None	Terrain scale (km) for terrain effects
IEXTRP	-4	4,-4	Similarity extrap. of wind (-4 ignore upper stn sfc)
ICALM	0	0	Do Not extrapolate calm winds
RMAX1	10	None	MAX radius of influence over land in layer 1 (km)
RMAX2	12	None	MAX radius of influence over land aloft (km)
R1	10	None	Distance (km) where OBS wt = IGF wt in layer 1
R2	12	None	Distance (km) where OBS wt = IGF wt aloft

Data Choices			
Value	Found	Typical	Values
NOOBS	1	0,1,2	0=w/Obs; 1=Partial Obs/No-Obs; 2=No-Obs mode
ITPROG	1	0,1,2	0=Obs.; 1=Obs.Sfc/Prog.Upr; 2=Prog. temperatures
ITWPROG	1	0,1,2	0=Obs.; 1=Obs.T_Diff/Prog.Lapse; 2=Prog. Overwater T

3.6 Meteorological Data Analysis

The characteristics of the Calmet hybrid dataset for the 2021 representative year are illustrated in Figure 3-3 which shows the annual and seasonal met characteristics. Figure 3-4 shows the hourly met characteristics.

Other met trends, including stability class frequency, are illustrated in Figure 3-5, Figure 3-6, Figure 3-7 and Figure 3-8 to follow, with Figure 3-8 showing that D (neutral) and F (very stable) Class Atmospheric Stabilities are common across the locality.

Stable and very stable atmospheric conditions typically dominant those nighttime meteorological characteristics within the locality starting from 6-7PM through to 5AM daily.

Under stable conditions mechanical dispersion at ground level plays a larger role in dispersion and vertical mixing of emission plumes when there is complexity in the terrain and surface roughness. In low surface roughness terrain, the effects of mechanical turbulence are weakened, to include a decrease in vertical mixing, and ground level emission plumes tend to have larger impacts over longer downwind distances from the emission source.

In other words, in the absence of convective mixing (vertical) due to higher surface temperatures and subsequently higher surface winds, those more-stable atmospheric periods can often result in larger ground level emissions' impacts since dispersion of the emission plume is lessened.

Stability refers to the atmosphere's ability to resist or enhance vertical motion resulting in turbulence. Stability encompasses (among others) temperature changes with atmospheric height (lapse rate), wind speed and surface roughness. The six classes of stability are:

A	very unstable
B	unstable
C	slightly unstable
D	neutral
E	stable
F	very stable

- Unstable conditions enhance turbulence and subsequent dispersion;
- Neutral stability neither enhances nor reduces turbulence; and
- Stable conditions reduce turbulence and therefore dispersion is reduced.

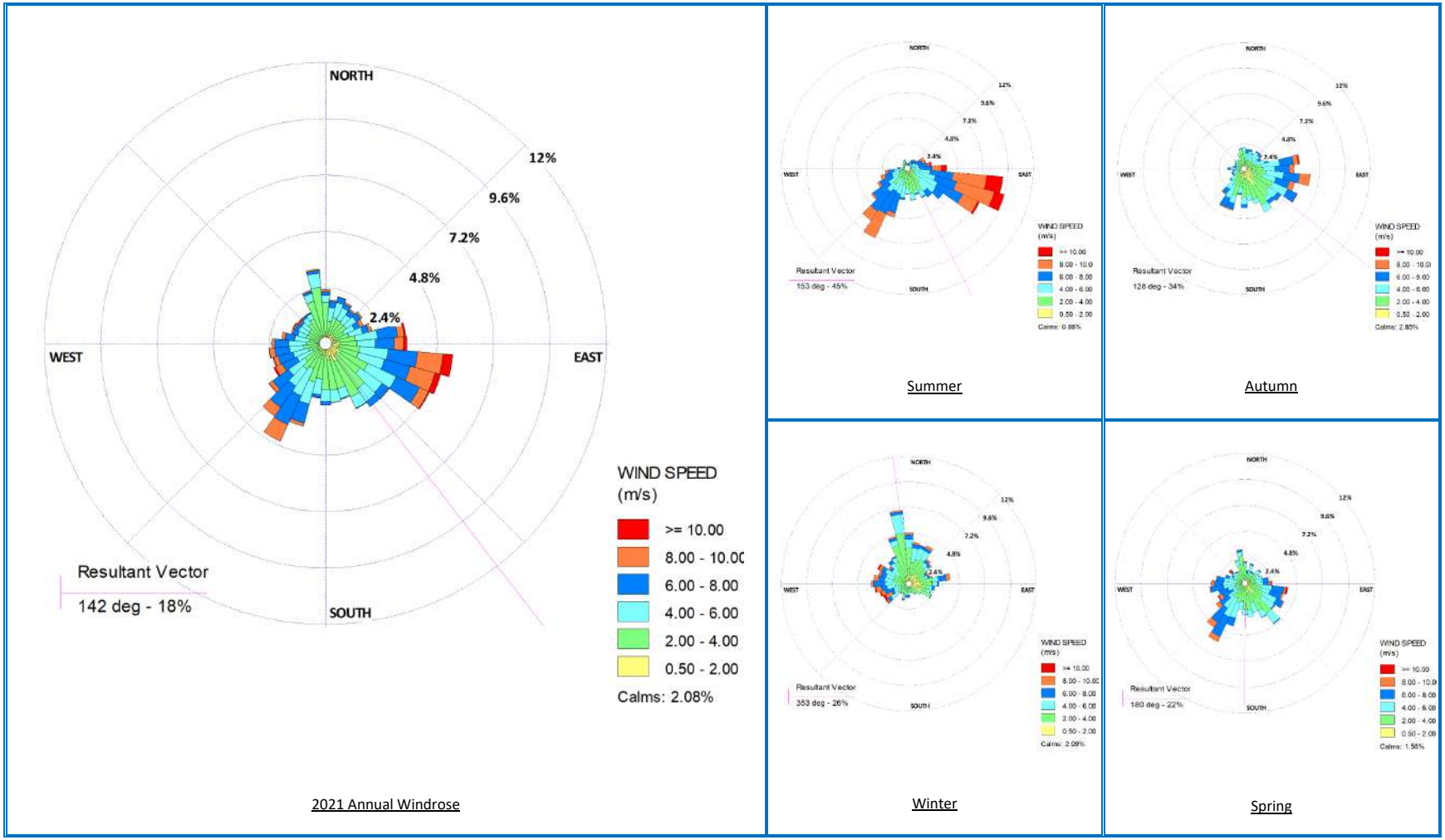

Figure 3-3: Annual and Seasonal Windroses for Site-representative 2021 Meteorology (modelled)

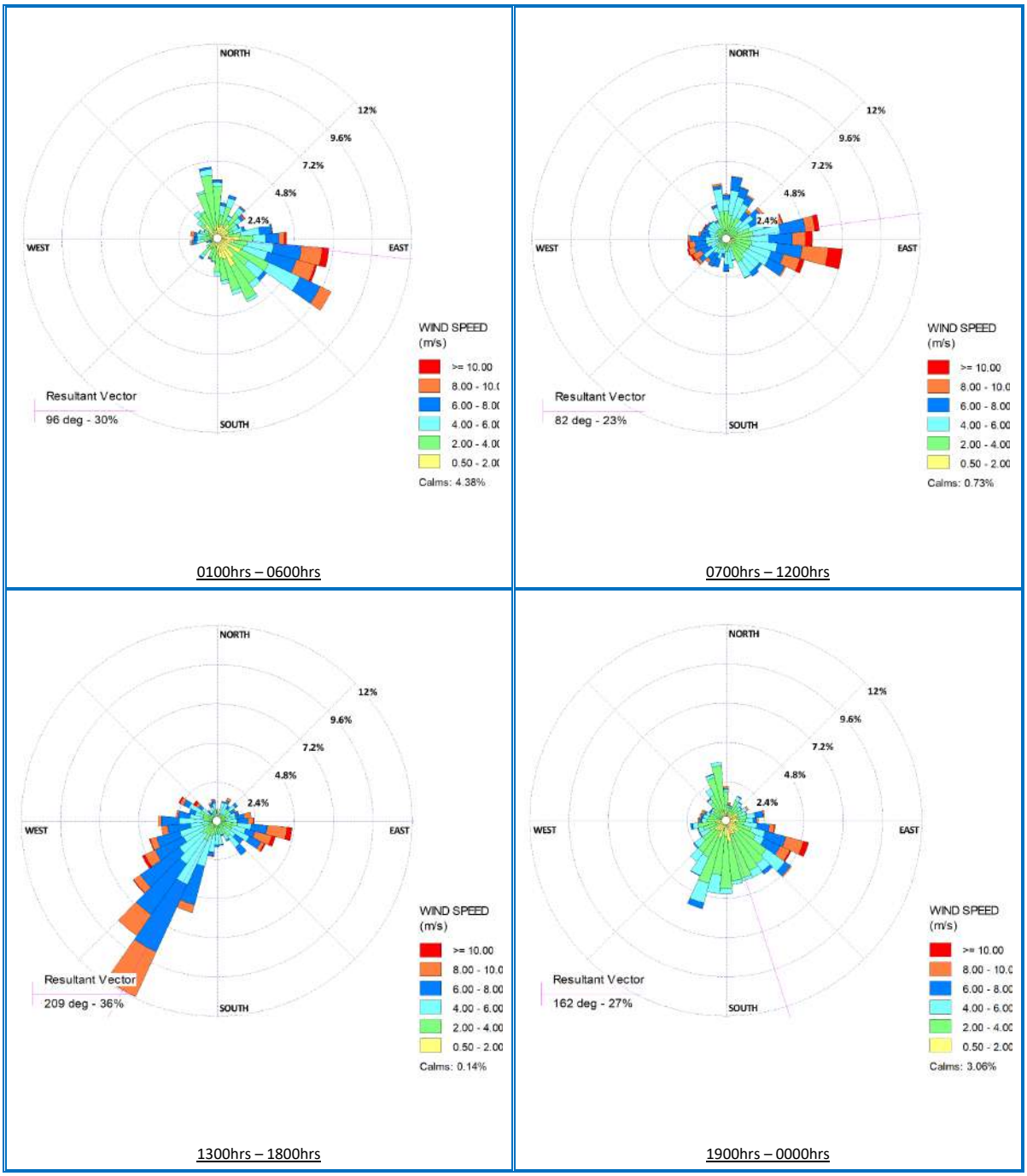

Figure 3-4: Time of Day Windroses for Site-representative 2021 Meteorology (modelled)

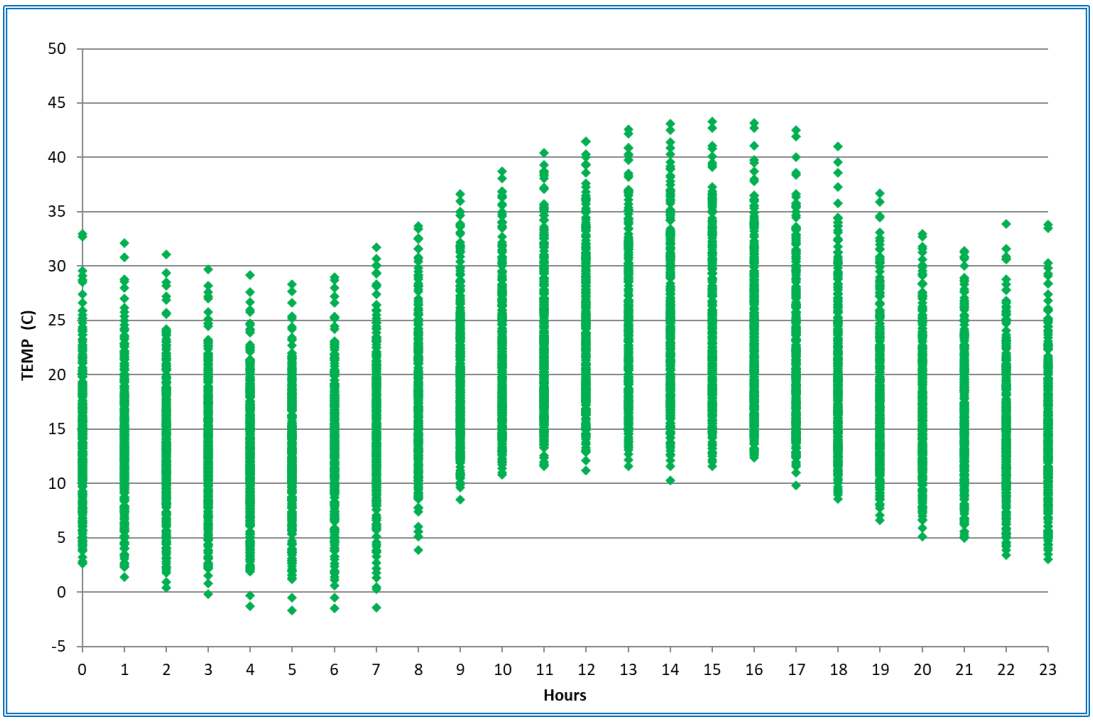

Figure 3-5: Annual X-Y scatter plot diurnal temperatures for 2021 (modelled)

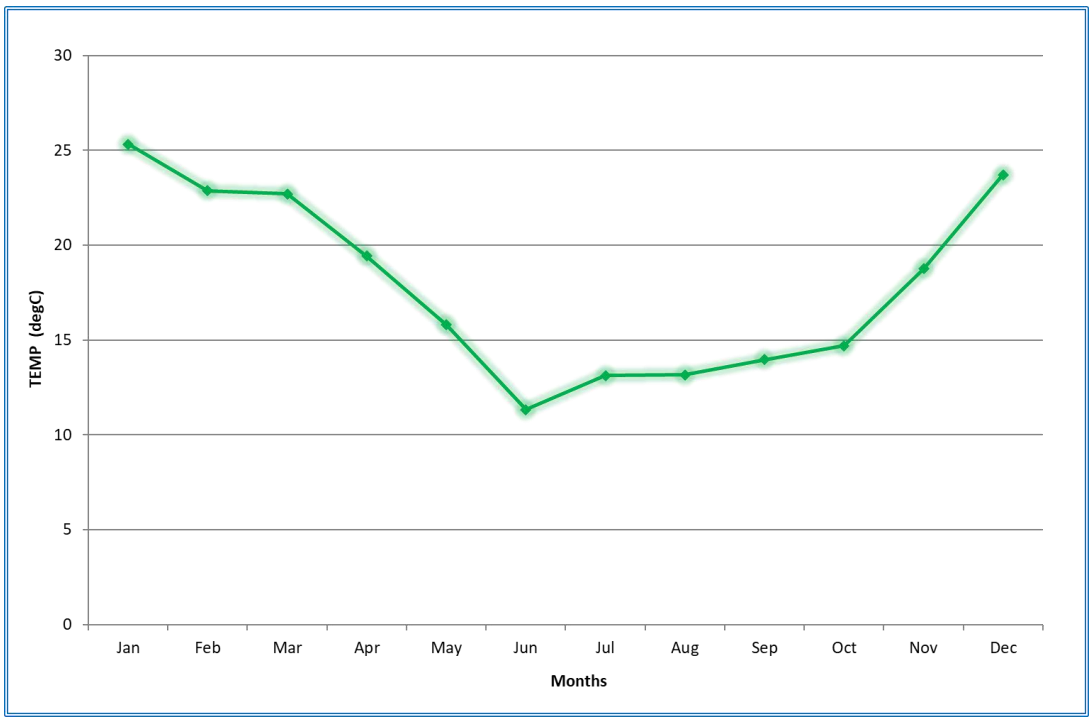

Figure 3-6: Average Monthly temperatures for 2021 (modelled)

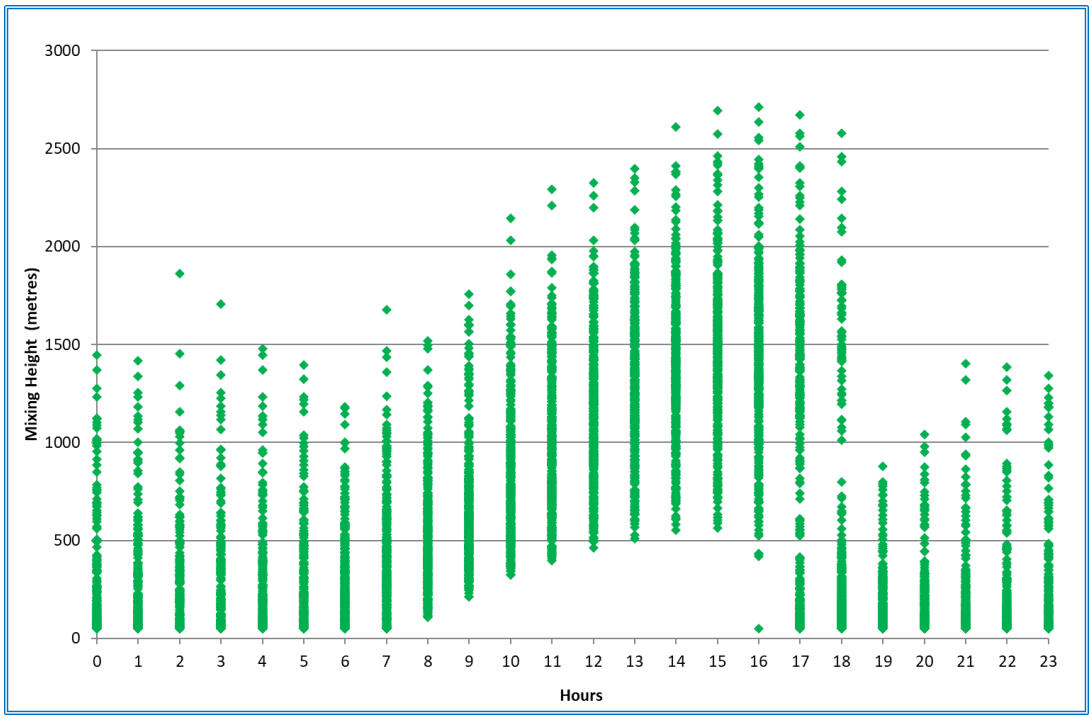

Figure 3-7: Annual X-Y scatter plot diurnal mixing height for Locality (modelled)

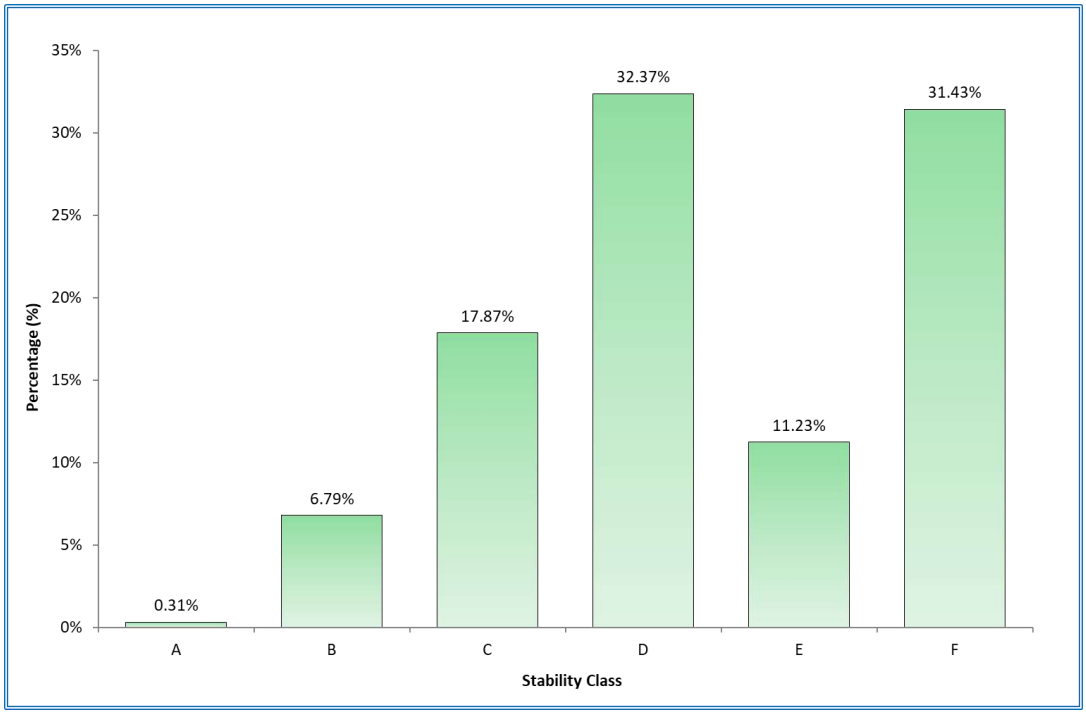

Figure 3-8: Annual stability class frequency for Locality (modelled)

3.7 Calpuff Dispersion Model Configuration

3.7.1 Computational Domain, Sampling Grid, Source Configuration and Emission Rates

The computational domain was set to the same parameters as the meteorological domain.

Gridded receptors (sampling grid) were placed at 55 x 55 with a 200 metre spacing and a mesh density of 2 i.e., 100 m grid spacing, and centered on the computational domain.

Odour emissions were modelled for the Site as free range, and the odour emission rate K Factor relationship as presented in Section 2 was modelled.

3.7.2 CALPUFF Model Options

Calpuff default model options were set except for the following as recommended in *Table A-4* contained and explained within *Barclay and Scire* (Barclay & Scire, 2011):

- Dispersion coefficients (MDISP) = dispersion coefficients from internally calculated sigma v, sigma w using micrometeorological variables (2); and
- Probability Density Function used for dispersion under convective conditions (MPDF) = Yes (1).

Current recommendations (NSW OEH, 2011) that sigma-v be set from 0.5 m/s to 0.2 m/s, as follows:

- Minimum turbulence velocities sigma v for each stability class over land and water (SVMIN) = 0. m/s for A, B, C, D, E, F (0.200, 0.200, … , 0.200).

The configuration parameters of the Calmet/Calpuff inputs are presented in Appendix A.

3.8 Dispersion Modelling Limitations

By definition, air quality models can only approximate atmospheric processes. Many assumptions and simplifications are required to describe real phenomena in mathematical equations. Model uncertainties can result from:

- Simplifications and accuracy limitations related to source data;
- Extrapolation of meteorological data from selected locations to a larger region; and
- Simplifications to model physics to replicate the random nature of atmospheric dispersion processes.

Models are reasonable and reliable in estimating the maximum concentrations occurring on an average basis. That is, the maximum concentration that may occur at a given time somewhere within the model domain, as opposed to the exact concentration at a point at a given time will usually be within the ±10% to ±40% range (US EPA, 2003).

Typically, a model is viewed as replicating dispersion processes if it can predict within a factor of two, and if it can replicate the temporal and meteorological variations associated with monitoring data. Model predictions at a specific site and for a specific hour, however, may correlate poorly with the associated observations due to the above-indicated uncertainties. For example, an uncertainty of 5° to 10° in the measured wind direction can result in concentration errors of 20% to 70% for an individual event (US EPA, 2003).

4 Operational Odour Analysis

An Operational Odour Analysis (OOA) summarises the proposed processes, odour emissions, process controls, triggers and corrective actions and an overall risk rating for each process step.

The OOA for the entire free range configured Site is presented in Table 4-1.

4.1 OOA Risk Evaluation

The risk of an odour impact from the proposed Farms at the Site is unlikely to result in an odour nuisance at the nearest single rural residence, given that:

- The nearest single rural residences are either the farmhouse/manager house for existing poultry farms within the locality, and/or those existing rural homes already within the locality that are already exposed to adjacent and existing poultry growing farms;
- Each Shed within a given Farm has staggered growth meaning that an entire Farm will not have peak odour emissions at any one time; and
- The previous odour separation guidance by the DWER for poultry intensive farming was recommended at 300 m – 1,000 m depending on size (Environmental Protection Authority, 2005), and whilst the Site is not a prescribed activity, the maximum separation distance is met with respect to the nearest single rural dwelling and the nearest Farms' growing shed, where those nearest rural dwellings appear to be part of existing poultry farm premises within the locality.

FIDOL factors are important in considering the risk of odour impacts on sensitive receivers. These factors are dimensions of odour nuisance, and are:

- **F**requency of odour impacts;
- **I**ntensity (or strength) of the odour;
- **D**uration of the exposure events;
- **O**ffensiveness of the odour; and
- **L**ocation of the impacts (the sensitivity of the receiving environment).

When considering the FIDOL factors within this Assessment, Frequency, Intensity and Duration are those factors of most consideration with respect to the risk of offsite odour impacts.

The odours from intensive poultry activities are typically of a high strength (intensity) as the birds grow to maturity. During the chick-to-bird maturity stages of growth, the early weeks of growth are characteristic of a low odour profile. As the birds begin to mature, the waste generated, and subsequent odour emissions increase inside the growing sheds. Coupled with this, the internal shed environments are regulated for temperature and air quality by variability in ventilation rates, hence the Frequency and Duration of odour emissions.

Notwithstanding, the locality's existing poultry growing activities that surround the Site, separation distances between these individual farming activities, best-practice design and operations, and the existing poultry operations within the locality that have demonstrated performance of intensive poultry farming that is the same as proposed, the likelihood of odour emissions impacting the nearest single rural residence is in EAQ's view *Unlikely*.

Table 4-1: Operational Odour Analysis (OOA) for Proposed Operations

Odour Source	Dispersion Pathway & Emission Source Type	Process Description	Process Control	Triggers & Corrective Actions	Corrective Action Evaluation	Contingency Actions	Residual Odour Impact Potential			
							Consequence	Likelihood	Impact Potential (onsite)	Impact Potential (nearest receiver)
Day old chick delivery	Ground level passive airflows – no odours.	Trucks deliver day old chicks. Unloaded into sheds. Chicks are delivered on trays of 100 and manually placed on floor.	Sheds have been washed and fumigated before any chickens placed in shed.	Sheds not washed properly and unused litter in shed.	Once washed and fumigated sheds are clean and present no odour risk.	All sheds are cleaned simultaneously (all-in, all-out). If shed is not cleaned to standard another shed will be used for placement.	Slight	Rare	**Low**	**Low**
Feed delivery	Ground level airflows – no odours.	Feed delivery is by trucking bulk feed into the Farm and blowing feed into Silos via closed-pipe feed (blow tubes).	Controlled closed-pipe transfer of feed into Silos.	Worn out blow tube would create a dust concern and spillage of feed from Silos.	Blow tubes are routinely checked and replaced when needed.	Spare blow tubes onsite and readily accessible.	Slight	Rare	**Low**	**Low**
Batch Growing	Ground level mechanical (horizontal) airflows of process odours from sheds.	Chickens are grown over a typically 45 day growing period. Thinning is undertaken to retain a chicken weight-to-area ratio. Shed internal environment is regulated by ventilation rates that directly affect air quality and internal shed temperature.	Chickens are rigorously farmed in accordance with best-practice, RSPCA and Poultry Code of Practices requirements.	Sheds are inspected for mortalities and mortality events. Elevated mortalities are investigated, and biosecurity measures audited and revised.	Biosecurity measures improved and increased. Shed internal environment reviewed in accordance with temperature and ventilation rates.	Shed(s) are taken offline and chickens removed and/or euthanised by external contractor and mortalities removed offsite by external waste contractor.	Moderate	Likely	**High**	**Low** *(large separation distances)*
			Feed and Water supplies are delivered via dedicated feed cups and water nipples that control feed and water spillage.	Inspection of sheds for feed and water requirements. Where water nipples fail, or water accumulation is apparent at feed and watering stations, those feed systems are replaced.	During the batch growing the floor litter is continually rotary hoed to make sure it is not wet, and odour is kept to a minimum.	Sheds to be monitored during batch growing and rotary hoed when needed.				
			Internal shed environment regulation.	The Skov operating system has an emergency response where ventilation is maximised if temperatures get above set parameters.	Shed temperatures are monitored on Farm, and externally, with a hierarchy of personnel to respond.	Backup generators onsite in case of power failures. All sheds have alarm systems that have 24-hour monitoring in place.				

Odour Source	Dispersion Pathway & Emission Source Type	Process Description	Process Control	Triggers & Corrective Actions	Corrective Action Evaluation	Contingency Actions	Residual Odour Impact Potential			
							Consequence	Likelihood	Impact Potential (onsite)	Impact Potential (nearest receiver)
Chicken Loadout	Ground level mechanical airflows.	Chickens are loaded into crates and further loaded onto trucks for delivery to processing factory.	Chickens caught manually and placed in crates for transportation.	Wet litter in sheds can cause odour and poor working environment.	Sheds to be rotary hoed when needed to keep litter dry and friable.	Always have on hand tractor driven rotary hoe in good working order.	Moderate	Likely	**High**	**Low** *(large separation distances)*
Shed cleanout	Ground level airflows – agitated by cleaning regimes.	Spent litter is cleaned out of sheds using bobcat/telehandler or similar apparatus and removed from Farm by trucks.	Telehandler collects the spent litter and places these loads into awaiting trucks.	Not applicable.	Not applicable.	Sheds can be closed, and the cleanout works suspended if a verified complaint is received. Preferable winds would trigger a re-start of the cleanout.	Moderate	Likely	**High**	**Low** *(large separation distances)*
Shed washing and fumigating	Ground level airflows – negligible odours.	Sheds are washed with high pressure washers, and fumigated, to create a clean environment for day old chick delivery.	Sheds and ventilation vents are closed during washing and cleaning.	Not applicable.	Not applicable.	New mini-vents to be on hand in the case of breakage to ensure the sheds are sealed during washing and cleaning.	Minor	Unlikely	**Medium**	**Low** *(large separation distances)*
Shed set up	Ground level passive airflows – no odours.	Sheds spread with fresh bedding by tractor and straw chopper, and bobcat with bucket and hay rake.	Straw chopped outside sheds. Conveyed into shed and spread with bobcat and levelled with tractor and hay rake.	Not applicable.	Not applicable.	Tractors, choppers, bobcats and rakes to be maintained to proper standards. Routine service of all machinery used.	Slight	Rare	**Low**	**Low**
Free range Areas	Ground level passive airflows – no odours.	Range area provided outside of sheds used for chickens after day 21 to be able to range and forage.	Not applicable.	Range area becomes wet and produces odour.	Range area to have good conditions to prevent water pooling which can create odour. Hay is used to prevent water pooling and odour.	Keep range in good condition with grasses and hay on hand when required.	Minor	Rare	**Low**	**Low**

5 Comparison with Similiar Poultry Operations

In 2023 EAQ undertook a program of Odour Field Assessments (OFAs) at the nearby Kiri Park site to provide evidence of ground level odour observations from the meat growing site.

The Kiri Park site operates the same technologies, management protocols and odour emission rates' profiles as the Site.

The results from the 2023 OFA program showed that *"ground level odour observations downwind of the Site showed that odours that are classified as a 'distinct' intensity are observable typically up to 500 metres from the edge of any one shed. In general, the odour footprint appears to be approximately 800 – 1,000 metres from the centre of any given Farm, that is, at approximately 800 – 1,000 metres from the centre of a Farm, the odour is occasionally observable, and when observed is a very weak odour.*

Odours that are clearly assigned to the sheds can be observed within 500 metres, however, as the distance from any given Farm increases, the odour character also becomes far less intense and at times can be attributed to a background/type odour".

Given the empirical findings from the 2023 Kiri Park assessment, the estimated observable odour footprint from the Bambun Site is likely to be, on average, 800 metres from the centre of each Farm.

Appendix B presents this 2023 study.

6 Comparative Odour Dispersion Modelling Predictions

The Assessment of the Site using K Factor derivation of variable odour emission rates for a free range odour emissions configuration, and modelling the poultry Sheds as volume sources, has produced ground level concentrations for the proposed Farms, where;

- Farm 2, which is a newly proposed build, shows that at a ground level odour strength of 2 odour units ($ou.m^3$), the odours from Farm 2 may be observed at this strength by the nearest rural receptor northwest of Farm 2 (refer Figure 6-1).

From 7PM through until approximately 6AM the winds on average have a dominant pattern from the southeast quadrant (refer Figure 3-4), and during these winds the Sheds are likely to be on a limited ventilation schedule given these hours are nighttime.

Also, this wind vector origin is prominent in the summer and autumn seasons (refer Figure 3-3), where during summer, although the ventilation rates are higher than in the cooler periods, ambient convective mixing is also very prominent because of the higher ambient temperatures. Under these convective conditions the odours released from the Sheds will more readily move vertically and be mixed and dispersed above ground much quicker than odours held closer to ground during the cooler seasons. The cooler seasons are more likely to produce odour observations at ground level as the ambient air is more stable, the air is denser and therefore plumes held closer to ground, and the airflow across the landscape is often very calm which causes plume stagnation that results in higher odour strength observations at the nearest receiver.

The model assumes a worst-case ventilation rate for a volume source Shed. Whilst the ventilation rate varies based on any given Shed's internal target temperature, all Sheds within a Farm do not align their growth cycles at any one time, and therefore the volume source odour emissions represent an overestimate of actual odour emissions from the Sheds. On this basis, the prediction that odours may be observed at this single northwest rural residence is overly conservative. Moreover, as a single residence within a rural activities area, the single rural resident is not afforded the same level of amenity protection as would be experienced within an urban area, and therefore a more meaningful ground level odour strength that may be observed for this single resident is likely to be within the range of 6 - 8 $ou.m^3$, which at these odour strengths the prediction of any impacts on this single northwest rural receptor are not shown.

The OFA data gathered during the 2023 Kiri Park assessment demonstrated that the variable nature of odour emissions from the staged-growth within a given Farm (i.e., across multiple Sheds) means that odour impacts from a single Farm do not ever reach a maximum odour emission rate, and during the new placement of chicks within a Shed, the odour emission rates are negligible for up to 7 days before the birds begin to increase in live weight and shed ventilation also increases as birds mature (ambient weather dependent).

Whilst there is no accepted criterion odour modelling in Western Australia, the modelling predictions of 7 odour units as an odour footprint from Farm 2, under a Free Range growing configuration, would

compare to the current NSW odour criterion modelling guidelines (99th percentile nose response time) which are based on population type and density, these are:

Population of affected community	Odour assessment criteria [3] (OU)
Rural single residence (≤ 2)	7.0
~ 10	6.0
~ 30	5.0
~ 125	4.0
~ 500	3.0
Urban area (≥ 2000) and/or schools and hospitals	2.0

On this basis the risk of Farm 2 having a negative impact on the nearest single rural residence is low and/or negligible.

Figure 6-2 illustrates the cumulative odour predictions at ground level for the existing Farm, which is proposed to be refurbished from 5 Sheds to 6 Sheds, and the proposed Farm 2.

Using the 7 odour unit criterion which should be applied to single rural residences in the locality, the cumulative odour footprint for a maximum odour emissions scenario demonstrates no odour impacts at the nearest single rural residence for observed and recognisable odours from the Site in ambient air.

Figure 6-1: Comparative Modelling Predictions for proposed Farm 2 (Bambun) – Free-Range @ 7 ou (green)

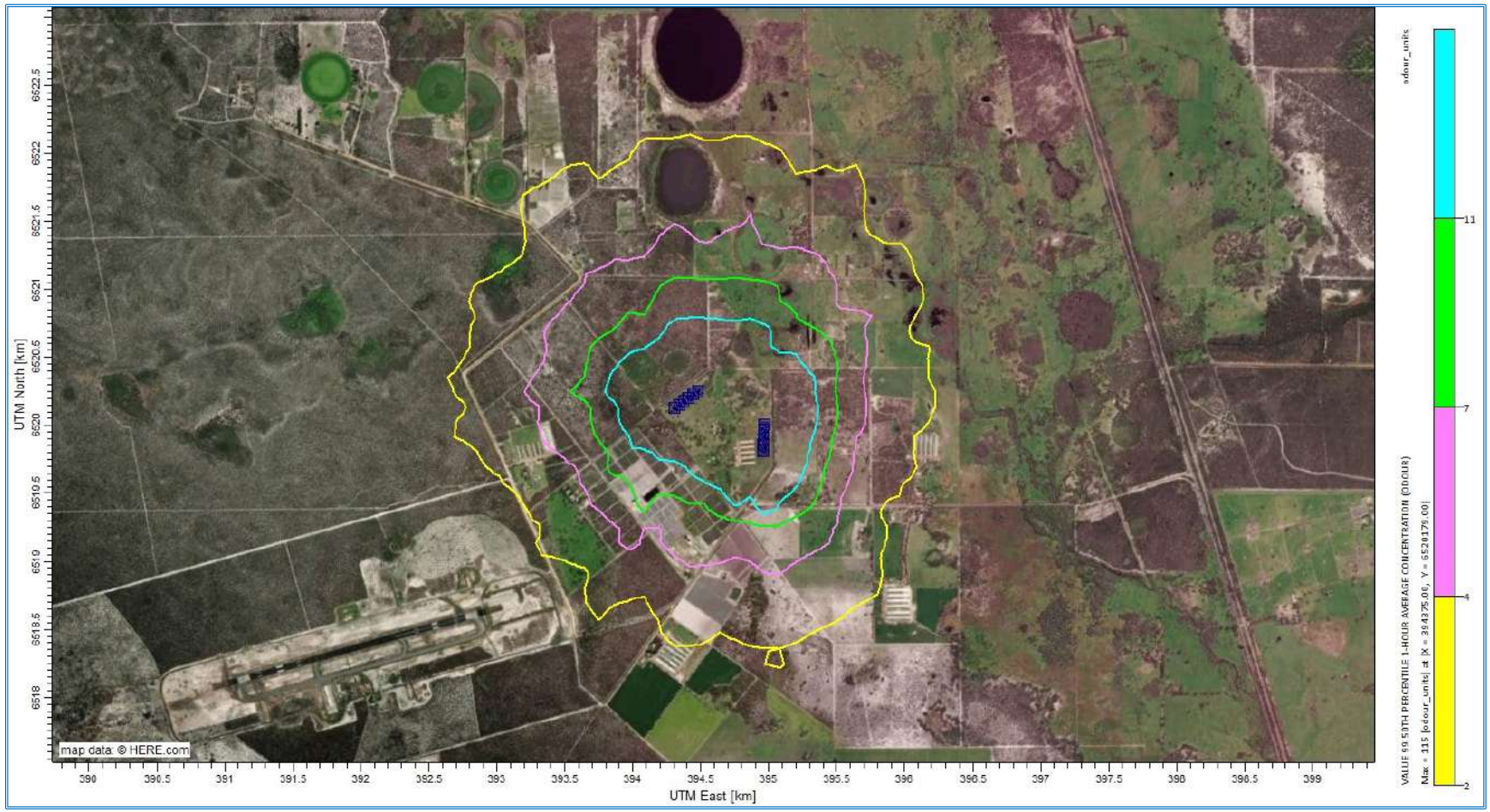

Figure 6-2: Comparative Cumulative Modelling Predictions for proposed Farms 1 and 2 (Bambun) – Free-Range @ 7 ou (green)

7 Summary of Odour Impact Assessment

- Jirda proposes to refurbish their existing poultry growing Farm to a free range 6 Shed configuration, and further proposes to construct a new Farm 2, also of a free range 6 Shed configuration at their Bambun Site;
- Design, construction and operations of the Farm within the Site are best practice with multiple lines of response and controls to ensure optimal operations and subsequently minimal odour emissions;
- The Site already operates a 5 Shed Farm;
- Large separation distances surround the Site and growing Sheds;
- The locality has several existing poultry growing activities suggesting the area is a poultry production 'precinct';
- The nearest single dwelling (rural) that is not a farmhouse/manager house of an existing poultry growing activity is more than 1 km to the northwest of the proposed Farm 2, and greater than 1 km to the north, northeast of Farm 1;
- OFAs undertaken at the existing and operational Kiri Park site showed that the empirically observable odour footprint, which includes subtle odours, were observable up to 800 metres from the central location of a 6 Shed Farm;
- Derivation of odour emission rates using the published K Factor and subsequent emissions derivation relationships as published by the Australian Poultry CRC to predict an odour footprint for Farm 2 and derive the predicted ground level odour concentrations at the nearest single rural receptor, where;
    - It was predicted that Farm 2 is sufficiently clear of any rural residences and therefore does not predict to have an observable odour at any singe rural residence based on the 7 odour unit criterion for a single rural residence, and
    - The cumulative odour footprint for Farm 1 and Farm 2 does not impact these nearest single rural residences at an observed and recognised odour strength of 7 odour units at ground level.
- The risk of an odour impact from the proposed refurbishment and expansion of the Bambun Site is in EAQ's view a Low Risk where any observable odours from the Site at any of the single rural residences surrounding the Site is Unlikely under normal operating conditions, given that:
    - OFAs for the nearby Kiri Park site, have demonstrated that odours are subtle to nil at, and beyond, 800 metres from the centre of a 6 Shed growing Farm.

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Appendix A – Calpuff/Calmet Configuration Files

Appendix B – 2023 OFA Study (Kiri Park)

OFFICIAL

Department of Planning, Lands and Heritage
GOVERNMENT OF WESTERN AUSTRALIA

Our ref: A00012-25 /ADV - 10008284
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Shannan Groves

Via Email: shannan.g@westenv.com.au

Dear Ms Groves,

ABORIGINAL HERITAGE ENQUIRY – 326 AIRFIELD ROAD BAMBUN – BROILER POULTRY FARM EXPANSION

Thank you for your enquiry dated 7 May 2025 seeking comment from the Department of Planning, Lands and Heritage (DPLH), Aboriginal Heritage Conservation, regarding the proposed redevelopment and expansion of a broiler poultry farm located 326 Airfield Road, Bambun.

A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area is within the public boundary of Aboriginal heritage Site Gingin Brook Waggyl Site (ID 20008) but not with the actual boundary as administered by DPLH.

For reported Aboriginal heritage Sites where there is restricted information, the actual location of the place is not publicly available. As such, a larger dithered boundary is represented on the publicly accessible DPLH Aboriginal Cultural Heritage Inquiry System (ACHIS).

Therefore, based on the current information held by DPLH, no approvals under the *Aboriginal Heritage Act 1972* (AHA) are required in this instance.

Please note that limited Aboriginal heritage surveys may have been completed over the subject land, as such it is unknown if there is Aboriginal heritage present. Therefore, future works proponents need to be made aware of their obligations under the AHA.

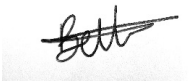
DPLH also advises that you regularly check ACHIS should new Aboriginal heritage be reported within your subject area. You can search ACHIS by using the following link:

Aboriginal Cultural Heritage Inquiry System (dplh.wa.gov.au)

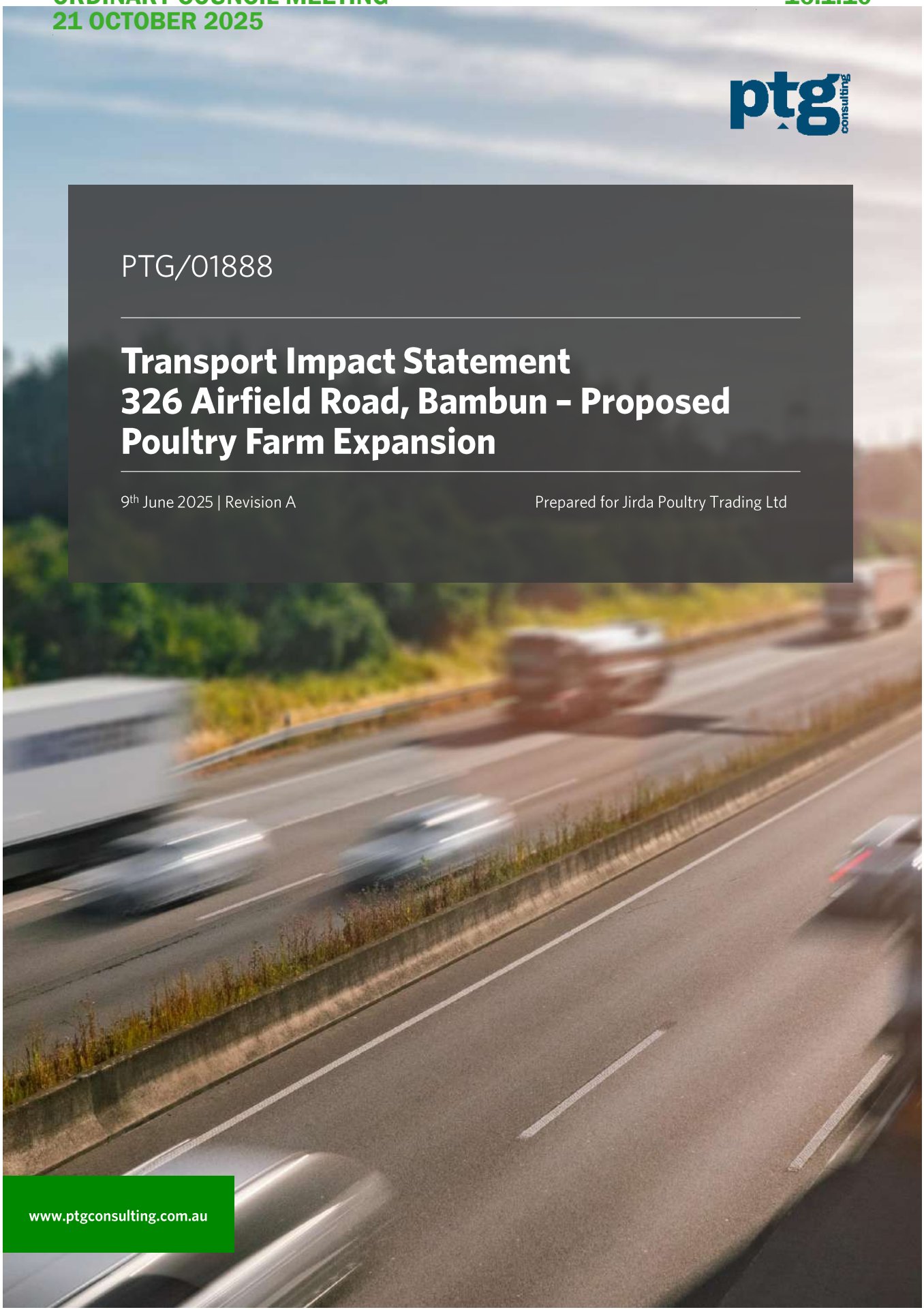
Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 8002 info@dplh.wa.gov.au www.dplh.wa.gov.au
ABN 68 565 723 484
wa.gov.au

Should you have any queries in relation to the above, please submit your enquiry via the ACHknowledge Portal at Home - ACHknowledge Portal.

Yours sincerely



Ms Isabella Tanti
PROJECT SUPPORT OFFICER
ABORIGINAL HERITAGE CONSERVATION
30 May 2025



PTG/01888

Transport Impact Statement
326 Airfield Road, Bambun – Proposed Poultry Farm Expansion

9th June 2025 | Revision A

Prepared for Jirda Poultry Trading Ltd

www.ptgconsulting.com.au

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REPORT DETAILS

Unique Document Identification

	Information
Document Title	Transport Impact Statement - 326 Airfield Road, Bambun – Proposed Poultry Farm Expansion
Project Number	PTG/01888
Document ID	Rev A
Client	Jirda Poultry Trading Ltd

PTG Consulting Office Details

	Information
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Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	09/06/2025	For issue	EH	SGL

1 INTRODUCTION/BACKGROUND

PTG Consulting (PTG) has been commissioned by **Jirda Poultry Trading Ltd** to prepare a Transport Impact Statement (TIS) for a proposed poultry farm expansion located at 326 Airfield Road, Bambun within the Shire of Gingin.

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the Transport Impact Statement (TIS) Checklist is included at **Appendix A**.

Specifically, this report aims to assess the operations of the proposed subdivision area internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

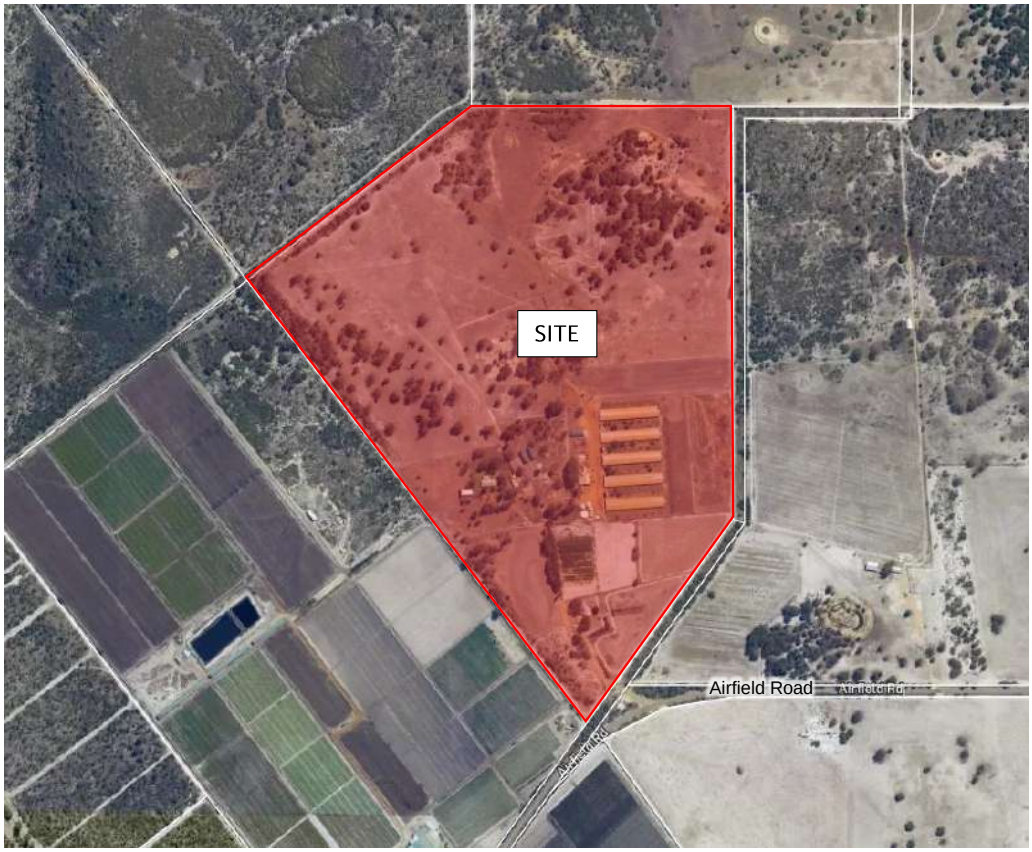
This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Site Location

The site is located at 326 Airfield Road, Bambun within the Shire of Gingin as shown in **Figure 1**. The site is bounded by Airfield Road to the south and surrounded by large rural lots in all other directions.

Figure 1 – Site Location



Source: Metromap (2025)

2.2 Existing Land Use

The site measures approximately 57.9 ha and is currently occupied by a poultry farm and associated farm house.

2.3 Development Land Use

The proposed development comprises of the expansion of the existing poultry farm as shown in **Figure 2** and included in Appendix B. The site comprises of the following:

- Farm 1
  - Demolition of all 5 existing sheds
  - Construction of 6 new sheds in the same location. 5 will be constructed on top of the slab and foundations of the demolished sheds with the sixth shed proposed to be constructed to the north.
- Farm 2
  - 6 news sheds located at the area near the northern boundary of the site.
- Staff accommodation (4 units)
- New residential dwelling (1 house)

Figure 2 – Proposed Development

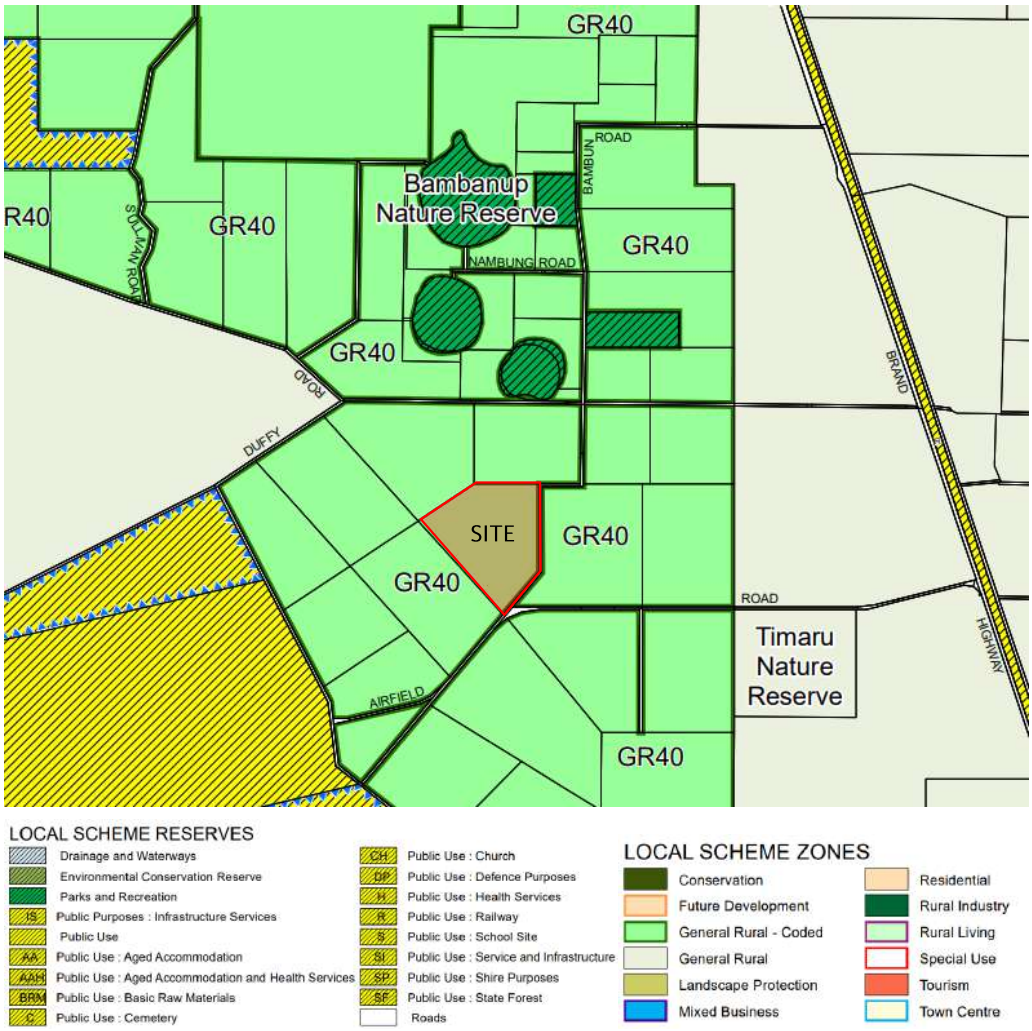
Source: Santrev Pty Lty

2.4 Context with Surrounds

Currently, the site as well as the surrounding area is zoned as "General Rural – Coded" as per the *Shire of Gingin's Local Planning Scheme No.9* (shown in **Figure** 3). On the outer periphery, there is Bambanup Nature Reserve to the north, General Rural to the east and Public Use and the RAAF Gingin airbase to the west.

Most of the surrounding rural land uses consists of various types of farms such as poultry and fruit.

Figure 3 – Land Use Yields



Source: Shire of Gingin Local Planning Scheme No.9

2.5 Major Attractors/Generators

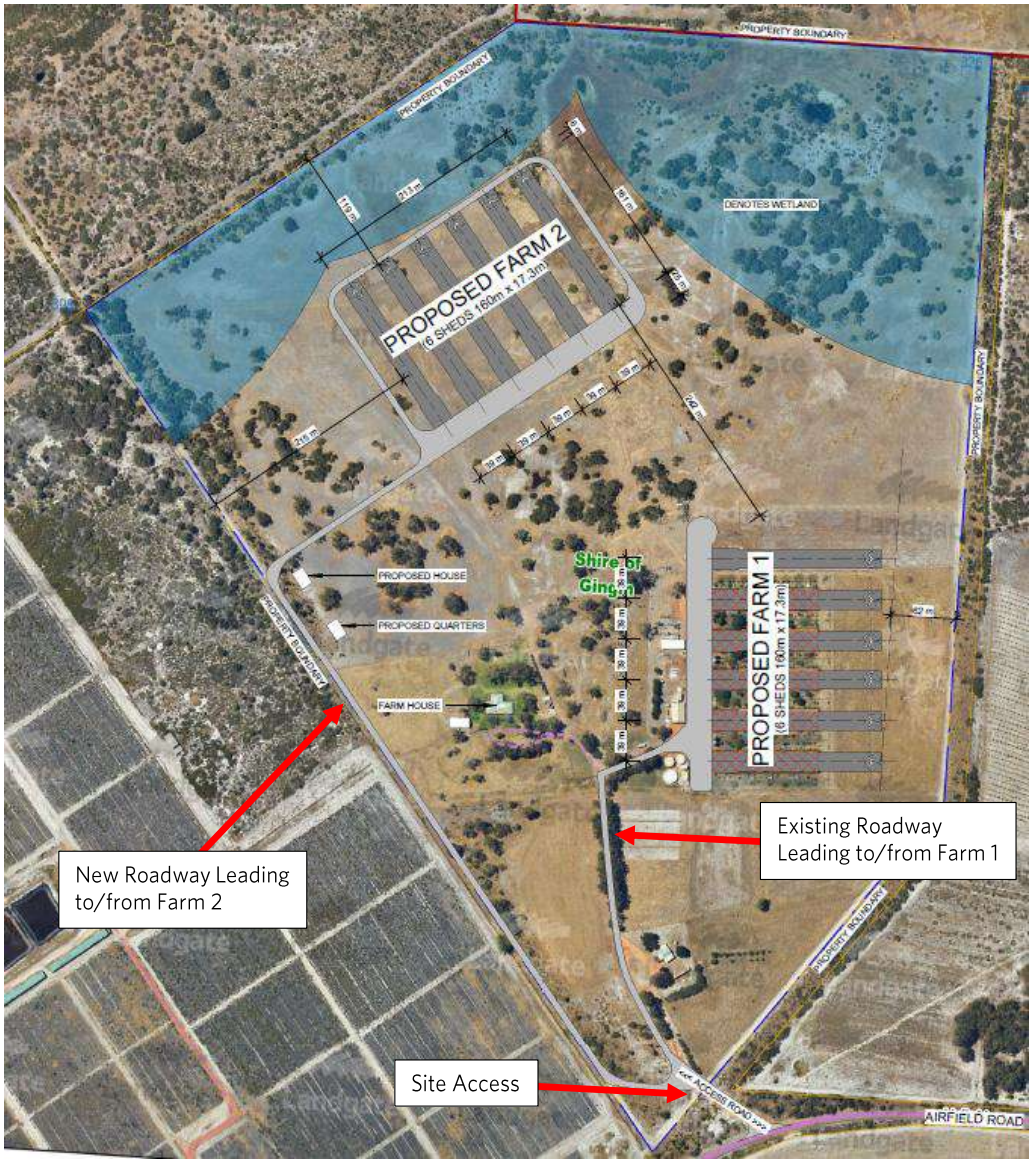
There are no major attractors/generators within the area surrounding area the Site. Most of the adjoining land along Airfield Road is used for farming, including fruit and poultry.

3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

The site has a single existing access located on Airfield Road as shown in **Figure** 4. This access will continue to serve as the primary access with no additional accesses being proposed.

Figure 4 – Site Access Arrangements



3.2 Public, Private, Disabled Parking Set Down/Pick Up

The *Shire of Gingin Local Planning Scheme No.9* does not have any parking requirements for the land use class of poultry farm. As the site is an existing poultry farm, informal parking for the employees travelling to the site is provided to some degree and will be expanded to accommodate additional staff as per operational requirements.

4 SERVICE/DELIVERY VEHICLES

4.1 Access Arrangements

As mentioned in **Section 3.1**, the existing crossover will continue to serve as the main access vehicles access to and from the Site. Internally, there will be 2 roadways provided as shown in **Figure** 4 and summarised below:

- The first is an existing roadway that leads to/from Farm 1
- The second is a proposed new roadway aligning the western site boundary leading to from Farm 2, staff accommodation and the proposed residential dwelling.

4.2 Hours of operation (Non-Residential)

Staff working hours are between 7:00am to 4:00pm.

4.3 On/Off-Site Loading Facilities

4.3.1 Swept Path Analysis

A swept path assessment was conducted for a 27.5m B-double which is the design vehicle that corresponds to the largest anticipated vehicle travelling to and from the Site, matching the existing RAV Network classification of Airfield Road. **Figure** 5 through **Figure** 7 shows the swept path diagrams with the full resolution figures provided in **Appendix** C.

The swept path assessment shows that inbound and outbound heavy vehicle movements will overlap for the largest vehicles. Given the very low volume of traffic on Airfield Road and accessing the Site, this is considered acceptable. However, it is recommended that the Access Road be widened to at least 7.0m to allow two-way movements between Airfield Road and the site boundary.

On the internal roadways, the following issue was identified which should be addressed at detailed design stage:

- the roadway bend near Farm 1 will require widening and the radius of the roadway increased to accommodate the turning movement of the B-double truck.
- The roadway section near the site access should be widened to ensure that and entering and exiting truck can pass each other without conflicts.

Figure 5 – Swept Path Diagram for 27.5m B-double (Near Farm 1)

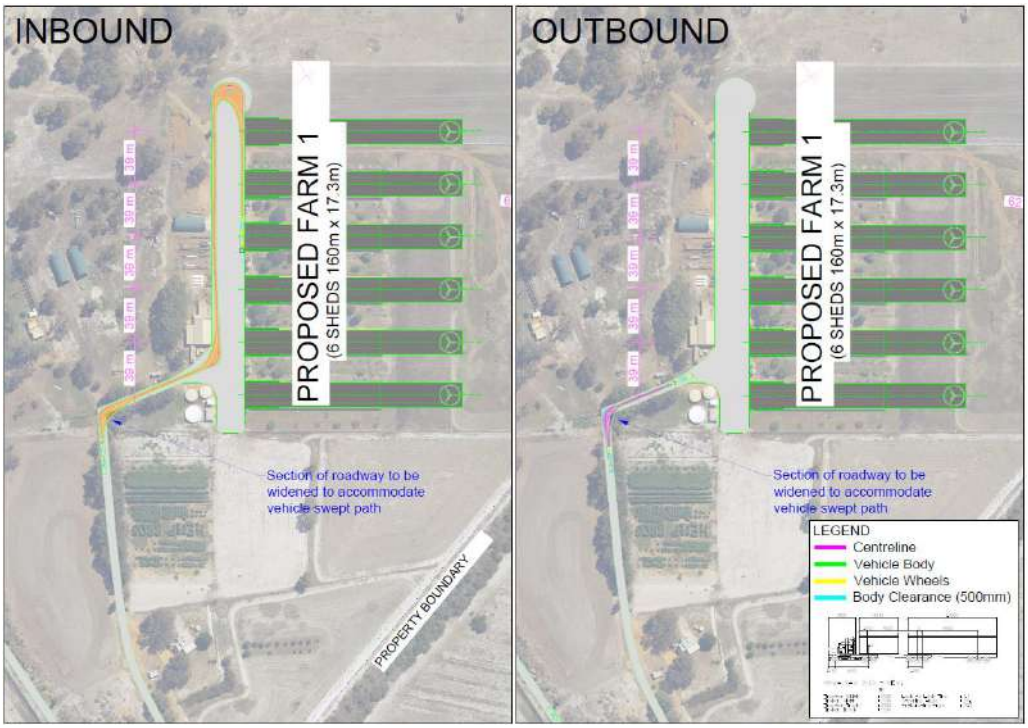
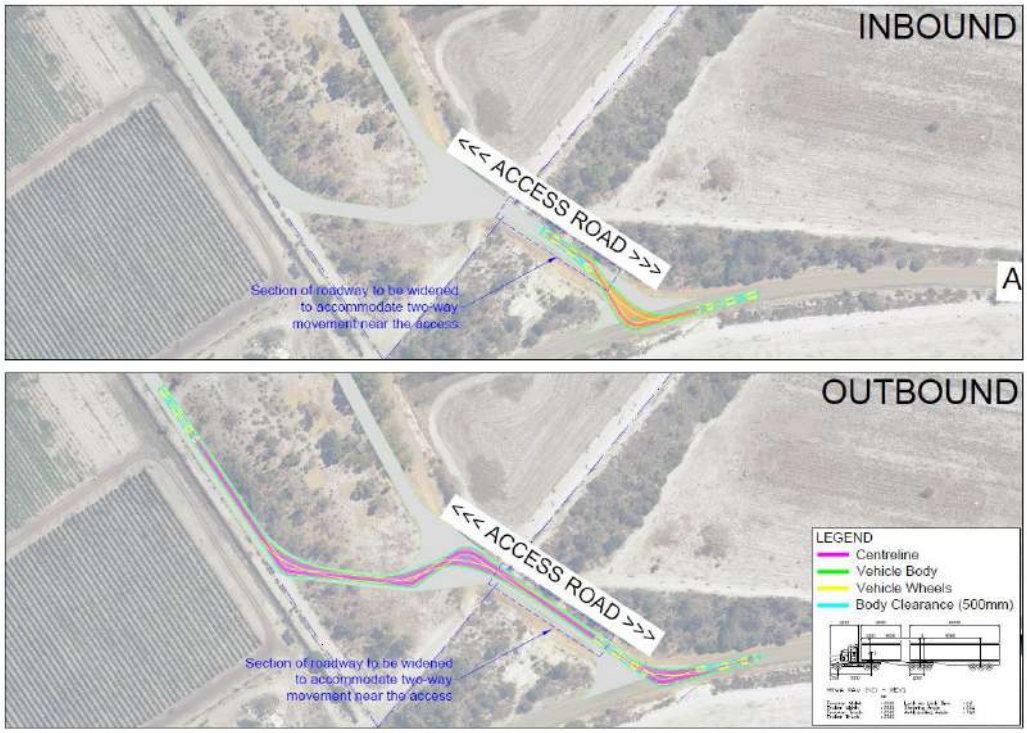


Figure 6 – Swept Path Diagram for 27.5m B-double (Near Farm 2)

Figure 7 – Swept Path Diagram for 27.5m B-double (Site Access)



5 TRAFFIC VOLUMES AND VEHICLE TYPES

5.1 Existing Traffic Volumes

Existing traffic volumes on the surrounding road network were sourced from Main Roads WA and summarised in **Table 1**.

Table 1 – Existing Traffic Volumes

Road Name	Source	Year	Daily	AM Peak	PM Peak	HV%
Airfield Road (west of Brand Hwy)	MRWA	2021/22	169	18 (7-8am)	15 (3-4pm)	27.2
Brand Highway (south of Airfield Rd)	MRWA	2021/22	3,740	265 (9-10am)	289 (3-4pm)	30.4

5.2 Development Traffic Volumes

The trip generation for the proposed development has been derived from a first principles approach based on the operational information provided by the client and is summarised below:

- Staff members:
  - A total of 6 staff members will be working on-site between the hours of 7:00am – 4:00pm.
  - As staff accommodation is provided on-site, there will be no trips associated with commuting to and from the site. (i.e. no staff trips in the AM or PM peaks)
  - Staff members will likely leave and return to the site at some point throughout the day. Assuming that each staff member drives, a total of 6 vehicles per day is anticipated.
  - Each vehicle will generate 2 vehicle trips (1 inbound and 1 outbound). Therefore, the development will generate 12 vehicle trips per day.

- Farm 1 and Farm 2 trucks over a 60 day cycle consist of the following typical movements:
  - Small bird pick up – 34 trucks (up to RAV 4)
  - Large bird pick up - 66 trucks (up to RAV 4)
  - Wood chip delivery – 15 trucks (semi-trailers)
  - Manure cleanout – 30 trucks (semi-trailers)

Based on the above, a total of 145 truck trips occurs over a 60-day cycle and each shed operates on its own cycle and does not coincide with each other. The number of trucks visiting the site over a 60-day period is therefore estimated to be 2.41 truck trips a day on average.

As a worst-case scenario, the average daily truck trips are doubled to 5 truck trips per day, and it is assumed that 2 trucks would arrive and depart during the same AM peak and PM peak hours.

For a robust assessment, a worst-case scenario approach has been considered where all the regular deliveries and pick-ups occur during the same peak hour. **Table 2** summarises the trips generated by the site.

Table 2 – Summary of Trip Generation

Traffic Type	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Staff	0	0	0	0	6	6
Trucks	2	2	2	2	5	5
Total	2	2	2	2	11	11
	4		4		22	

In a worst case scenario, the Site is estimated to generate 4 vehicle trips in the AM and PM peak periods and 22 trips per day.

According to WAPC *Transport Assessment Guidelines*, developments generating between 10-100 peak hour vehicle trips are likely to have only a low effect on the surrounding transport network and no detailed assessment is required.

5.3 Type of Vehicles (E.g. Cars, Trucks)

Refer to Section 5.2.

6 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

6.1 Existing Road Hierarchy

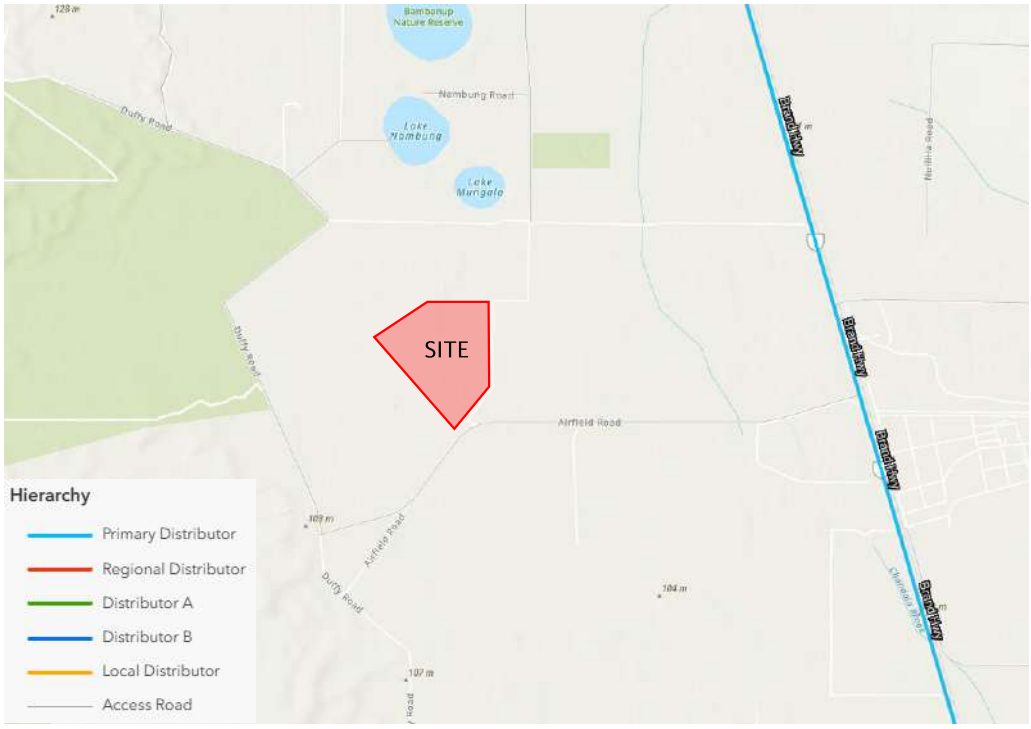
The road network within Western Australia is defined by Main Roads WA road hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 3** below.

Table 3 – Road Hierarchy Description

Road Type	Description
Primary Distributors	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Roads	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 8 shows the road hierarchy network and **Table 4** provides a summary of the road characteristics of the surrounding road network.

Figure 8 – Road Hierarchy



Source: Main Roads WA Road Information Mapping

Table 4 – Surrounding Network Road Hierarchy

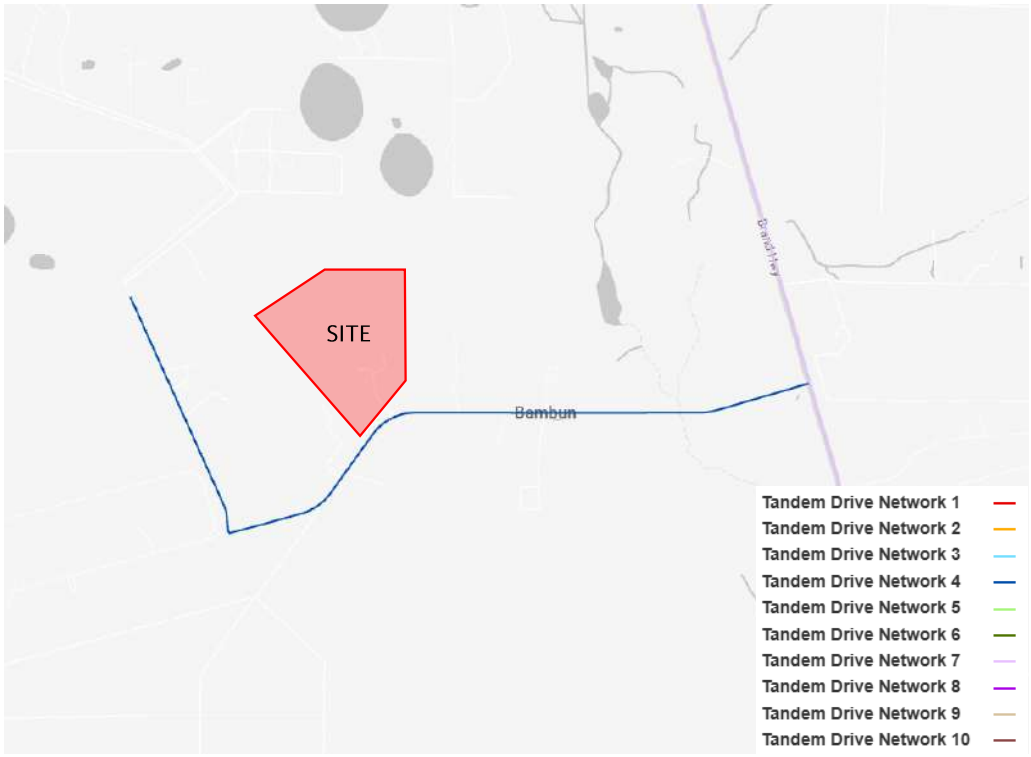
Road Name	Road Hierarchy	No. of Lanes	No. of Foot paths	Road Pavement Width (m)	Speed Limit
Airfield Road	Access Road	2	0	7m	110km/h*
Brand Highway	Primary Distributor	2	0	11m	110km/h

** default speed limit outside built-up areas*

6.2 Existing RAV Network

Figure 9 shows the existing RAV network within the surrounding area of the site. Airfield Road currently permits up to RAV Category 4 without conditions and Brand Highway permits up to RAV Category 7 without conditions.

Figure 9 – HVS RAV Network Map



Source: Main Roads WA HVS Network Map

7 PUBLIC TRANSPORT ACCESS

7.1 Nearest Bus/Train Routes

There currently no bus or train routes operating near the site.

7.2 Nearest Bus Stops/Train Stations

There are currently no bus stops or train stations located near the Site

7.3 Pedestrian/Cycle Links to Bus Stops/Train Station

There are currently no links to bus stops or train stations located near the site.

7.4 Future Public Transport Facilities

There are no future public transport facilities planned near the site.

8 PEDESTRIAN AND CYCLE ACCESS/FACILITIES

8.1 Existing Pedestrian and Cycle Network

There are no existing pedestrian and cycling facilities within the surrounding area of the site.

8.2 Future Pedestrian and Cycle Network

There are no planning changes to the pedestrian and cycling network near the site.

8.3 Proposals to Improve Pedestrian and Cycle Access

As the Site is located within a rural area, no pedestrian or cycle access is required.

9 SITE SPECIFIC ISSUES

No site specific issues have been identified.

10 SAFETY ISSUES

10.1 Identify Issues

A review of the existing crash data from Main Roads WA Traffic Map for the period between 1st January 2020 to 31 December 2024 was conducted for the following intersections and road sections:

- Airfield Road
- Brand Highway/Airfield Road intersection (no crashes)

Only a single crash was recorded on Airfield Road which was caused by a vehicle colliding with an animal resulting in major property damage. The crash location is illustrated in **Figure** 10.

Figure 10 – Crash Locations

Source: Main Roads WA Traffic Map

10.2 Remedial Measures

Given the low number of recorded crashes within the surrounding area, it is envisaged that any impact on road safety would be negligible and will not require any mitigation measures.

11 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments*; the checklist is included at Appendix A.

The following conclusions can be drawn from this TIS:

- The proposed development is an expansion of an existing poultry farm comprising of the following:
  - Farm 1 – Demolition of 5 existing sheds and the construction of 6 new sheds in the same location. 5 will be constructed on top of the slab and foundations of the demolished sheds with the sixth shed proposed to be constructed to the north.
  - Farm 2 – 6 news sheds located at the area near the northern boundary of the site.
  - Staff accommodation
  - New residential dwelling
- The site is estimated to generate 4 vehicle trips in the AM and PM peak periods and 22 trips per day.
- There are no existing public transport facilities within the surrounding area of the site.
- There are no pedestrian or cycling facilities within the surrounding area of the site. The nature and the location of the proposed development means that walking and cycling is unlikely to be a viable method of transport to and from the site.
- Only a single crash was recorded within the surrounding area and the cause of the crash does not imply any road safety risk. It is envisaged that any impact on road safety would be negligible.
- A swept path assessment was conducted with a 27.5m B-double which identified the following minor issues that should be addressed at detailed design stage:
  - the roadway bend near Farm 1 will require widening and the radius of the roadway increased to accommodate the turning movement of the B-double truck.
  - The roadway section near the site access should be widened to ensure that and entering and exiting truck can pass each other without conflicts.

Overall, the proposed development is not anticipated to have any material impact on the surrounding road network.

Appendix A

WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT STATEMENT

APPENDIX A – WAPC CHECKLIST

Item	Status	Comments/Proposal
PROPOSED DEVELOPMENT	Section 2	
proposed land use	Section 2	
existing land uses	Section 2	
context with surrounds	Section 2	
VEHICULAR ACCESS AND PARKING	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
SERVICE VEHICLES (NON-RESIDENTIAL)	Section 4	
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
SERVICE VEHICLES (RESIDENTIAL)	N/A	
Rubbish collection and emergency vehicle access	N/A	
HOURS OF OPERATION (NON-RESIDENTIAL ONLY)	Section 4	
TRAFFIC VOLUMES	Section 5	
daily or peak traffic volumes	Section 5	
type of vehicles (e.g. cars, trucks)	Section 5	
TRAFFIC MANAGEMENT ON FRONTAGE STREETS	Section 6	
PUBLIC TRANSPORT ACCESS	Section 7	
nearest bus/train routes	Section 7	
nearest bus stops/train stations	Section 7	
pedestrian/cycle links to bus stops/train station	Section 7	
PEDESTRIAN ACCESS/FACILITIES	Section 8	
existing pedestrian facilities within the development (if any)	Section 8	
proposed pedestrian facilities within development	Section 8	
existing pedestrian facilities on surrounding roads	Section 8	
proposals to improve pedestrian access	N/A	
CYCLE ACCESS/FACILITIES	Section 8	
existing cycle facilities within the development (if any)	Section 8	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 8	
proposals to improve cycle access	N/A	
SITE SPECIFIC ISSUES	Section 9	
SAFETY ISSUES	Section 10	
identify issues	N/A	
remedial measures	N/A	

Appendix B

SITE PLANS

LEGEND
..... DENOTES FAN END

SITE PLAN
1 : 5000

PRELIMINARY

SANTREV
THE POULTRY HOUSE CONSTRUCTION SPECIALISTS

SANTREV PTY LTD
PO Box 95, Ipswich
Queensland Australia 4305

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Web: www.santrev.com.au

GENERAL NOTES

- ALL DIMENSIONS ARE IN mm (millimetres) UNLESS NOTED OTHERWISE

REV	DESCRIPTION	DATE
A	Preliminary Drawings	13/03/2025
B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
SITE PLAN

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
As indicated	C
DATE:	DRG No:
30/05/2025	A100

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FARM LAYOUT - PLAN
1 : 1200

PRELIMINARY

SANTREV
THE POULTRY HOUSE CONSTRUCTION SPECIALISTS

SANTREV PTY LTD
PO Box 95, Ipswich
Queensland Australia 4305

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Web: www.santrev.com.au

GENERAL NOTES

- ALL DIMENSIONS ARE IN mm (millimetres) UNLESS NOTED OTHERWISE
- LANDSCAPING & EARTHWORKS REFER TO DRAWINGS BY LAND MANAGEMENT SURVEYORS

REV	DESCRIPTION	DATE
A	Preliminary Drawings	13/03/2025
B	Updated Preliminary	15/05/2025
C	Updated Preliminary	30/05/2025

JIRW-01

FOR: JIRDA POULTRY
PROJECT ADDRESS:

326 AIRFIELD ROAD,
BAMBUN WA 6503

SHEET TITLE:
FARM LAYOUT

JOB No.:	DRAWN BY:
JIRW-01	DRK
SCALE (A3):	REV:
1 : 1200	C
DATE:	DRG No:
30/05/2025	A101

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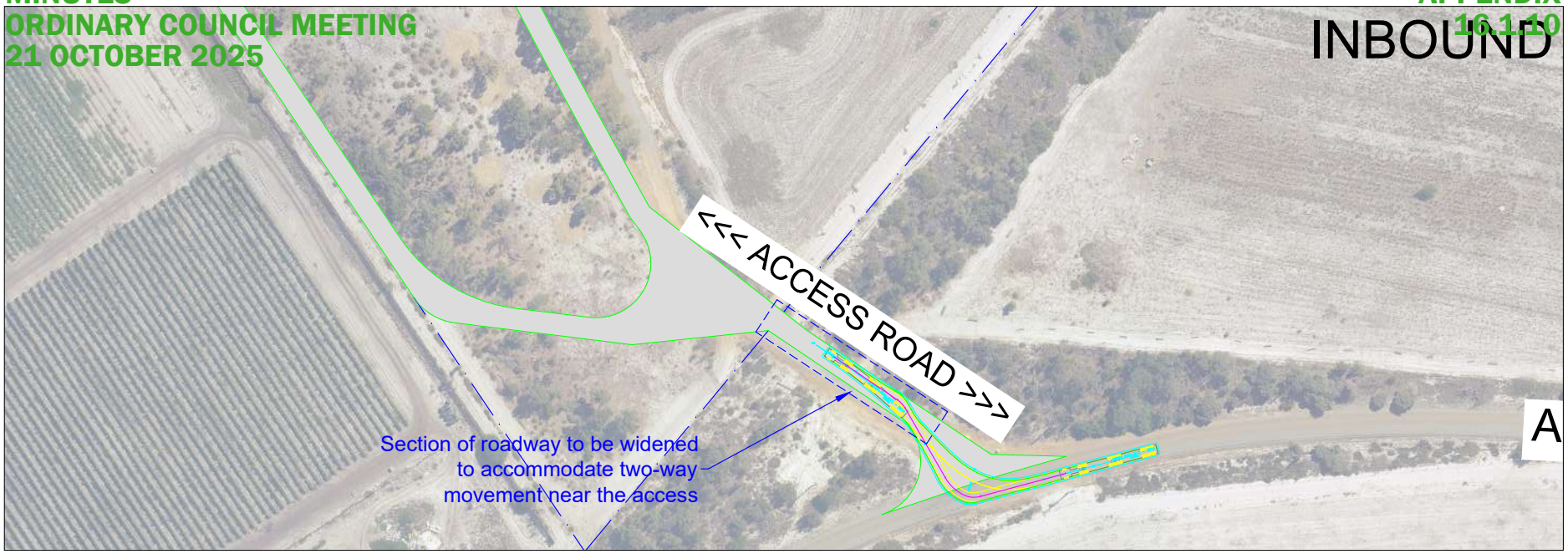
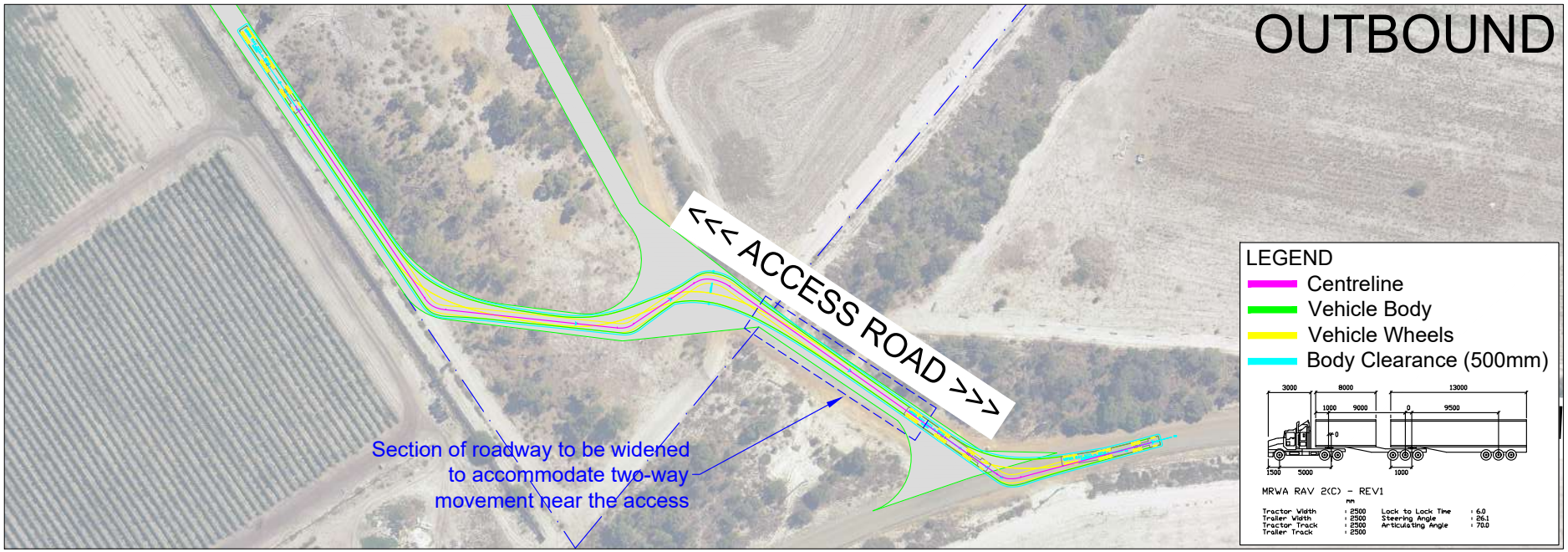
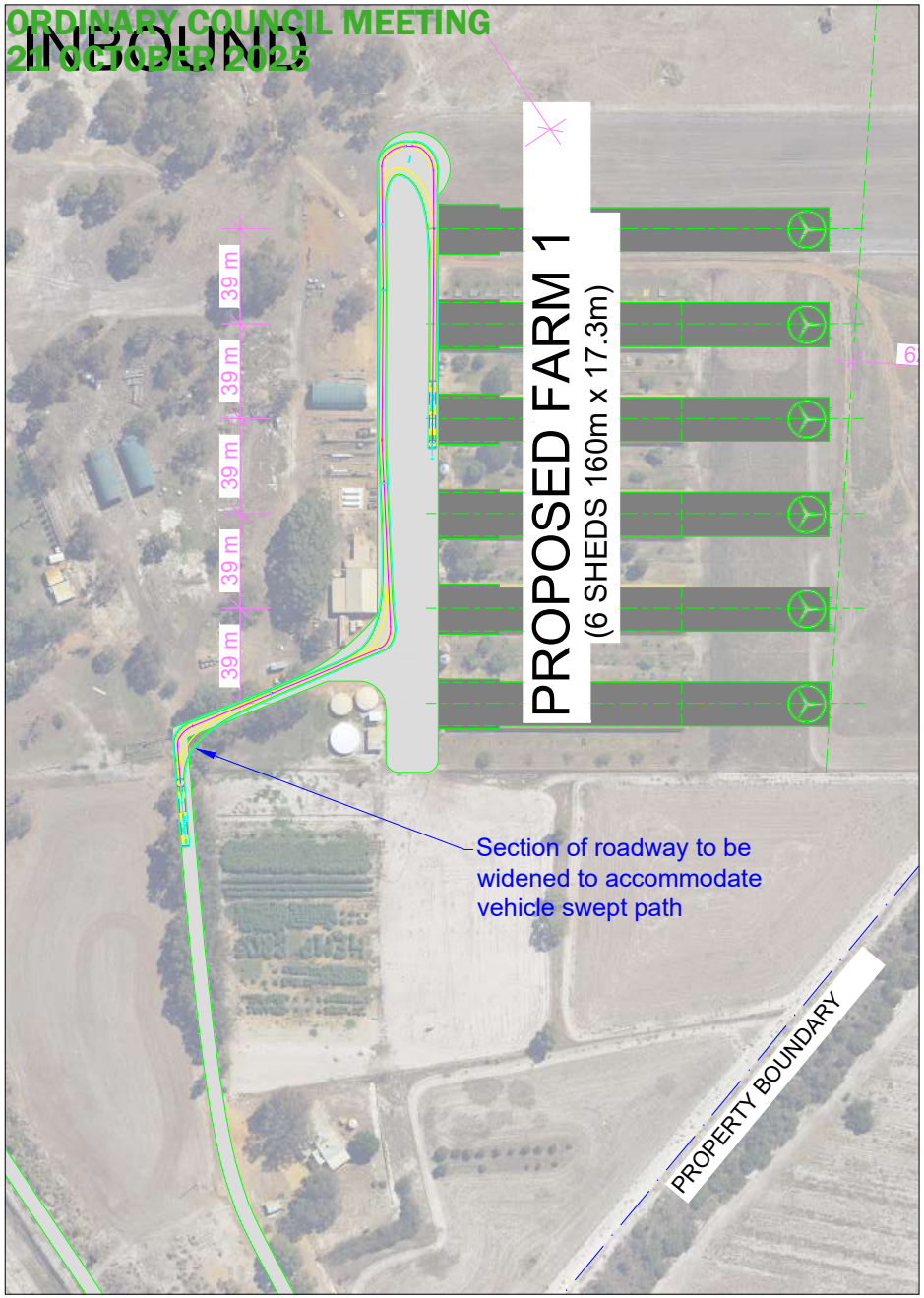
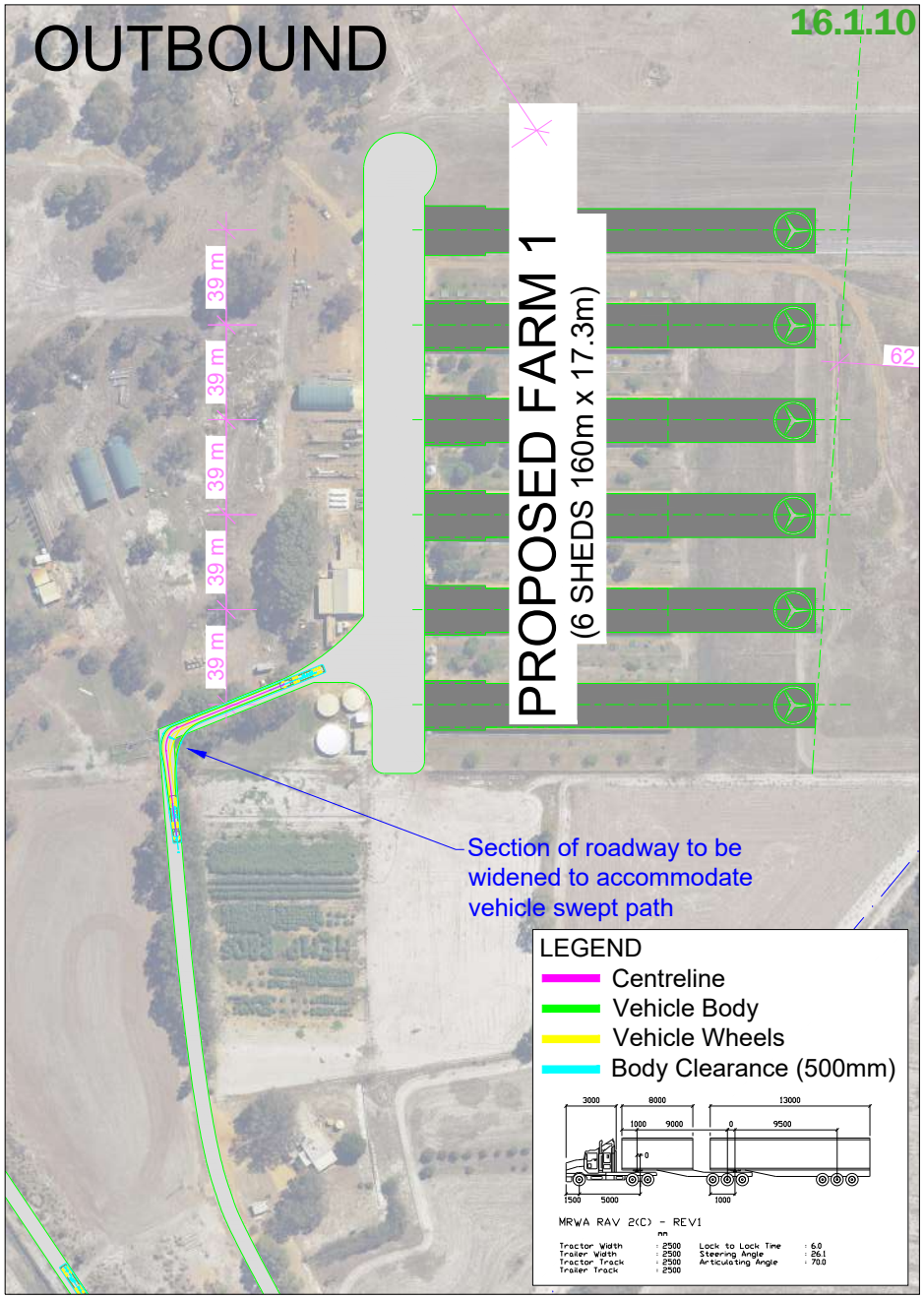
Appendix C

SWEPT PATHS


INBOUND
<<< ACCESS ROAD >>>
Section of roadway to be widened
to accommodate two-way
movement near the access
A


OUTBOUND
<<< ACCESS ROAD >>>
Section of roadway to be widened
to accommodate two-way
movement near the access
LEGEND
Centreline
Vehicle Body
Vehicle Wheels
Body Clearance (500mm)
MRWA RAV 2(C) - REV1
Tractor Width : 2500
Trailer Width : 2500
Tractor Track : 2500
Trailer Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 26.1
Articulating Angle : 70.0


INBOUND
PROPOSED FARM 1
(6 SHEDS 160m x 17.3m)
39 m
39 m
39 m
39 m
39 m
Section of roadway to be widened to accommodate vehicle swept path
PROPERTY BOUNDARY


OUTBOUND
PROPOSED FARM 1
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39 m
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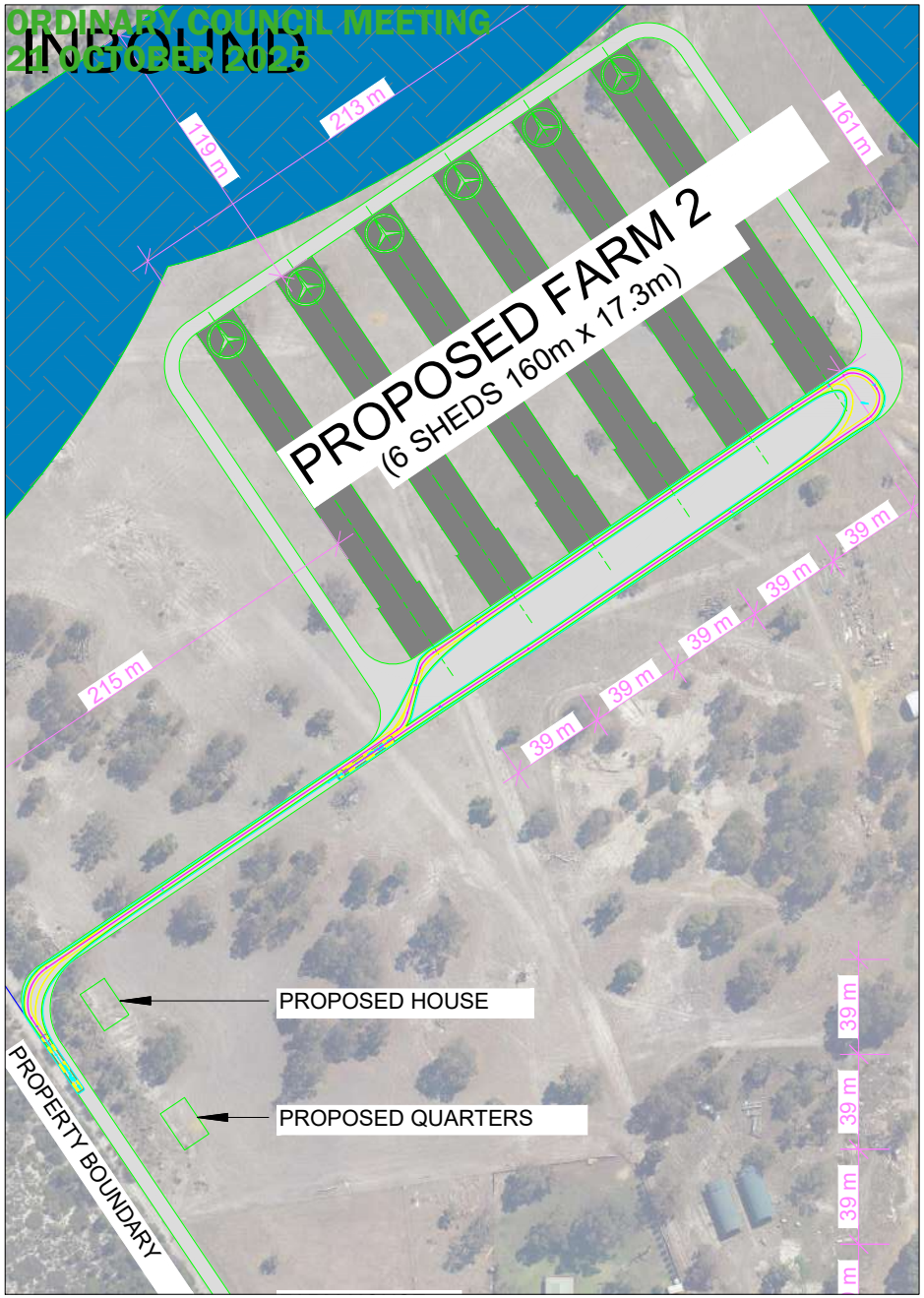
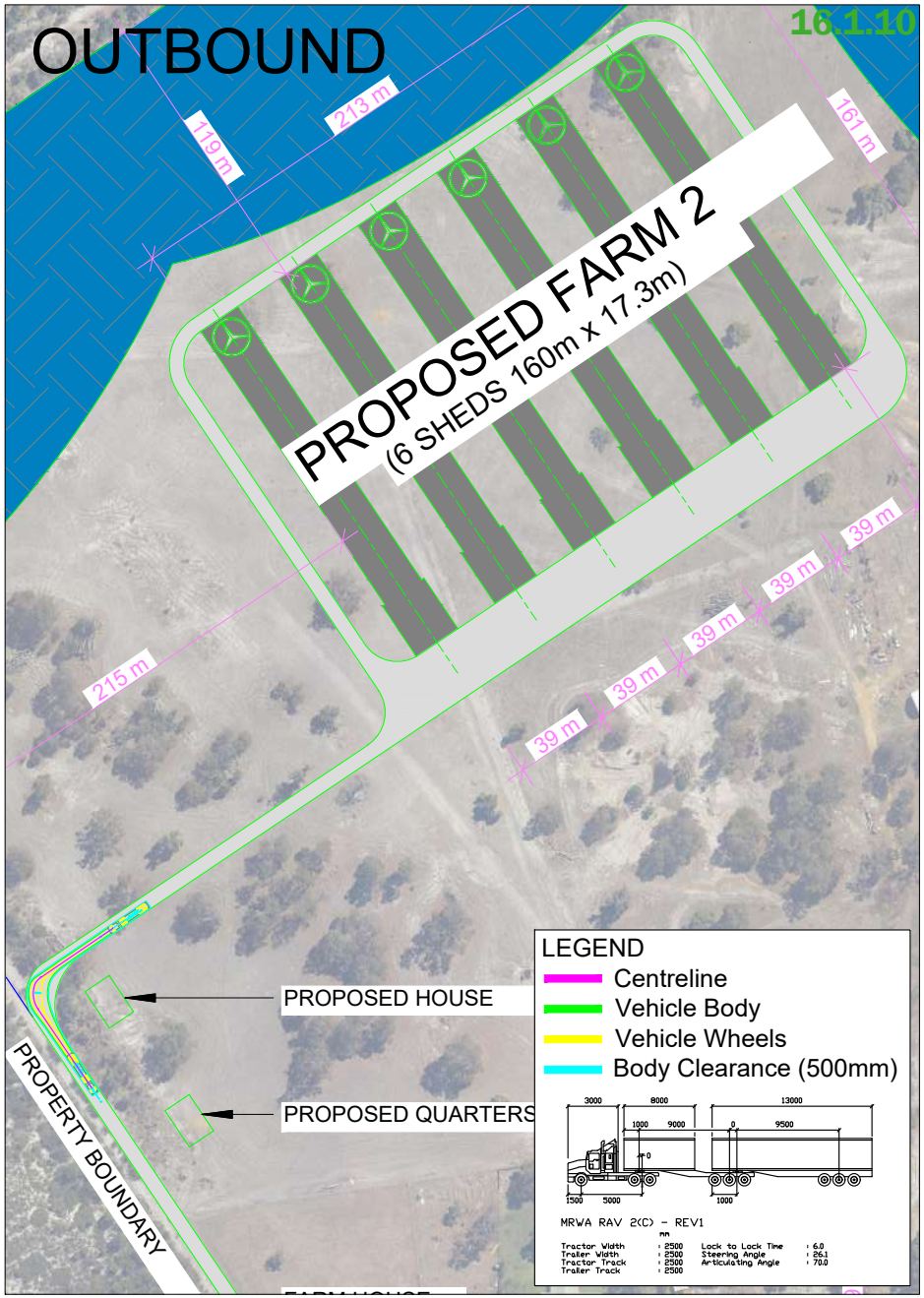

INBOUND
PROPOSED FARM 2
(6 SHEDS 160m x 17.3m)
119 m
213 m
161 m
215 m
39 m
PROPOSED HOUSE
PROPOSED QUARTERS
PROPERTY BOUNDARY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Lock to Lock Time 6.0
Steering Angle 26.1
Articulating Angle 70.0

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Jirda Poultry Farm Management Plan

LOT 3686 (3686) AIRFIELD ROAD, BAMBUN

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1 Introduction

1.1 BACKGROUND

The management plan is for the operation of Jirda Poultry Farm located at Lot 3686 (326) Airfield Road, Bambun, (the subject land).

The Management plan is intended to:

- Minimise the risk of any adverse event with potential to impact on stock, the environment, or surrounding residences.
- Ensure the application of best practice environmental management
- Ensure that environmental risks associated with the operations of the farms are properly managed
- Ensure the application of best practice animal welfare practices.
- Ensure that conditions of approval are complied with.

There is an existing five shed broiler poultry farm situated on the southern part of the property. A second, six shed farm is proposed in the north-west. As a second stage, the existing farm will be redeveloped to upgrade the sheds to a contemporary standard and the addition of an additional six 6 sheds. This results in the total development comprising of two separate six-shed poultry broiler farms.

The Management Plan upholds Jirda Poultry's commitment to exemplary management practices, fostering a culture of continuous improvement and excellence in free-range poultry operations. Jirda prioritises the wellbeing of their flocks, ensuring that all farming activities are conducted with the highest standards of care, sustainability, and ethical responsibility. Through stringent operational protocols and a deep respect for animal welfare, Jirda Poultry exemplifies industry-leading practices in Australian poultry farming.

This document provides a summary of key management initiatives drawn from all management plans developed for Jirda Poultry's operations, in accordance with the requirements set by the Shire of Gingin. A comprehensive and refined version of the Management Plan will be prepared following development approval, ensuring alignment with the Shire's expectations and regulatory standards.

The proposed development application plans are contained in Appendix A.

1.2 PURPOSE AND SCOPE

This plan provides the strategic framework for environmental management of Lot 3686 Airfield Road, Bambun and has been prepared with consideration given to:

- RSPCA Approved Farming Scheme Standards for Meat Chickens
- Environmental Code of Practice for Poultry Farms in Western Australia.

This plan is informed by and incorporates the recommendation of the following technical investigations, which formed part of the development application:

- Environmental Management Plan (Prepared by Western Environmental)
- Site Odour Assessment (Prepared by EAQ Consulting)
- Traffic Impact Statement (Prepared by PTG Consulting)

These documents are appended hereto and are to be referenced for detail to inform implementation.

2 Development Context

2.1 LOCATION

The proposed poultry farm is situated on Lot 3686 (326) Airfield Road, Bambun, encompassing an area of 57.618 hectares. The property is located approximately 55.8 kilometres north of Perth CBD and 27 kilometres north of the Bullsbrook townsite. It is positioned around 3.5 kilometres west of Brand Highway, accessible via Airfield Road (refer to Figure 1).

Airfield Road derives its name from its connection to the RAAF Base Gingin Airfield, located roughly 1.5 kilometres west of the site. The surrounding area hosts a range of intensive agricultural and animal husbandry operations, including several established poultry farms.

There are no rural lifestyle or residential zoned lots in the vicinity.

The proposed site falls within the jurisdiction of the Shire of Gingin.

3 Overview

3.1 OPERATING HOURS

The farms will operate 24 hours a day, seven days a week. Most activities will be carried out between 7:00 am and 4:00 pm. For reasons of livestock welfare, as the birds reach their desired processing weight they will be removed from the sheds and transported from the farm generally between 8.00 pm and 2.00 am, when it is cooler and the birds are more settled.

There will typically be one daily shift for farm workers commencing at 7.00 am and finishing by 4.00 pm.

3.2 INDUCTION & TRAINING

All employees and contractors involved with the operation are to be suitably inducted and trained prior to commencing any work on site.

Induction and ongoing training will include (but not be limited to):

- General site maintenance and management expectations and requirements.
- Familiarisation with site environmental management and mitigation measures.;
- Code of conduct for drivers.
- Waste avoidance and management strategies.
- Biosecurity measures, clinical signs of sick/injured birds and actions to be undertaken in the unlikely event of an emergency animal disease.
- Appropriate response and management of environmental incidents.
- Appropriate response and management of complaints received from the public, government agencies or other stakeholders.
- Records of inductions and training undertaken will be recorded in a Training Register maintained by site management.

Figure 1. Location Plan

4 Process & Risk Management

The key processes involved in farm operation are summarised in the following table, along with triggers for corrective action.

Activity	Description	Process Control	Process Triggers & Corrective Actions	Corrective Action Evaluation	Contingency Actions
Day old chick delivery	Trucks deliver day old chicks. Unloaded in shed. Chicks are delivered on trays of 100 and manually placed on floor.	Sheds have been washed and fumigated before any chickens placed in shed.	Sheds not washed properly and used litter remains in shed.	Once washed and fumigated sheds are clean and present no odour risk.	As several sheds are cleaned simultaneously, if a shed is not cleaned to standard another shed will be used for placement.
Batch growing	Chickens are typically grown over a 45-50 day period. Thinning is undertaken to retain a chicken weight-to- area ratio. Shed internal environment is regulated by ventilation rates that directly affect air quality and internal shed temperature.	Chickens are farmed in accordance with best-practice, RSPCA and Poultry Code of Practices requirements.	Sheds are inspected for mortalities and mortality events. Elevated mortalities are investigated, and biosecurity measures audited and revised.	Biosecurity measures improved and increased. shed internal environment reviewed in accordance with temperature and ventilation rates.	In cases of extreme bird sickness shed(s) are taken offline and chickens removed and/or euthanised by external contractor and mortalities removed offsite by external waste contractor.
Batch growing	As above.	Feed and water supplies are delivered via a feedline system and water nipples that control feed amounts and water spillage.	Inspection of sheds for feed and water requirements. Where water nipples fail, or water accumulation is apparent at feed and watering stations, those systems are repaired or replaced.	During the batch growing the floor litter is continually rotary hoed to make sure it is not wet, and odour is kept to a minimum.	Sheds to be monitored during batch growing and rotary hoed when needed.
Batch growing	As above.	Internal shed environment regulation.	The operating system has an emergency response where ventilation is maximised if temperatures get above set parameters.	Shed temperatures are monitored on Farm and externally, with a hierarchy of personnel to respond.	Backup generators onsite in case of power failures. All sheds have alarm systems that have 24-hour monitoring in place.
Feed delivery	Feed delivery is by trucking feed into farm and blowing feed into silo	Feed to be blown into silo under wind pressure.	Worn out blow tube will create a dust concern and spillage of feed on to ground and not into silo.	Make sure blow tubes are routinely checked and replaced when needed.	Trucks carry a spare blow tube.
Chicken load-out	Chickens are loaded into crates and then onto trucks for delivery	Chickens caught manually or by machine and	Wet litter in sheds can cause odour and poor	Sheds to be rotary hoed when needed to	Always have on hand tractor driven rotary hoe in good working order.

Activity	Description	Process Control	Process Triggers & Corrective Actions	Corrective Action Evaluation	Contingency Actions
	to processing factory.	placed in crates for transportation.	working environment	keep litter dry and friable.	
Shed clean out	Used litter is cleaned out of shed and taken off farm by trucks.	Telehandler loads trucks and sheds are then swept clean.	Litter in not good condition due to moisture in litter.	During the batch, litter is continually rotary hoed to ensure it is not wet and odour is kept to a minimum.	Sheds to be monitored during batch and rotary hoed when needed.
Shed washing and fumigating	Sheds are washed to remove any dust and fumigated so as to create a clean environment for day old chick delivery.	Washing of sheds and fumigating.	Not sealing sheds properly when fumigating could cause odour from the fumigation process.	All sheds to be able to be sealed when fumigating and to stay sealed for a period until odour is dispersed.	New mini vents to be on hand in the case of breakage and not being able to seal shed.
Shed set-up	Sheds spread with fresh bedding by tractor and straw chopper and bobcat with tractor and hay rake.	Straw chopped outside shed. Conveyed into shed and spread with bobcat and levelled with tractor and hay rake.	Incorrect use of straw chopper and badly maintained tractor will create noise and dust above normal operating procedures.	Tractors, choppers bobcats and rakes to be maintained to proper standards	Routine service of all machinery used.
Free range area	Range area.	Range area used for chickens after day 21 to be able to range and forage.	Range area becomes wet and produces odour.	Range area to have good drainage conditions to prevent water pooling which can create odour. Hay will be used to prevent water pooling and odour.	Keep range in good condition with grasses and hay on hand when required.

5 Environmental Management

5.1 FACILITIES MANAGEMENT

Objective: Maintain and enhance building, site drainage, and equipment to minimise off-site impacts and maximise operational efficiency and safety.

The following is to be implemented:

1. Sheds and associated areas are maintained to best practice specifications and to meet the requirements of the planning approval.
2. Equipment and structures are in place and maintained to enable odour, dust, and noise control as required in the planning approval.
3. Best practice equipment for monitoring and control of temperature, ventilation, cooling, and water consumption is implemented, maintained to manufacturer's specifications, and used.
4. Drainage to soil or waterways is not impaired or unduly contaminated by shed or farm operations.
5. Stormwater systems are maintained in accordance with planning approval requirements to ensure no pollution of surface or groundwater.
6. External lighting will only be used when required during times of low light and/or heavy fog.
7. The integrity of the poultry sheds will be regularly checked to identify and rectify any air leaks, which place additional load on ventilation fans.
8. Lighting, temperature, humidity, and static pressure within the poultry sheds will be continuously monitored and automatically adjusted to suit conditions to avoid unnecessary energy consumption.
9. Ventilation fans and temperature controls will be regularly maintained and serviced to ensure optimal performance and efficiency.

5.2 FEED, WATER & ELECTRICITY SUPPLY MANAGEMENT

Objective: Ensure the quality and continuity of feed, water, and shed ambient conditions to protect animal welfare and prevent environmental impacts.

The following is to be implemented:

1. Feed trough systems are installed to provide fresh and wholesome feed without any contamination or generation of dust. Feed trough systems are to be cleaned weekly or as required.
2. Vermin and rodents are controlled by targeted and environmentally safe baiting, using substances and protocols that meet regulatory requirements.
3. Equipment and procedures for clean-up of feed spills are available and any such spills are removed daily.
4. Suitable stock (chicken) water is provided by way of a closed water system. Water systems are to be cleaned weekly or as required. Water systems are automatically filled and checked daily to ensure that a constant water supply is available. Water is to be sourced from a bore and appropriately sanitised as required.
5. All bores will be operated and monitored according to the Groundwater Wells Operating Strategy approved by the Department of Water and Environmental Regulation.

5.3 ODOUR

Objective: Ensure that farm operations do not produce odours that unreasonably impact on neighbours.

The following is to be implemented:

1. All loads are visually inspected for containment and animal welfare.
2. Acceptance of deliveries is planned and prepared for to ensure timely placement of chicks and/or delivery of feed.
3. Records are kept of incoming “raw materials”.
4. Registered records of waste removal contractors are maintained.
5. The site and sheds are inspected daily.
6. Mortalities are removed daily.
7. A checklist and records are kept of all birds removed during ‘thinning’.
8. Bird welfare and shed environments are procedurally checked daily.
9. An inventory is kept of active and “in-service” equipment onsite.
10. A log of key conditions and activities with potential to affect odour generation is implemented, maintained, and periodically reviewed as the basis for minimisation and control of odours. It addresses relevant factors including feed, drinker, climate conditions, and flock age.
11. Feed is sourced only from legitimate stock-feed suppliers to ensure an output of assured quality.
12. The prevailing weather conditions and forecasts are considered when scheduling and planning farm operations to minimise offsite impacts.
13. The collection of dead birds from within the sheds and free-range yards occurs daily or more frequently should conditions require.
14. Dead birds are to be placed into the dead bird freezers promptly after collection.

5.4 DUST

Objective: Minimise dust generation with potential for off-site impact and to ensure that no land or water contamination occurs.

The following is to be implemented:

1. If an unacceptable level of dust is generated due to vehicular movement on unsealed access areas on site, those areas shall be wet down, or other appropriate action taken to reduce the potential for dust generation.
2. If dust is visible on site with potential for off-site impact, action is taken to control the level of dust emissions.

5.5 NOISE

Objective: Ensure that farm operations control transmission of unreasonable noise by using appropriate design, maintenance, and operating procedures.

The following is to be implemented:

1. Operation of mechanical equipment, including shed fans, feed systems and other equipment minimises the offsite transmission of mechanical noise or vibrations.
2. Equipment is installed, operated, and maintained according to manufacturer’s requirements.

3. Where vehicles have audible beepers for reversing, vehicle reversing is minimised and/or visual alarms are used when practicable.
4. Ventilation fans, tractors, farm vehicles, transport vehicles and other equipment's are maintained, repaired, and operated to the manufacturer's requirements.
5. Farm nose levels to comply with the noise criteria specified in the Environmental Protection (Noise) Regulations.
6. If off-site noise problems persist that do not comply with the Environmental Protection (Noise) Regulations, the poultry farm managers will initiate advice from a noise consultant.
7. All jobs that can be performed during normal working hour will be done then keep out-of-hours noise to a minimum.

5.6 TRAFFIC

Objective: Maintain and enhance roads, gates, and turning areas in good condition and in accordance with the planning approval to prevent interference with other traffic or the generation of unreasonable off-site noise or dust.

The following is to be implemented:

8. The surface of vehicle crossovers, access roads, loading areas, and car parking areas are maintained to allow safe entry, all weather access, and minimise generation of dust.
9. Road drains, stormwater runoff areas, and culverts are maintained, and all requirements specified in the planning approval are implemented.
10. All vehicles and machinery, including that used by contractors servicing the farm, are maintained to ensure that noise or emissions do not exceed the manufacturer's specification, and meet limits for country and metropolitan areas as applicable.
11. Farm layout and standing instructions to transport contractors ensure that all vehicles leave the property in a forward direction.
12. Bird pick-up contractors are instructed and supervised to ensure bird pick-up and associated activities completed during the night are undertaken with care to reduce the generation of noise.
13. A 5km/per hour speed limit within the chicken farm boundary is identified and sign posted to limit noise and dust levels.
14. A 20km/per hour speed limit within the general farm boundary is identified and signposted to limit noise and dust levels.
15. Contract transport drivers are aware of their responsibilities and are familiar with their transport accident emergency plan.
16. Access Road connecting to Airfield Road is to be maintained to allow continuous access by as-of right vehicles to a standard and as agreed with the Shire of Gingin.
17. The access road connecting the subject site to Airfield Road is to be maintained to a useable condition. This road bifurcates into two separate internal access roads, providing dedicated entry/exit for Proposed Farm 1 and Proposed Farm 2.
18. The access road is designed to accommodate all directional movements for delivery vehicles, including left-in, right-in, left-out and right-out manoeuvres to Airfield Road.

5.7 GROUNDWATER

Objective: Responsible use of groundwater resources and protection of the aquifer.

1. Groundwater Licences GWL165556(6) and GWL57998(5) relate to the property.
2. GWL 57998(5) expires 1 July 2031. Water may be taken for domestic and poultry purposes for meat production. No more than 62,400kL may be drawn per annum on this licence. In accordance with the condition attached to this licence, the licensee shall not use water for non-commercial irrigation between 9 am and 6 pm except for the establishment of newly planted areas. For newly planted areas water may be used within these hours for a period of up to 28 consecutive days, commencing from the date of planting. The annual water year for water taken under this licence is defined as 1 November to 31 October.
3. GWL 165556(6) expires 1 July 2031. Water may be taken for backup purposes, irrigation of up to 0.5ha of lawns and gardens, and irrigation of up to 2ha of grass cover. No more than 12,500kL may be drawn per annum on this licence. In accordance with the condition attached to this licence, the licensee shall not use water for non-commercial irrigation between 9 am and 6 pm except for the establishment of newly planted areas. For newly planted areas water may be used within these hours for a period of up to 28 consecutive days, commencing from the date of planting. The annual water year for water taken under this licence is defined as 1 November to 31 October.

6 Nutrient Management

Objective: Ensure that appropriate planning and operational practises are implemented to effectively management nutrients and water to ensure the protection of local water resources.

1. High pressure, low volume cleaners are used in shed washdown to generate minimal wastewater.
2. No solid residual material within the sheds is removed with washdown water.
3. Washdown equipment is maintained according to manufacturer’s instructions and cleaning personnel are trained in its use.
4. Washdown water infiltrates outside the sheds into swale drains constructed for this purpose. Whenever possible, wash-down activities are carried out during dry days to prevent water overtopping the swales, and to maximise infiltration.
5. The water used for wash-down meets the water standards established in the current version of the National Farm Biosecurity Manual: Poultry Production in case any wash-down water enters the native vegetation area.
6. No water will run to native vegetation areas and a minimum 100 meters setback from native vegetation areas is maintained.
7. The free-range areas are maintained dry, and dry straw is used to cover any damped areas and birds excluded from any damped areas to ensure a natural nutrient intake.

7 Hazardous Goods

Objective: Safe storage, handling, and use of required hazardous goods and materials to avoid harm to personnel, animals, and the environment.

1. Hazardous material such as fuel and chemicals will be securely stored according to any relevant legislation or regulations, and industry best practice.
2. Only authorised personnel may handle hazardous goods and material.
3. Employees and contractors will be instructed in the proper use and handling of chemicals used on site and incident management procedures.
4. Spill kits will be provided and maintained at strategic locations.
5. All chemical use will be in full compliance with the relevant statutory requirements.
6. Copies of the Safety Data Sheet for each chemical and fuel used on site is kept within the chemical storage facility and in the farm management office

8 Waste Management

Objective: To ensure that the potential for off-site impacts and pest breeding relating to waste is minimised.

The following is to be implemented:

1. Operations will comply with the Biosecurity and Agriculture Management (Stable Fly) Management Plan 2019, specifically clause 7.
2. No waste is disposed of on-site.
3. Waste materials removed from the site for reuse, recycling, treatment, or disposal will be directed to a facility or premises lawfully permitted to accept the materials.
4. No untreated poultry manure (other than that within the poultry sheds) is stored on the property.
5. Straw and manure are collected from the sheds as soon as practicable after the time that birds are removed off site, place directly into a truck, and transported to an approved licensed facility for disposal.
6. The shed floors are built up above adjacent surface levels.
7. Shed inspections are undertaken daily to ensure that any major water leakages are detected and acted upon as soon as practicable.
8. Bird mortalities are stored in the dead-bird freezer until removed by truck to an approved facility for disposal. No dead birds are disposed of on-site.
9. Hazardous waste such as used chemical containers, batteries, light bulbs, etc is transported to an approved facility for disposal.
10. Waste generated outside the site are not received at the site for any purpose.

9 Pest Control

Objective: Minimise the potential for pest populations to establish residence within the development site.

The following is to be implemented

1. Dead birds are removed from the poultry sheds daily and stored in the on-site freezer prior to removal off site for disposal at an approved facility.
2. Baits are responsibly installed and maintained as a preventative measure to prevent and control pest outbreaks.
3. At the end of each production cycle, poultry litter is promptly removed from the poultry sheds and transported off site to an approved facility.
4. Waste streams are managed to ensure no on-site stockpiling or disposal of waste materials.
5. Any feed or grain spills are promptly cleaned up.
6. Grass within the shed environs is regularly slashed and/or mown.
7. Environmentally appropriate and suitable sanitising agents are used during the cleanout phase.
8. Professional licenced contractor/s are engaged to perform culling operations to reduce feral kangaroo and fox numbers and associated environmental damage as necessary.

9.1 BIOSECURITY

The following is to be implemented:

1. Proven biosecurity measures, including those outlined in the most current version of the National Farm Biosecurity Manual: Poultry Production will be implemented.
2. All site employees and contractors will be provided with appropriate biosecurity training.
3. Monitoring and recording of stock health will take place daily.

9.2 VISUAL AMENITY

Objective: Maintain and enhance the visual amenity of the site through landscaping, visual screening, and other environmental management systems.

1. Landscaping is installed in accordance with the approved plan
2. Landscaping comprises suitable tree and shrub species.
3. Landscaping is well maintained with:
   a. Watering system or other arrangements implemented.
   b. Dead/diseased plants regularly replaced; and
   c. Dust/soil erosion controlled.
4. Plant replacements are consistent with the approved plan and planting has regard to seasonal and weather conditions.
5. Outdoor lighting fixtures will be mounted, screened, and directed in a manner to avoid nuisance to the surrounding environment, properties, and roadways.
6. Outdoor lighting will only be used if required during times of low light and will comply with AS4282 1997 – Control of the Obstructive Effects of Outdoor Lighting.

9.3 FIRE RISK MANAGEMENT

The following is to be implemented

1. All buildings are maintained to meet the relevant requirements of the Building Code of Australia.
2. Electrical installations are maintained to meet the requirements of relevant Australian Standard.
3. Fire extinguishers determined by fuel source, fire blankets, and hose reels will be installed and maintained at designated locations compliant with the relevant Australian Standard.
4. Appropriate warning/identification signs are installed and maintained for fuels and fire protection equipment.
5. Any new fuel tanks are appropriately certified.
6. Any trees or shrubs in the vicinity of electrical installations are adequately pruned or removed to maintain clearance from combustible materials.
7. Combustible objects and vegetation are not located close to electrical installations and vulnerable parts of any building, such as windows and doors.
8. Grass cover within 100 metres of any building is maintained to a height of 100 mm or less.

10 Community Communications

Objective: Provide processes for engagement with farm neighbours and the Shire of Gingin so that their concerns and expectations are understood and met.

1. A sign erected at the entrance to the site will include the name/s and phone number/s of site manager/s who can be contacted to report any incident of concern related to the site and/or operation of the Farms.
2. All involved company and farm staff members demonstrate commitment to openness and two-way dialogue with all interested stakeholders.
3. All complaints received are viewed as opportunities for improvement and addressed in a positive and cooperative manner.
4. A log of complaints received including their type, complainant details and actions taken is maintained. The log is periodically reviewed to identify and remedy any recurring causes where possible.
5. Regular liaison with the Shire of Gingin takes place over complaints received and on any upset conditions that occur with potential to impact nearby residents.
6. Complaint resolution is followed where required using the Shire of Gingin and industry processes.
7. The results of complaints, corrective actions, complaint resolution activities and audits are documented and available to the Shire of Gingin and to neighbours.

Appendix 1 – Environmental Management Plan

Appendix 2 – Site Odour Assessment

Appendix 3 – Traffic Impact Statement

SCHEDULE OF SUBMISSIONS AND APPLICANTS' RESPONSES

DEVELOPMENT APPLICATION: PROPOSED ANIMAL HUSBANDRY (INTENSIVE) POULTRY FARM (BROILER) ON LOT 3686 (326) AIRFIELD ROAD, BAMBUN

No.	Submitter	Submission details	Applicants' response
1.	DoH	The submitter provides the following general comment: *Thank you for your letter dated 5 August 2025, requesting comment from the Department of Health (DoH) on the above proposal.* *DoH position* *☐ No objection – no comments or advice to provide.* *☒ No objection – with comments and/or recommended conditions and advice notes provided below.* *☐ Do not support – reasons provided below, i.e. additional reports, studies, plans or other information that should be provided to determine public health risk / legislative compliance.* *DoH advice* ***1. Water supply and wastewater disposal*** *All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011.* *Disposal of wastewater generated on site is required to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974. In accordance with the Regulations, an 'Application to Construct or Install an Apparatus for the Treatment of Sewage' is required to be submitted to the Shire of Gingin for each wastewater treatment system.* *A secondary onsite wastewater treatment system will be required as the proposed development is located within a sewage sensitive area.*	No objection noted. ***1. Water supply and wastewater disposal*** Noted. This will be complied with. ***2. Food Safety*** Noted. Biosecurity is of the utmost concern to the proponent and processor so will be carefully managed. ***3. Offensive trades*** Noted. Poultry farms are not prescribed premises. Nevertheless, the farm will be managed to minimise the risk of odour, dust and noise impacts external to the site. ***4. Lodging House*** The proposal clearly sets out the accommodation to be used for managers and workers. The proposed new workers' accommodation will accommodate two staff. Any associated requirements will be complied with.

No.	Submitter	Submission details	Applicants' response
		2. Food safety *Domestic Meat Processors (or Poultry Processors) – Hygienic Production of Meat and Meat Products* *Poultry production and processing must comply with relevant provisions of the Food Act 2008, Food Regulations 2009, and relevant standards of the Australia New Zealand Food Standards Code, and in particular Chapter 4 Primary Processing Standards. This includes the requirement to register the food business under the Food Act 2008 with the appropriate enforcement agency (the Shire of Gingin) prior to commencing operating. For poultry production and processing for wholesale, the activities will also fall within the scope of the Australian Meat Standard AS4696:2023 and Australian Poultry Meat Standard AS4465:2005. Whilst the Shire is the appropriate enforcement agency for administering the requirements of the Food Act 2008 and Food Regulations 2009 including food business registration, the WA Department of Health is the controlling authority responsible for the enforcement of the aforementioned Australian Standards.* *Please contact the relevant local government or the Department of Health at foodsafety@health.wa.gov.au for further information.* *More information on starting a food business can be found at https://www.health.wa.gov.au/Articles/S_T/Starting-a-food-business-in-WA* ***3. Offensive trades*** *The public health risks associated with offensive trades including poultry farming operations must be considered and appropriately managed to the satisfaction of the Shire's Authorised Officer (Environmental Health Officer) in accordance with the Public Health Act 2016. Depending on the annual production or design capacity, the premises may be a prescribed premises under the Environmental Protection Regulations 1987 and may require licensing by the Department of Water and Environmental*	

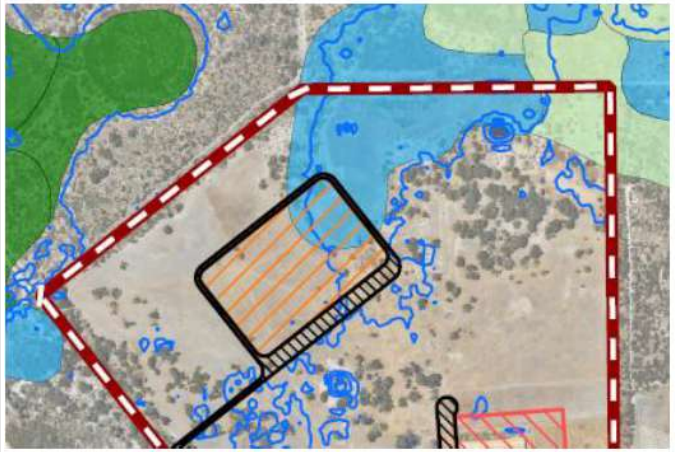
No.	Submitter	Submission details	Applicants' response
		Regulation for its waste disposal. More information about managing offensive trades can be found in the Guideline for the management of public health risks associated with offensive trades in Western Australia. *The amenity and public health impact of noise, dust and odour from poultry farming activities on sensitive premises, including those located on the property must also be considered.* *Poultry farming is to be consistent with the* Environmental Code of Practice for Poultry Farms in WA the Code of Practice for Poultry in Western Australia. ***4. Lodging house*** *From the proposal it is unclear if the premises will accommodate more than six persons, for hire or reward. The 4 existing/proposed dwellings included in the application are an indication that workers will be accommodated at the premises. The premises may need to be registered as a lodging-house in accordance with the Health (Miscellaneous Provisions) Act 1911, Part V, Division 2 and maintained in accordance with relevant Health Local Laws.*	
2.	DWER	The submitter provides the following general comment: *The Department of Water and Environmental Regulation has assessed the below referral and has no objections.*	No objections noted.
3.	DPIRD	The submitter provides the following general comment: *DPIRD has some reservations with the proposal for the following reasons:* ***Soil Landscape unit*** *This property is located on the Bassendean, Gavin phase unit. This unit consists of pale deep sands and semi-wet soils. These soils tend to be acidic, where about 50% are at risk of wind erosion if exposed, and 35% has poor ability to drain surface water. The phosphorus export risk for this unit is High to Extreme (99%). Consequently, Bassendean sands are highly*	No*ted.* ***Soil Landscape unit*** A 1:1 mixture of clay or clay loam soil will be ploughed into the soils directly surrounding the sheds and range areas. It is proposed that this will occur for a 20m strip around each shed, to a depth of up to 400mm. The exact soil utilised will be dependent upon availability, but examples include clay or Gingin loam. The amended soil will increase the soil's capacity to bind P and therefore reduce the P that is able to leach into the underlying soil and groundwater.

No.	Submitter	Submission details	Applicants' response
		susceptible to nutrient and contaminant leaching because of their poor capacity to retain applied nutrients. ***Managing Nutrients in Range Areas*** *DPIRD expects that range areas are managed to ensure that nutrients produced by the poultry system are removed annually. The nutrient balance must remain neutral to prevent excess nutrients from leaving the system and entering the surrounding environment. The nutrients (poultry manure and hay) added to the range must match the nutrients being removed via crop or pasture production. The Environmental Management Plan and the Jirda Poultry Farm Management Plan do not include details on the management of range areas to ensure nutrient neutrality. DPIRD requests the proponent expand their management plans to demonstrate that this system is nutrient This should consider the nutrients produced by the poultry and the nutrient requirements of the pasture.* ***Vegetated Swales*** *DPIRD acknowledges that plants with high nutrient uptake have been considered for the vegetated swales however as no nutrient uptake values have been provided, DPIRD is unable to assess whether the nutrients entering the swales are being removed.* *DPIRD recommends that a nutrient budget is developed to account for the nutrient content of the washdown water entering the swales, as well as the nutrient uptake of the vegetation within the swales.* *DPIRD suggests including a map showing the location of the swales in relation to the sheds and range areas.* ***Waste Storage*** *The application states that litter and manure will be stockpiled in a weather-proof compound, on a hard-stand area within a shed. The application does not provide detail on the permeability of the hardstand*	***Managing Nutrients in Range Areas*** Noted – to be prepared as a condition of approval. ***Vegetated Swales*** Swales will be engineered to be lined with 10cm thick yellow sand containing some clay to aid in removing phosphorous, with a gentle side slopes (≤1:4), and dense vegetation. Swales will be grassed with kikuyu and native sedges such as (dependent on availability): • *baumea juncea* • *Juncus kraussii* • *Schoenoplectus Validus* • *Lepidosperma effusum* ***Waste Storage*** This is incorrect. No manure will be stockpiled – it will be taken directly from the shed floors onto trucks for transport and processing off-site. ***Wetlands*** *Environmental Code of Practice for Poultry Farms in Western Australia* advises free to range poultry are unacceptable within 200m of a conservation category wetland or wetland listed on any environmental protection policy. The proposal compiles with this. The wetland identified in Attachment 4 of the submission is mapped as a Multiple Use Wetland (MUW), which are considered to have few remaining important attributes or ecological functions. Review of aerial imagery from September 2018 (Attachment 2) indicates that shallow surface water may occasionally occur in the north-eastern portion of the Site; however, based on aerial images this is not a regular feature. A site assessment undertaken by

No.	Submitter	Submission details	Applicants' response
		floor to demonstrate that leachates will not enter the surrounding environment. *DPIRD expects that any waste stored on site (even temporarily) is kept on an impermeable base that is constructed to achieve a minimum permeability of <1x10^{9}m/s to ensure leaching into the environment does not occur.* ***Wetlands*** *The applicant notes that the Environmental Code of Practice for Poultry Farms in Western Australia has a recommended buffer distance between new free-range sheds and wetlands of 200m (starting 20m from the shed perimeter). Maps of the proposed free-range site (Figure 5: Geomorphic Wetlands and Groundwater contours – Environmental Management Plan. Site map – Bushfire Management Plan) do not appear to meet these guidelines. Google imagery for 2017 and 2018 (Attachment 1 and 2) appear to show the northern area of the property is waterlogged. Past agricultural activities in 2003 (Attachment 3) show surface water to the north of the property and the wet areas (2017 and 2018) have been avoided. The areas avoided roughly match the wet areas shown in the Geomorphic Wetlands and Groundwater contours map (Attachment 4). The site plan shows the proposed northern sheds and range extends into this area.* *The purpose of the buffer is to manage the biosecurity risk posed when wild birds, including waterfowl, interact with the domestic poultry flock. Wetlands are congregation points for wild birds, and evidence strongly suggests that waterfowl are the likely source of many Avian Influenza (AI) outbreaks in domestic poultry. The virus usually transfers to the susceptible flock through close contact between birds. The Biosecurity Management Plan should provide information on strategies to minimise the risk of this occurring. Without significant risk mitigation measures, DPIRD would be unable to support a reduction of recommended biosecurity 'buffer zone' distances.*	WEPL (2025) confirmed the absence of intact wetland vegetation, consistent with the low ecological value assigned under the MUW classification. While intermittent ponding may occur following high rainfall events, the proponent acknowledges the associated biosecurity risks. To mitigate these risks, the proponent is committed to raising the surface level of this area through the placement of clean organic fill material. This will reduce the potential for standing water to persist and minimise the likelihood of interaction between wild waterfowl and the poultry operation. ***Groundwater Separation*** Based on the Perth Groundwater Map (DWER) the northern eastern portion of the range area of Farm two is 1.63 mbgl depth to maximum groundwater with the minimum at 3.34 mblg. Fill will be imported to raise the sheds/range areas and waste infrastructure of up 400mm to increase the separation to groundwater and also assist in absorbing nutrient and contaminant leaching. ***Attachment 5: Biosecurity Resources*** Noted. Biosecurity is of the utmost importance to the proponent and the processor, and best practice *measures* will be applied to ensure biosecurity is maintained.

No.	Submitter	Submission details	Applicants' response
		Groundwater Separation *DPIRD expects a minimum of two metres clearance to groundwater for all waste containment infrastructure, irrespective of the time of year. If this clearance is not met, additional engineering controls should be in place. Further information is required to verify the depth to groundwater, including depth to groundwater for the range areas, for various months of the year. More detailed and site-specific information must be provided to ensure that groundwater resources are adequately protected.*	

No.	Submitter	Submission details	Applicants' response
		Attachment 1: Imagery August 2017 (Landgate imagery via Google Earth) Surface water accumulation within property (highlighted) **Attachment 2: Imagery September 2018 (Landgate imagery via Google Earth)** Surface water accumulation within property (highlighted), matching the wetlands defined in Attachment 4. 	

No.	Submitter	Submission details	Applicants' response
		Attachment 3: Imagery November 2003 (Landgate imagery via Google Earth) Surface water is ponding in the north of the property (highlighted). Agricultural activities are avoiding the wetlands shown in Attachment 4. **Attachment 4: Geomorphic Wetlands and Groundwater contours from Environmental Management Plan (Figure 5)** 	

No.	Submitter	Submission details	Applicants' response
		Attachment 5: Biosecurity Resources *The following resources provide guidance/further assistance in undertaking biosecurity planning for commercial poultry operations:* • ***National Farm Biosecurity Manual - Poultry Production*** *(Department of Agriculture Fisheries and Forestry): establishes a minimum set of biosecurity standards applicable to all poultry producers* • *National Farm Biosecurity Manual for Chicken Growers (Australian Chicken Meat Federation): outlines recommended on-farm biosecurity practices for chicken growers, and identifies areas of risk common to most broiler farms and appropriate measures to minimise these risks* • ***Chickens – Farm Biosecurity: provides a wealth of resources and toolkits for*** *biosecurity planning*	
4.	Main Roads WA	In response to correspondence received on 5 August 2025, please be advised Main Roads has no objections subject to the following conditions being imposed. **Conditions** 1. Prior to the issue of building approval, the developer must construct Airfield Road and Brand Highway Intersection to Main Roads requirements. Justification for Condition: Public safety and protection of the Primary Regional Road Reservation. 2. No works are permitted within the Brand Highway road reserve, unless Main Roads has accepted the Application to undertake works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads. **Advice** a) Condition 1: The Airfield Road and Brand Highway Intersection is required to be upgraded to meet the lane correct turning heavy vehicle	This is an unreasonable condition with no need and nexus between the proposed development and the required work. The Brand Highway/Airfield Road intersection is already approved for up to RAV4 turning movements with no operating conditions. Traffic data for Airfield Road indicates that 169vpd, including 16 semi-trailers and 6 RAV2-4 (double road train/B-doubles) per day, already use the road. The proposed development does not change the type of heavy vehicles using Airfield Road, nor does it materially increase the number of heavy vehicles using the intersection. As quoted in the TIA, the proposed development is estimated to generate an average of 5 truck movements per day, approximately 1/3 being semi-trailers and 2/3 being RAV2-4. There is clearly no need and nexus between the traffic generated by the proposed development and the requirement for the Applicant to fully fund and construct an

No.	Submitter	Submission details	Applicants' response
		movements. Main Roads recommends the Shire approves the condition and acquire contributions from developments along Airfield Road that use and or impact the Brand Highway and Airfield Road intersection to facilitate the swept path movement of all vehicles. There have been recent concerns raised regarding the safety of the intersection, one from a customer and one from the Shire of Gingin. Following review of a previous development proposal it was identified that upgrades to the intersection are required. b) Extension of the Restricted Access Vehicle (RAV) Network access or Heavy Vehicle Accreditation requires a separate application made to Main Roads Heavy Vehicle Services Branch. Information can also be found on the Heavy Vehicles Access Requirements in WA section of the Main Roads website.	upgrade to the state-controlled road network, which was only upgraded by Main Roads WA less than 2 years ago (May 2023). Furthermore, the upgrade to the intersection cannot be considered a seriously entertained planning proposal for which a contribution could be levied upon the Applicant. There is no design prepared by either Main Roads WA or the Shire, and the matter was first raised by Main Roads WA on 25 September 2025. It was also not included in the major project undertaken in 2022/23 by Main Roads WA to completely reconstruct and widen Brand Highway between Muchea and Gingin.
5.	Ratepayer	The submitter **does not support** the application and provides the following general comment: *I write as the adjoining landholder to the proposed poultry development at Lot 3686 Airfield Road, Bambun. I am formally lodging my objection to the proposal and requesting that the Shire reject the application in its current form.* *First, I note with concern that the Shire has not fulfilled its obligation to notify adjoining Neighbours of the proposed development. I was not provided with a letter, email, or any other form of consultation regarding the proposal, despite its direct and material impact on my property. This failure to notify contravenes the principles of procedural fairness, which require affected landowners to be informed and given an opportunity to provide submissions before a determination is made.* *In respect of the development itself, my concerns are substantive:* *Boundary Setback: The proposal places sheds as close as approximately 62 meters to the applicant's eastern boundary, which directly adjoins my western boundary. This is well short of the 100-metre minimum boundary*	Noted. The proponent has agreed to excise Farm 1 from the assessment to allow time to review the odour assessment, as the house on Lot 3686 was not identified as such in the original assessment. Nevertheless, the following comments are offered in relation to the submission. **Boundary setback.** The closest proposed shed is 62 metres from the eastern boundary, which is separated by an unbuilt road reserve from Lot 3686 (a total of 82m at the closest point). It is acknowledged that this is less than the usual 100m boundary setback and the reasons and justification for this were outlined in the application report. The proposed reduced setback is entirely due to the location of the existing farm sheds and associated structures and layout, and the desire to reuse as much existing infrastructure as possible at the same time as replacing the existing sheds with larger, state-of-the art sheds.

No.	Submitter	Submission details	Applicants' response
		buffer recommended in the Western Australian Environmental Code of Practice for Poultry Farms. That 100-metre buffer exists for valid reasons relating to odour dispersion, dust, biosecurity, and amenity. I cannot and will not accept any variation below this standard. *Impacts on My Farm: Siting sheds so close to my western boundary risks exposing my farm to dust, odour, fan exhaust, noise, pests (flies, rodents, wild birds), and increased traffic and light spill. These impacts affect not only the amenity and environmental quality of my property but also my farm's productivity, biosecurity, and long-term value.* *Procedural and Planning Grounds: While the Local Planning Scheme may set a minimum 20-metre setback, the Environmental Code's 100-metre boundary buffer has been consistently applied across Western Australia as the benchmark for responsible poultry siting. The applicant's attempt to reduce this to 62 meters materially increases risk to my operations. It is not appropriate to approve a variation where it causes demonstrable nuisance and potential harm to adjoining land uses.* *In light of the above, I strongly reject the proposal as submitted. If the applicant wishes to proceed, the Shire must require them to redesign the development to ensure all poultry sheds are set back a minimum of 100 meters from my western boundary.* *I request written confirmation that my objection has been received and will be tabled for consideration before any approval is granted. Should the Shire proceed without addressing these issues, I reserve my rights to challenge the decision through all appropriate statutory and legal avenues.*	**Impacts on Farm** The proposed new sheds replace existing, older sheds. Although larger, the new sheds will include state-of-the art controls and equipment that will be better able to manage the shed environment. They will also be quieter. The operation of the fans will be computer controlled and is not constant (it is dependent on conditions – temperature, wind, etc – at any given time). Light spill will not be an issue – as is currently the case, sheds will be serviced from the western end, furthest from the objector's farm. Biosecurity is of utmost importance in chicken meat production, and the proposed development will be carefully managed to minimise the risk to the development (and therefore also its neighbours) of vermin, dust, etc. The proponent does not accept that the proposal will affect the objector's farm's productivity or biosecurity (and therefore presumably not its value, either). A band of trees and shrubs is proposed to be planted along the eastern boundary to provide a visual screen from the objector's property. The installation of vegetation also helps mitigate potential dust and odour. It should also be noted that the objector's farm is located in a rural area dominated by poultry farms and intensive agricultural activity, all of which have some potential to generate some impacts. The concept of 'amenity' must be considered in the relevant context. As noted in *SPP 2.5 Rural Planning*, the WAPC's position is that rural land uses are compatible with the preservation of rural character and amenity in rural zones, and

No.	Submitter	Submission details	Applicants' response
			furthermore that where primary production sites require caretakers' dwellings for management or operational purposes, these dwellings should not be considered a sensitive land use, noting that occupational health and workplace safety requirements will apply. Any house on an operating agricultural property is in effect a caretaker's dwelling. For the purposes of SPP 2.5, the definition of 'rural amenity' includes "a standard of residential amenity that is rural in nature, which may include impacts from primary production." **Procedural and Planning** Although 100m is the guidance and is typically applied, it is not a statutory requirement and the reason for the reduced setback in this unique situation is explained in the application report. The proponent understands the objector's concern but disagrees that it will result in increased impacts on the objector's farm, for the reasons outlined above. However, as noted above, the proponent has agree to separate consideration of Farm 1 from the current application, to allow further consideration to be given to the potential impacts.
6.	DBCA	The submitter provides the following general comment: *The 200m buffer to the Conservation Category Wetland and Resource Enhancement Wetland (REW) is supported, however DBCA queries whether the buffer to the REW is adequately vegetated. As per the Environmental Code of Practice for Poultry Farms in Western Australia, the buffer distance is the recommended minimum distance to an adequately vegetated buffer not to the wetland itself.* *The applicant is advised to liaise with the Shire of Gingin to ensure that the native trees proposed to be planted are suitable for providing foraging habitat for black cockatoos and native fauna.*	

SCHEDULE OF SUBMISSIONS AND OFFICERS RESPONSES

DEVELOPMENT APPLICATION: PROPOSED ANIMAL HUSBANDRY (INTENSIVE) POULTRY FARM (BROILER) ON LOT 3686 (326) AIRFIELD ROAD, BAMBUN

No.	Submitter	Submission details	Officers response
1.	DoH	The submitter provides the following general comment: *Thank you for your letter dated 5 August 2025, requesting comment from the Department of Health (DoH) on the above proposal.* *DoH position* *☐ No objection – no comments or advice to provide.* *☒ No objection – with comments and/or recommended conditions and advice notes provided below.* *☐ Do not support – reasons provided below, i.e. additional reports, studies, plans or other information that should be provided to determine public health risk / legislative compliance.* *DoH advice* ***1. Water supply and wastewater disposal*** *All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011.* *Disposal of wastewater generated on site is required to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974. In accordance with the Regulations, an 'Application to Construct or Install an Apparatus for the Treatment of Sewage' is required to be submitted to the Shire of Gingin for each wastewater treatment system.* *A secondary onsite wastewater treatment system will be required as the proposed development is located within a sewage sensitive area.* ***2. Food safety***	Noted. The officer concurs with the applicants response.

		Domestic Meat Processors (or Poultry Processors) – Hygienic Production of Meat and Meat Products *Poultry production and processing must comply with relevant provisions of the Food Act 2008, Food Regulations 2009, and relevant standards of the Australia New Zealand Food Standards Code, and in particular Chapter 4 Primary Processing Standards. This includes the requirement to register the food business under the Food Act 2008 with the appropriate enforcement agency (the Shire of Gingin) prior to commencing operating. For poultry production and processing for wholesale, the activities will also fall within the scope of the Australian Meat Standard AS4696:2023 and Australian Poultry Meat Standard AS4465:2005. Whilst the Shire is the appropriate enforcement agency for administering the requirements of the Food Act 2008 and Food Regulations 2009 including food business registration, the WA Department of Health is the controlling authority responsible for the enforcement of the aforementioned Australian Standards.* *Please contact the relevant local government or the Department of Health at foodsafety@health.wa.gov.au for further information.* *More information on starting a food business can be found at https://www.health.wa.gov.au/Articles/S_T/Starting-a-food-business-in-WA* ***3. Offensive trades*** *The public health risks associated with offensive trades including poultry farming operations must be considered and appropriately managed to the satisfaction of the Shire's Authorised Officer (Environmental Health Officer) in accordance with the Public Health Act 2016. Depending on the annual production or design capacity, the premises may be a prescribed premises under the Environmental Protection Regulations 1987 and may require licensing by the Department of Water and Environmental Regulation for its waste disposal. More information about managing offensive trades can be found in the* Guideline for the management of public health risks associated with offensive trades in Western Australia. *The amenity and public health impact of noise, dust and odour from poultry farming activities on sensitive premises, including those located on the property must also be considered.* *Poultry farming is to be consistent with the* Environmental Code of Practice for Poultry Farms in WA the Code of Practice for Poultry in Western Australia.	

		4. Lodging house *From the proposal it is unclear if the premises will accommodate more than six persons, for hire or reward. The 4 existing/proposed dwellings included in the application are an indication that workers will be accommodated at the premises. The premises may need to be registered as a lodging-house in accordance with the Health (Miscellaneous Provisions) Act 1911, Part V, Division 2 and maintained in accordance with relevant Health Local Laws.*	
2.	DWER	The submitter provides the following general comment: *The Department of Water and Environmental Regulation has assessed the below referral and has no objections.*	Noted.
3.	DPIRD	The submitter provides the following general comment: *DPIRD has some reservations with the proposal for the following reasons:* ***Soil Landscape unit*** *This property is located on the Bassendean, Gavin phase unit. This unit consists of pale deep sands and semi-wet soils. These soils tend to be acidic, where about 50% are at risk of wind erosion if exposed, and 35% has poor ability to drain surface water. The phosphorus export risk for this unit is High to Extreme (99%). Consequently, Bassendean sands are highly susceptible to nutrient and contaminant leaching because of their poor capacity to retain applied nutrients.* ***Managing Nutrients in Range Areas*** *DPIRD expects that range areas are managed to ensure that nutrients produced by the poultry system are removed annually. The nutrient balance must remain neutral to prevent excess nutrients from leaving the system and entering the surrounding environment. The nutrients (poultry manure and hay) added to the range must match the nutrients being removed via crop or pasture production. The Environmental Management Plan and the Jirda Poultry Farm Management Plan do not include details on the management of range areas to ensure nutrient neutrality. DPIRD requests the proponent expand their management plans to demonstrate that this system is nutrient This should consider the nutrients produced by the poultry and the nutrient requirements of the pasture.*	Noted. Conditions of approval secure operating and monitoring practices to mitigate adverse environmental impacts. The remaining comments have been addressed by the Applicant or discussed in the officers report.

		Vegetated Swales *DPIRD acknowledges that plants with high nutrient uptake have been considered for the vegetated swales however as no nutrient uptake values have been provided, DPIRD is unable to assess whether the nutrients entering the swales are being removed.* *DPIRD recommends that a nutrient budget is developed to account for the nutrient content of the washdown water entering the swales, as well as the nutrient uptake of the vegetation within the swales.* *DPIRD suggests including a map showing the location of the swales in relation to the sheds and range areas.* ***Waste Storage*** *The application states that litter and manure will be stockpiled in a weather-proof compound, on a hard-stand area within a shed. The application does not provide detail on the permeability of the hardstand floor to demonstrate that leachates will not enter the surrounding environment.* *DPIRD expects that any waste stored on site (even temporarily) is kept on an impermeable base that is constructed to achieve a minimum permeability of $<1x10^{-9}$m/s to ensure leaching into the environment does not occur.* ***Wetlands*** *The applicant notes that the Environmental Code of Practice for Poultry Farms in Western Australia has a recommended buffer distance between new free-range sheds and wetlands of 200m (starting 20m from the shed perimeter). Maps of the proposed free-range site (Figure 5: Geomorphic Wetlands and Groundwater contours – Environmental Management Plan. Site map – Bushfire Management Plan) do not appear to meet these guidelines. Google imagery for 2017 and 2018 (Attachment 1 and 2) appear to show the northern area of the property is waterlogged. Past agricultural activities in 2003 (Attachment 3) show surface water to the north of the property and the wet areas (2017 and 2018) have been avoided. The areas avoided roughly match the wet areas shown in the Geomorphic Wetlands and Groundwater contours map (Attachment 4). The site plan shows the proposed northern sheds and range extends into this area.*	

		The purpose of the buffer is to manage the biosecurity risk posed when wild birds, including waterfowl, interact with the domestic poultry flock. Wetlands are congregation points for wild birds, and evidence strongly suggests that waterfowl are the likely source of many Avian Influenza (AI) outbreaks in domestic poultry. The virus usually transfers to the susceptible flock through close contact between birds. The Biosecurity Management Plan should provide information on strategies to minimise the risk of this occurring. Without significant risk mitigation measures, DPIRD would be unable to support a reduction of recommended biosecurity 'buffer zone' distances. ***Groundwater Separation*** *DPIRD expects a minimum of two metres clearance to groundwater for all waste containment infrastructure, irrespective of the time of year. If this clearance is not met, additional engineering controls should be in place.* *Further information is required to verify the depth to groundwater, including depth to groundwater for the range areas, for various months of the year. More detailed and site-specific information must be provided to ensure that groundwater resources are adequately protected.*	

Attachment 1: Imagery August 2017 (Landgate imagery via Google Earth)

Surface water accumulation within property (highlighted)

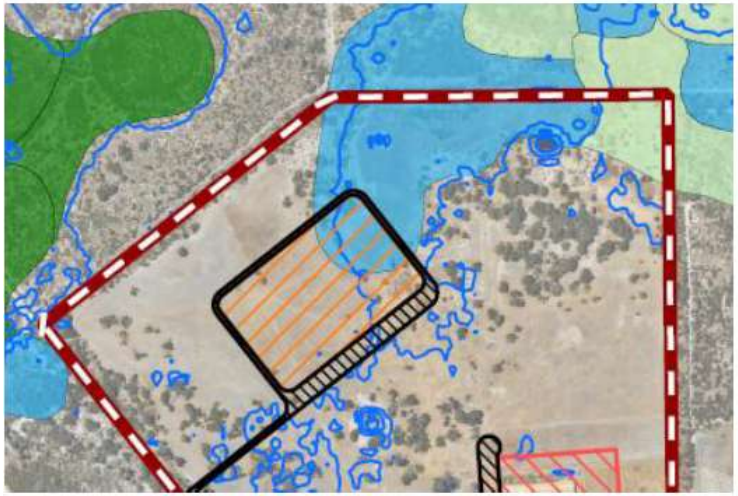
Attachment 2: Imagery September 2018 (Landgate imagery via Google Earth)

Surface water accumulation within property (highlighted), matching the wetlands defined in Attachment 4.

Attachment 3: Imagery November 2003 (Landgate imagery via Google Earth)

Surface water is ponding in the north of the property (highlighted). Agricultural activities are avoiding the wetlands shown in Attachment 4.

Attachment 4: Geomorphic Wetlands and Groundwater contours from Environmental Management Plan (Figure 5)



		Attachment 5: Biosecurity Resources *The following resources provide guidance/further assistance in undertaking biosecurity planning for commercial poultry operations:* • ***National Farm Biosecurity Manual - Poultry Production*** *(Department of Agriculture Fisheries and Forestry): establishes a minimum set of biosecurity standards applicable to all poultry producers* • *National Farm Biosecurity Manual for Chicken Growers (Australian Chicken Meat Federation): outlines recommended on-farm biosecurity practices for chicken growers, and identifies areas of risk common to most broiler farms and appropriate measures to minimise these risks* • ***Chickens – Farm Biosecurity: provides a wealth of resources and toolkits for*** *biosecurity planning*	
4.	DBCA	The submitter provides the following general comment: *The 200m buffer to the Conservation Category Wetland and Resource Enhancement Wetland (REW) is supported, however DBCA queries whether the buffer to the REW is adequately vegetated. As per the Environmental Code of Practice for Poultry Farms in Western Australia, the buffer distance is the recommended minimum distance to an adequately vegetated buffer not to the wetland itself.* *The applicant is advised to liaise with the Shire of Gingin to ensure that the native trees proposed to be planted are suitable for providing foraging habitat for black cockatoos and native fauna.*	Noted. Condition of approval requires landscaping to installed.
5.	Ratepayer	The submitter **does not support** the application and provides the following general comment: *I write as the adjoining landholder to the proposed poultry development at Lot 3686 Airfield Road, Bambun. I am formally lodging my objection to the proposal and requesting that the Shire reject the application in its current form.* *First, I note with concern that the Shire has not fulfilled its obligation to notify adjoining Neighbours of the proposed development. I was not provided with a letter, email, or any other form of consultation regarding the proposal, despite its direct and material impact on my property. This failure to notify contravenes the principles of procedural fairness, which require affected landowners to be informed and given an opportunity to provide submissions before a determination is made.* *In respect of the development itself, my concerns are substantive:*	Farm 1, the farm the subject of the concern, has been held in obeyance pending further information. The remaining concerns have been addressed in the officer's report.

		Boundary Setback: The proposal places sheds as close as approximately 62 meters to the applicant's eastern boundary, which directly adjoins my western boundary. This is well short of the 100-metre minimum boundary buffer recommended in the Western Australian Environmental Code of Practice for Poultry Farms. That 100-metre buffer exists for valid reasons relating to odour dispersion, dust, biosecurity, and amenity. I cannot and will not accept any variation below this standard. *Impacts on My Farm: Siting sheds so close to my western boundary risks exposing my farm to dust, odour, fan exhaust, noise, pests (flies, rodents, wild birds), and increased traffic and light spill. These impacts affect not only the amenity and environmental quality of my property but also my farm's productivity, biosecurity, and long-term value.* *Procedural and Planning Grounds: While the Local Planning Scheme may set a minimum 20-metre setback, the Environmental Code's 100-metre boundary buffer has been consistently applied across Western Australia as the benchmark for responsible poultry siting. The applicant's attempt to reduce this to 62 meters materially increases risk to my operations. It is not appropriate to approve a variation where it causes demonstrable nuisance and potential harm to adjoining land uses.* *In light of the above, I strongly reject the proposal as submitted. If the applicant wishes to proceed, the Shire must require them to redesign the development to ensure all poultry sheds are set back a minimum of 100 meters from my western boundary.* *I request written confirmation that my objection has been received and will be tabled for consideration before any approval is granted. Should the Shire proceed without addressing these issues, I reserve my rights to challenge the decision through all appropriate statutory and legal avenues.*	

NOTES:

1. MAINTENANCE OF THE CROSSOVER IS THE LANDHOLDERS RESPONSIBILITY.
2. VEHICLE VOLUMES ARE ONE IN MOVEMENT
3. B-DOUBLE OPTION APPLIES TO RAV 2,3 & 4 COMBINATIONS (i.e. B-DOUBLES & POCKET TRAINS) ANY LARGER COMBINATIONS (i.e. GREATER THAN RAV 4 NETWORK) WILL BE AS APPROVED BY THE SHIRE.
4. GATE SHALL BE LOCATED NOT LESS THAN THE LENGTH OF THE LONGEST VEHICLE USING THE CROSSOVER PLUS 2m FROM THE EDGE OF THE ROAD (I.E. UNSEALED SHOULDER) I.E. AS-OF-RIGHT VEHICLE WILL REQUIRE A LENGTH OF NOT LESS THAN 21m FROM THE EDGE OF THE ROAD.
5. ASPHALT SHALL BE PLACED ON TOP OF A SEALED (BITUMEN) SURFACE USING AN AGGREGATE NOT LESS THAN 5mm (NOT A PRIMED/TACK ONLY SURFACE)
6. SEAL ON CROSSOVER SHALL EXTEND TO ACCESS GATE.
7. SEALED CROSSOVERS SHALL OVERLAP EXISTING SEALED ROAD BY NOT LESS THAN 100mm.
8. ASPHALT OVERLAY ON CROSSOVER SHALL EXTEND TO THE TANGENT POINT
9. ASPHALT OVERLAY AND RESEAL ON ADJOINING SEALED ROAD SHALL EXTEND NOT LESS THAN 10m PAST THE TANGENT POINT ON THE SEALED ROAD.
10. ALL NEW SEAL SHALL BE A TWO COAT SEAL WITH AGGREGATE SIZES OF 10mm AND 5mm TO MRWA SPECIFICATIONS.
11. ALL MATERIALS, SEALING WORKS AND EARTHWORKS TO MEET ALL RELEVANT STANDARDS (MRWA SPECIFICATIONS AND TEST METHODS AND ANY OTHER RELEVANT STANDARDS).
12. LOCATION AND PROTECTION OF ROADSIDE SERVICES AND ASSETS (POWER, WATER, TELSTRA, NBN, ETC) ARE ENTIRELY THE RESPONSIBILITY OF THE APPLICANT (DBYD WWW.1100.COM.AU)
13. CULVERTS SHALL BE INSTALLED AS REQUIRED AND AS STIPULATED BY THE SHIRE. ALL CULVERTS SHALL USE PRECAST HEADWALLS. ALL CULVERTS SHALL UTILISE REINFORCED CONCRETE PIPES (RCP) OR REINFORCED BOX CULVERTS (RBC) AS STIPULATED BY THE SHIRE AND ALL RCP AND RCB SHALL BE NOT LESS THAN CLASS 2. REFER TO MRWA DRAWING 9831-6281
14. ALL TERMINAL JOINTS SHALL BE GRADED TO EXISTING AT 1100 (i.e.30mm COMPACTED ASPHALT REQUIRES A 3m TAPER). ALL TAPERS TO BE PROFILED. AS PER MRWA SPECIFICATION 504.

LEGEND

AREA OF SEALED CROSSOVER

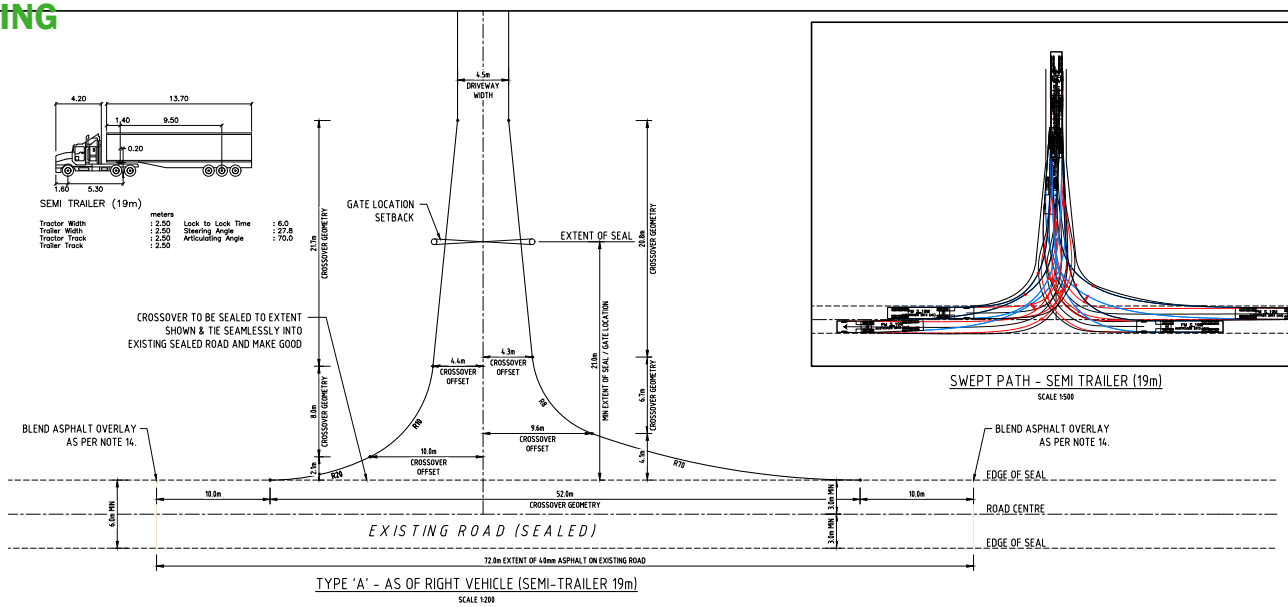
AREA OF RE-SEAL ON EXISTING ROAD

NOTE: DEPENDANT ON TRAFFIC VOLUMES; TURNING MOVEMENT TREATMENTS MAY BE REQUIRED (EG. TURNING POCKETS, ACCELERATION LANE/S, LINE MARKNG, ETC) TO THE SATISFACTION OF THE SHIRE.

SEMI TRAILER (19m)

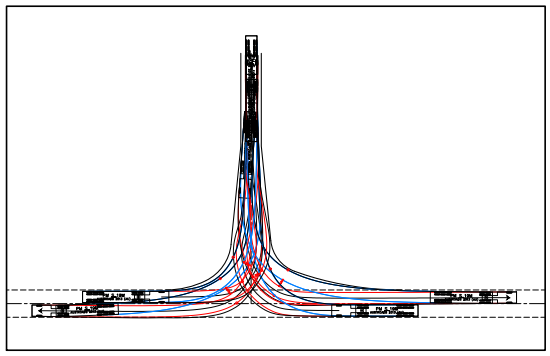
meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



TYPE 'A' - AS OF RIGHT VEHICLE (SEMI-TRAILER 19m)

SCALE 1:200



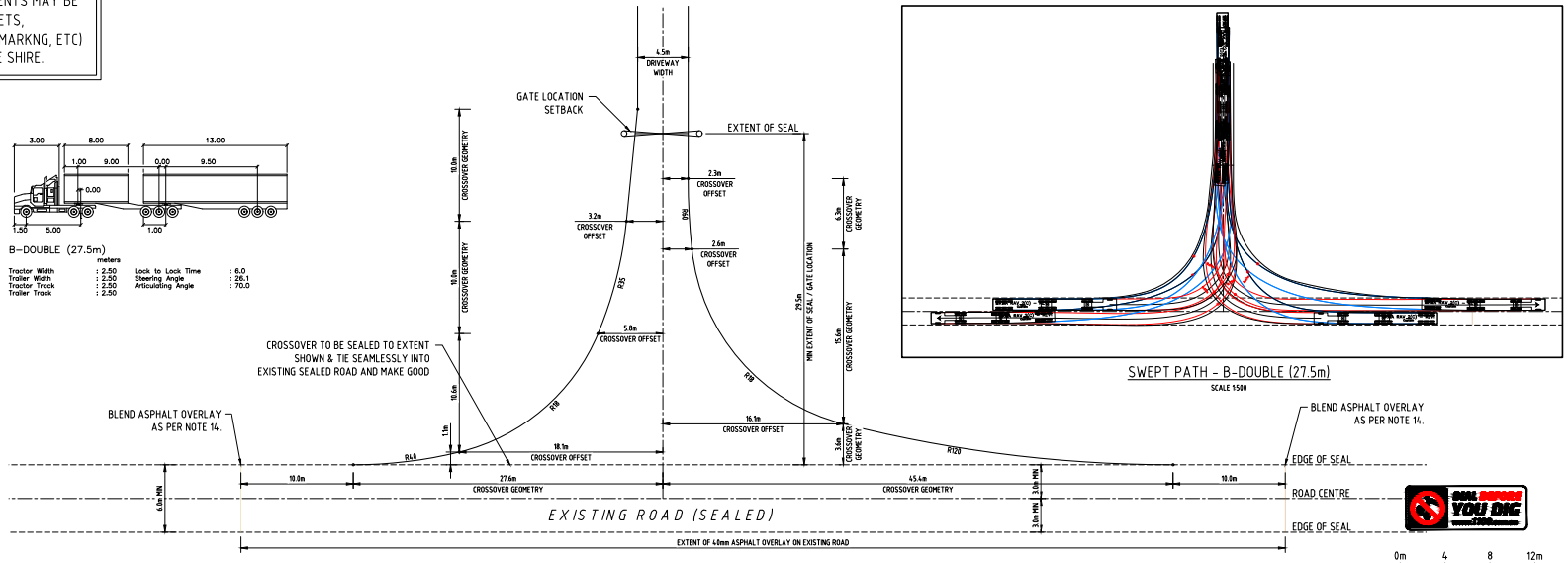
SWEPT PATH - SEMI TRAILER (19m)

SCALE 1:500

B-DOUBLE (27.5m)

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 26.1
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



TYPE 'B' - RAV 2, 3 & 4 NETWORK VEHICLE (B-DOUBLE 27.5m)

SCALE 1:200

SWEPT PATH - B-DOUBLE (27.5m)

SCALE 1:500

1:200 0m 4 8 12m

PROJECT:

SHIRE OF GINGIN
CROSSOVER SPECIFICATIONS

No.	DATE	REVISION	BY
B	21-1-2021	NOTE 14 ADDED TERMINAL JOINTS TO BE GRADED AT 1100. NOTE UPGRADED RE. TURNING POCKETS	MJV
A	19-01-21	ISSUED FOR APPROVAL	MJV

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ONLY PLANS WITH NUMERICAL REVISION (REV '1' OR HIGHER) AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION.

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DRAWING:

RURAL & INDUSTRIAL CROSSOVER FRONTING SEALED ROAD HEAVY VEHICLES PER WEEK: >-50

STATUS: **FOR INFORMATION**

SCALE	1:200
DATE	JAN 2021
DESIGN	ELW
DRAWN	MJV
CHECK	
APP'D	
DRAWING No.	SoG/STD-05
REV No.	B
ORIGINAL DRAWING SIZE	A1
FILE NAME	S:\ACTIVE PROJECTS\20-12-199\ACAD\201299_SoG-STD-05.dwg

16.2 APPLICATION FOR DEVELOPMENT APPROVAL - PROPOSED METEOROLOGICAL MASTS ON LOTS 3915 NILGEN ROAD, NILGEN AND LOT 3917 (733) MIMEGARRA ROAD, NILGEN

File	BLD/5697
Applicant	Mint Renewables Pty Ltd
Location	Lot 3915 Nilgen Road, Nilgen Lot 3917 Mimegarra Road, Nilgen
Owner	Normac Pty Ltd StamCo Beef Pty Ltd
Zoning	General Rural
WAPC No	NA
Author	James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Applicant's Proposal [**16.2.1** - 37 pages] 2. Development Plans [**16.2.2** - 6 pages] 3. Schedule of Submissions and Applicant's Responses [**16.2.3** - 3 pages] 4. Schedule of Submissions and Recommended Responses [**16.2.4** - 3 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider an Application for Development Approval for a Use Not Listed (Meteorological Masts) on the following properties:

1. Lot 3915 Nilgen Road, Nilgen; and

2. Lot 3917 Mimegarra Road, Nilgen.

BACKGROUND

The proposal relates to the installation of two temporary meteorological masts (met masts) on connecting land comprising of Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen.

Met mast A is located on Lot 3917 and met mast B is located on Lot 3915.

Each property is under separate ownership. The officer recommendation ultimately separates the determination notices for each mast given the fragmented land ownership, notwithstanding the applicant's proposal and the report below relates to the overall development.

The applicant describes the proposal as follows:

> *The proposed met masts are temporary structures that are anticipated to be installed for a period of up to five (5) years. The met masts will be removed from site at the end of this period. The met masts will be of a guyed mast structure containing meteorological measuring equipment mounted at various heights above ground supported by a series of guy wires and anchors.*
>
> *Following construction subsequent activity on the site will be minimal. The met masts will comprise two main elements; the main mast structure and monitoring equipment which will collect wind and environmental data as described below.*
>
> *The met masts will be:*
>
> - *Up to 131 metres in height above the natural ground level to the top of the lightening finial (the top of the mast will be up to 127.65 metres tall);*
> - *Secured by a concrete base foundation;*
> - *Tethered by nine (9) anchor footings with a total of 33 guy wires;*
> - *Fitted with a lightning finial; and*
> - *Constructed of steel and be of a lattice mast design.*
> - *Fitted with:*
>   - *Eight (8) anemometers;*
>   - *Two (2) wind vanes;*
>   - *Three (3) temperature and three (3) humidity sensors (combined sensor);*
>   - *Three (3) pressure sensors;*
>   - *One (1) data logger; and*
>   - *One (1) MODEM with antenna*

The subject properties have a combined area of 3,592 hectares and are located between Nilgen Road (western boundary) and Mimegarra Road (eastern boundary). The land is used predominantly for extensive agriculture purposes (grazing/broad acre cropping).

Met mast A and B are approximately 3km and 7.5km respectively from the nearest dwelling in the Ocean Farm Rural Living Estate, located on cleared portions of existing paddocks.

The development and temporary operation of the met masts will gather wind monitoring data to inform the viability of a potential wind farm development. A future wind farm would be subject to a separate application for determination.

A copy of the Applicant's Proposal and Development Plans is provided **(see appendices).**

COMMENT

Stakeholder Consultation

The application was advertised in accordance with clause 64 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. This included advertising to 19 surrounding landowners for a period of 28 days, placing a development sign on the verge of the properties and a public notice displayed on the Shire's website.

No community submissions were received.

The application was also advertised to the following federal and state agencies for a period of 42 days in accordance with clause 66 of the *Planning and Development (Local Planning Scheme) Regulations 2015*:

- Department of Defence (DoD);
- Civil Aviation Safety Australia (CASA);
- Department of Primary Industries and Regional Development (DPIRD); and
- Department of Biodiversity, Conservation and Attractions (DBCA).

The above agencies provided general comments.

A copy of the Schedule of Submissions and Applicant's Responses is provided **(see appendices).**

A copy of the Schedule of Submissions and Officers Responses is provided **(see appendices).**

PLANNING FRAMEWORK

Local Planning Scheme No. 9 (LPS 9) Planning Assessment

Land Use classification & Permissibility:

'Telecommunications Infrastructure', which is a 'A' use in the General Rural zone, and is defined as:

Land used to accommodate any part of the infrastructure of a telecommunications network and includes any lines, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure used, or ***for use in or in connection with, a telecommunications network****.*

The definition must be interpreted in accordance with its terms which requires each element to be satisfied. Definitional criteria are unable to be varied like development standards. As the proposed use does not relate to a 'telecommunications network', the proposal is precluded from being assigned to this use class.

The officer appreciates that the proposed met masts essentially have the same impact as a telecommunications tower and will be subject to largely the same assessment considerations. Nevertheless, LPS 9 does not contain a use class definition that suitably aligns with the proposal.

Clause 3.4.2 of LPS 9 states:

3.4.2 If a person proposed to carry out on land any use that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may:

a) Determine that the use is consistent with the objectives of the particular zone and is therefore permitted;

b) Determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of Clause 9.4 in considering an application for planning approval; or

c) Determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.

Clause 3.4.2 therefore contemplates development that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category.

The subject lot is zoned 'General Rural' under LPS 9, the objectives of which are to:

a) manage land use changes so that the specific local rural character of the zone is maintained or enhanced;

b) encourage and protect broad acre agricultural activities such as grazing and more intensive agricultural activities such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;

c) maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage; and

d) provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the General Rural zone.

The officer forms the view that the proposed development sufficiently meets these objectives due to the following:

- The proposal is for temporary and low-impact infrastructure that will not alter the predominant rural use or character of the land. The met masts are appropriately set back from lot boundaries, ensuring minimal visual disruption.
- The proposal does not displace or interfere with any ongoing agricultural activities. The temporary nature and limited footprint of the met masts are compatible with broadacre agriculture, allowing continued rural use of the land.
- No clearing of native vegetation is proposed. The infrastructure sites are on portions of cleared land and located away from any environmentally significant features. Environmental disturbance is temporary and minimal.
- The proposal does not introduce a sensitive land use.

As such, in accordance with Clause 3.4.2 (b) of LPS 9, the required advertising as a 'Use Not Listed – Meteorological Masts' was undertaken.

Setbacks

In accordance with 'Table 2 – Site Requirements' of LPS 9, development shall be set back a minimum 20 metres from all lot boundaries. The development is set back in excess of the required 20 metres.

No other applicable site requirements apply to this proposal.

Planning and Development (Local Planning Scheme) Regulations 2015 (Deemed Provisions)

In accordance with Schedule 2, Part 9, Clause 67 of the Deemed Provisions, the local government is to have due regard to a range of matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application. In this instance, the following matters are considered to be relevant:

(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(c) Any approved State planning policy;

(f) Any policy of the State;

(m) The compatibility of the development with its setting, including -
(i) The compatibility of the development with the desired future character of its setting; and
(ii) The relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

(n) The amenity of the locality including the following -
(i) Environmental impacts of the development;
(ii) The character of the locality;
(iii) Social impacts of the development;

(s) The adequacy of -
(i) The proposed means of access to and egress from the site; and
(ii) Arrangements for the loading, unloading, manoeuvring and parking of vehicles;

(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

(y) Any submissions received on the application;

(za) The comments or submissions received from any authority consulted under clause 66;

Having regard to the above, the following matters have been identified as key considerations:

- Height, Compatibility and Visual Impact;
- Traffic Considerations; and
- Environmental Impact.

Height, Compatibility and Visual Impact

Particular consideration is afforded to balancing visual impacts and locating infrastructure to ensure optimum functionality of data gathering. The main visual consideration relates to the mast itself, however the guyed supports may also be viewable. The following points summarise the above considerations:

- It is inevitable that the met masts will be viewable within the local catchment, however the visual prominence of the poles in their rural context is not expected to visually dominate the landscape, detract from views of significance or adversely impact nearby landowners. The proposal will not significantly depart from the visual amenity created by the existing infrastructure.

- The proposal does not interfere with existing agricultural activities on the subject land, nor any other activities in the locality. The proposal introduces temporary infrastructure for a 5 year period, at which time the structures will be removed from the land.

- The met masts are set back substantial distances from sensitive receptors, being approximately 3km and 7.5km from the nearest dwellings in Ocean Farm.

- The met masts are slimline and open-framed in nature, reducing bulk and mass when viewed from a distance. As the structures are non-illuminated during the day and painted with neutral tones except for aviation markings, their overall visibility within the broader rural landscape is limited.

- Adjoining land to the south (Lot 200 Sappers Road, Nilgen) contains multiple wind turbines. The proposed development is not therefore out of character within the locality.

While the meteorological masts will be visible, they are not anticipated to result in unreasonably adverse amenity impacts.

Traffic considerations

Access to the properties is gained from Nilgen Road and Mimegarra Road respectively. Ongoing vehicle movements associated with the development are negligible, with only periodical maintenance required. The applicant's proposal lacks rigour in relation to movements associated with the construction phase, citing similar volumes to the existing agricultural operation notwithstanding the actual numbers and types of vehicles associated with the existing agricultural use have not been provided. There is simply no detail on the type of vehicles and their frequency.

The officer appreciates that the construction phase is temporary, and considering other similar developments, conditions of approval can be imposed to require further detail to be provided to ensure existing crossovers are of the required standard to accommodate the development.

Environmental

The met masts are proposed in locations that have been previously cleared, and no additional vegetation removal is required.

Avifauna risk is addressed through the inclusion of aviation safety features such as marker balls and visibility sleeves on guy wires. These are standard risk mitigation measures aimed at reducing bird strike potential and will be conditioned accordingly. Any bird mortality or injury is to be recorded and reported to the DBCA as per its request.

Condition Overview

Given the proposal is temporary in nature, the officer suggests a condition that imposes a time limit that aligns with the duration of the wind gathering exercise, plus allows for the construction phase.

The nature of the proposal involves two main periods of activity, being construction and decommissioning. On that basis, the officer suggests a Construction and Decommissioning Management Plan (CDMP) be provided and approved by the Shire that outlines the details during those phases such as vehicle movements, transport routes and remedial works to crossovers (if required).

Summary

The above assessment outlines that the proposal constitutes a 'Use Not Listed' under LPS 9, and given the development generally aligns with the objective of the General Rural zone, is capable of being approved.

The subject land is a suitable location to achieve the required data gathering functions of the met masts, with substantial setbacks to sensitive land uses (dwellings) and potentially impacted landowners/occupiers. State agencies have no objection, subject to the provision of marking and lighting.

The works are time-limited, with all structures to be removed and the land rehabilitated at the end of the approval period.

The proposal is viewed as satisfying LPS 9 and the relevant planning framework.

In view of the above, the proposal is supported subject to conditions.

RISK IMPLICATIONS

This form of development has been approved within the general rural zone. Providing an adverse determination without a sound basis will likely result in the matter being appealed in the State Administrative Tribunal (SAT).

STATUTORY/LOCAL LAW IMPLICATIONS

Local Planning Scheme No. 9

Planning and Development (local Planning Scheme) Regulations 2015

POLICY IMPLICATIONS

State Planning Policy 2.5 – Rural Planning (SPP2.5)

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)

WAPC Position Statement – Renewable Energy Facilities

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Stewart SECONDED: Councillor Wilkie

1. That Council grant Development Approval for a Use Not Listed (Meteorological Mast) on Lot 3915 Nilgen Road, Nilgen subject to the following conditions:

    a. The land use and development shall be undertaken in accordance with the approved plans (including any amendments marked in red) and accompanying documentation unless otherwise conditioned by this approval.

    b. This Approval is for a Meteorological Mast only as indicated on the approved plans.

    c. This development approval is granted for a limited period of 5 years and shall expire on 21 October 2030.

    d. Upon the expiration of the development approval, the owner shall, at the owner's cost:

        i. Remove the development (including footings); and

        ii. Rehabilitate the affected land to its pre-development condition, to the specifications and satisfaction of the Shire of Gingin.

e. Prior to the commencement of siteworks, a Construction and Decommissioning Management Plan is to be submitted to and approved by the Shire of Gingin, and on advice from relevant stage agencies (if required), that at a minimum includes the following:

   i. Outline the number and type of vehicles associated with the construction and decommissioning phases of the development;

   ii. Outline the transport route vehicles are proposed to traverse;

   iii. Outline the construction and decommissioning operating hours;

   iv. Outline remedial works committed to be undertaken to property crossovers post construction and decommissioning phases in the event of damage;

   v. Outline topsoil and weed management practices; and

   vi. Outline a rehabilitation plan.

   The approved Construction and Decommissioning Management Plan is to be implemented and adhered to thereafter for the life of the development, to the satisfaction of the Shire Gingin.

f. Prior to operation of the development, the applicant shall demonstrate to the Shire of Gingin that as constructed details have been provided to Air Services Australia, Department of Defence and the Civil Aviation Safety Authority and that the development adheres to their respective conventions.

g. Prior to the commencement of siteworks, a Signage Plan is to be submitted to and approved by the Shire of Gingin, that at a minimum includes the following:

   i. Size and location of sign(s) to be installed in a prominent location at the property entrance, viewable to the public; and

   ii. Contact name and number of the operator to which public complaints/concerns may be directed.

   The approved Signage Plan is to be implemented and thereafter updated to reflect accurate contact details for the life of the development.

h. The approved Meteorological Mast is to contain aviation safety features such as marker balls and visibility sleeves on guy wires, to the satisfaction of the Shire of Gingin (on advice from the DBCA if required).

i. The landowner is to report any bird mortality or injury to the DBCA and keep an auditable record of any such incidents. The auditable record is to be made available to the Shire of Gingin within 14 days of a written request.

Advice Notes

Note 1: If you are aggrieved by the conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Part 14 of the *Planning and Development Act 2005.*

Note 2: If the development subject to this approval is not substantially commenced within a period of two years, the approval shall lapse and have no further effect.

Note 3: Where an approval has so lapsed, no development may be carried out without further approval of the local government having first been sought and obtained.

Note 4: Further to this approval, the applicant is required to submit working drawings and specifications to comply with the requirements of the *Building Act 2011* which are to be approved by the Shire of Gingin.

Note 5: The proposed tower will need to comply with Civil Air Services Australia/Department of Defence regulations in relation to tall structure requirements.

Note 6: In relation to removal of the development and rehabilitation of the development site, "pre-development condition" means a bare earth area, free of any structure or footings related to the development and returned to pasture cover.

Note 7: The applicant is responsible for ensuring compliance with the *Biodiversity Conservation Act 2016* and *Environmental Protection Act 1986* as related to potential avifauna impacts. The Department of Water and Environmental Regulation and the Department of Biodiversity, Conservation and Attractions can be consulted for advice as required.

Note 8: Any bird injuries and/or mortalities are to be reported to DBCA via the Fauna Report Form found on the DBCA website at: *Threatened and priority fauna resources.*

2. That Council grant Development Approval for a Use Not Listed (Meteorological Mast) on Lot 3917 Nilgen Road, Nilgen subject to the following conditions:

a. The land use and development shall be undertaken in accordance with the approved plans (including any amendments marked in red) and accompanying documentation unless otherwise conditioned by this approval.

b. This Approval is for a Meteorological Mast only as indicated on the approved plans.

c. This development approval is granted for a limited period of 5 years and shall expire on 21 October 2030.

d. Upon the expiration of the development approval, the owner shall, at the owner's cost:

   i. Remove the development (including footings); and

   ii. Rehabilitate the affected land to its pre-development condition, to the specifications and satisfaction of the Shire of Gingin.

e. Prior to the commencement of siteworks, a Construction and Decommissioning Management Plan is to be submitted to and approved by the Shire of Gingin, and on advice from relevant stage agencies (if required), that at a minimum includes the following:

   i. Outline the number and type of vehicles associated with the construction and decommissioning phases of the development;

   ii. Outline the transport route vehicles are proposed to traverse;

   iii. Outline the construction and decommissioning operating hours;

   iv. Outline remedial works committed to be undertaken to property crossovers post construction and decommissioning phases in the event of damage;

   v. Outline topsoil and weed management practices; and

   vi. Outline a rehabilitation plan.

   The approved Construction and Decommissioning Management Plan is to be implemented and adhered to thereafter for the life of the development, to the satisfaction of the Shire Gingin.

f. Prior to operation of the development, the applicant shall demonstrate to the Shire of Gingin that as constructed details have been provided to Air Services Australia, Department of Defence and the Civil Aviation Safety Authority and that the development adheres to their respective conventions.

g. Prior to the commencement of siteworks, a Signage Plan is to be submitted to and approved by the Shire of Gingin, that at a minimum includes the following:

   i. Size and location of sign(s) to be installed in a prominent location at the property entrance, viewable to the public; and

   ii. Contact name and number of the operator to which public complaints/concerns may be directed.

   The approved Signage Plan is to be implemented and thereafter updated to reflect accurate contact details for the life of the development.

h) The approved Meteorological Mast is to contain aviation safety features such as marker balls and visibility sleeves on guy wires, to the satisfaction of the Shire of Gingin (on advice from the DBCA if required).

i) The landowner is to report any bird mortality or injury to the DBCA and keep an auditable record of any such incidents. The auditable record is to be made available to the Shire of Gingin within 14 days of a written request.

Advice Notes

Note 1: If you are aggrieved by the conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Part 14 of the *Planning and Development Act 2005.*

Note 2: If the development subject to this approval is not substantially commenced within a period of two years, the approval shall lapse and have no further effect.

Note 3: Where an approval has so lapsed, no development may be carried out without further approval of the local government having first been sought and obtained.

Note 4: Further to this approval, the applicant is required to submit working drawings and specifications to comply with the requirements of the *Building Act 2011* which are to be approved by the Shire of Gingin.

Note 5: The proposed tower will need to comply with Civil Air Services Australia/Department of Defence regulations in relation to tall structure requirements.

Note 6: In relation to removal of the development and rehabilitation of the development site, "pre-development condition" means a bare earth area, free of any structure or footings related to the development and returned to pasture cover.

Note 7: The applicant is responsible for ensuring compliance with the *Biodiversity Conservation Act 2016* and *Environmental Protection Act 1986* as related to potential avifauna impacts. The Department of Water and Environmental Regulation and the Department of Biodiversity, Conservation and Attractions can be consulted for advice as required.

Note 8: Any bird injuries and/or mortalities are to be reported to DBCA via the Fauna Report Form found on the DBCA website at: *Threatened and priority fauna resources.*

LOST
2 / 7

FOR: *Councillor Balcombe and Councillor Woods*
AGAINST: *Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks and Councillor Wilkie*

Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen

Development Application Temporary Meteorological Masts

July 2025 | 25-111

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Acknowledgment of Country

We acknowledge the Whadjuk people of the Noongar nation as Traditional Custodians of the land on which we live and work.

We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

Document ID: '/Volumes/Graphics/2025/25111 Nilgen Met Mast/01 InDesign Report/01 Draft/00 InDesign/25111 Nilgen Met Mast D4 250702 Folder/25111 Nilgen Met Mast F2 250722.indd'

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D2	17.06.25	DRAFT	Alyssa Shanks and Renee Young	Murray Casselton	CS	D2
D3	18.06.25	DRAFT	Alyssa Shanks and Renee Young	Murray Casselton	CS	D3
D4	02.07.25	DRAFT	Alyssa Shanks and Renee Young	Murray Casselton	CS	D4
F	03.07.25	FINAL	Alyssa Shanks and Renee Young	Murray Casselton	MS	F
F2	22.07.25	FINAL	Alyssa Shanks and Renee Young	Murray Casselton	MS	F2

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1. Executive Summary

This report has been prepared by Element Advisory (part of SLR) (Element Advisory) on behalf of Mint Renewables Pty Ltd (Mint Renewables) in support of a development application seeking planning approval for up to two temporary meteorological masts (met masts, referred to as Met Mast A and Met Mast B in this report) located at Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen (the subject site), within the Shire of Gingin (the Shire) (The Proposal).

The met masts are proposed on 'General Rural' zoned land under the Shire's Local Planning Scheme No.9 (LPS 9).

The purpose of installing the met masts on the subject site is to record wind and environmental data which will assist in determining the viability of a potential future renewable energy facility (wind farm) on the site.

In support of this development application, this report includes:

1 A site analysis including a summary of relevant environmental and heritage considerations;
2. A detailed description of the development;
3. An assessment of the Proposal against the applicable planning framework;
4. A copy of the signed development application form **(Appendix A);**
5. A copy of the relevant certificates of title **(Appendix B);**
6. A copy of the proposed Development Plans **(Appendix C);**

Refer to Appendix A – Development Application Form

Refer to Appendix B- Certificates of Title

Refer to Appendix C – Development Plans

The proposed met masts do not fall within a defined use class in LPS 9 and therefore, the use is proposed as a 'use not listed' in the 'General Rural' zone. As outlined in this report, the proposed met mast use is consistent with the General Rural zone objectives and is therefore a permitted use per clause 3.4.2(a) of LPS 9.

The Proposal is compatible with the subject site and surrounding area in respect to existing land uses, and is therefore consistent with the purpose and intent of the 'General Rural' zone. The Proposal will also have negligible impact on local amenity and has been sited to avoid any native vegetation clearing.

The Proposal satisfies the applicable provisions of the State and local planning framework, is wholly consistent with the vision articulated for the Shire in the Local Planning Strategy with respect to ensuring the continued use of rural land for agricultural production, whilst also recognising the potential of the subject site and surrounding land to potentially host regional infrastructure development in the future and, is consistent with the accepted principles of orderly and proper planning.

We therefore respectfully request that the Shire approves the proposed development for a period of five (5) years.

2. Introduction

2.1 Subject Site

The proposed met masts are to be located on contiguous land comprising Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen within the Shire of Gingin.

Refer to Figure 1– Location Plan

Refer to Figure 2 – Cadastre Plan

Refer to Figure 3 – Aerial Plan

The subject site is zoned 'General Rural' under LPS 9 and is predominantly cleared although portions of the site contain clusters of vegetation and wind breaks.

Refer to Figure 4 – Local Planning Considerations

Met Mast A will be located approximately 12 kilometres from the nearest dwelling on Lot 3917. Met Mast B will be located approximately 3.5 kilometres from the nearest dwelling on Lot 3915.

Both met masts are located in cleared portions of the subject site and will be accessible via Nilgen Road and Mimegarra Road and internal access tracks.

The certificate of title and land ownership details for the subject site are provided in Table 1below:

Table 1. Certificates of Title

Mast	Lot	Deposited Plan	Volume/ Folio	Land Area	Registered Proprietor
A	3917	209999	1774/11	1980.6ha	Stamco Beef Pty Ltd
B	3915	210001	1630/497	1613.4ha	Noremac Pty Ltd

Refer to Appendix B – Certificate of Title

Mint Renewables has landowner agreements in place which each of the registered proprietors which deal with the construction and operation of the proposed temporary met masts on their property.

Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen
Development Application Wind Meteorological Measuring Masts

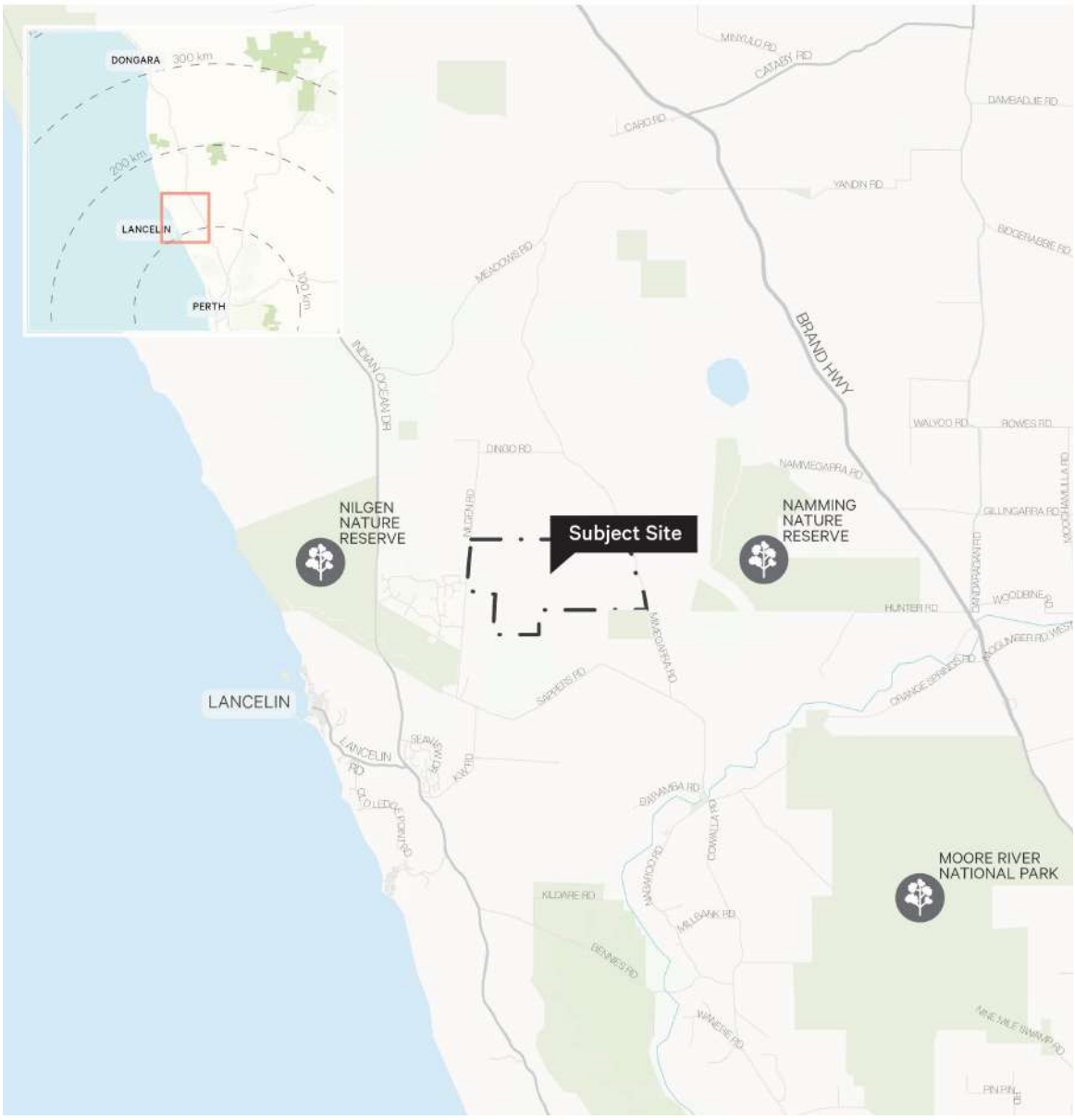

Figure 1 Location Plan

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Figure 2. Cadastre Plan

Figure 3. Aerial Plan

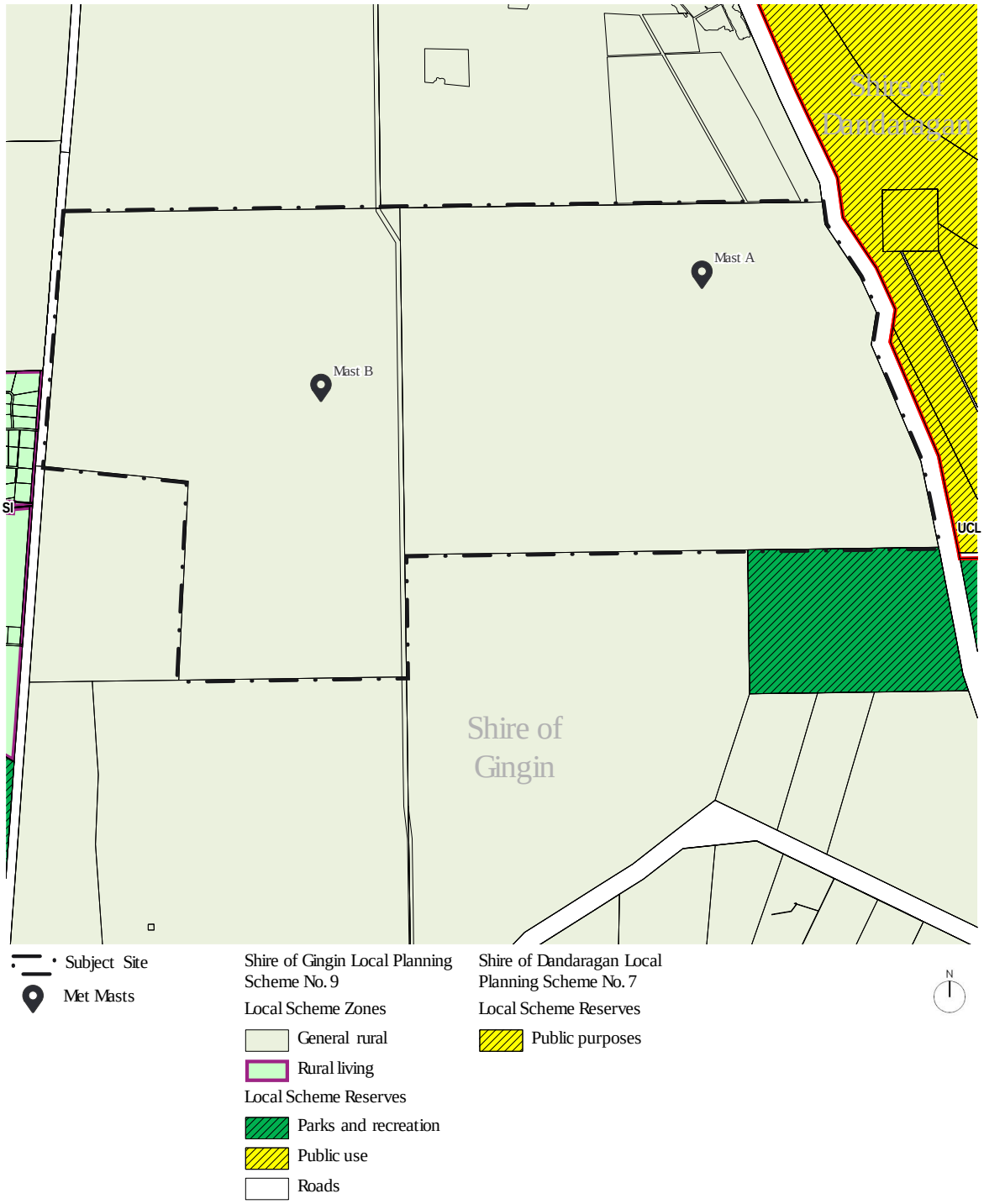

Figure 4. Local Planning Considerations

2.2 Site Constraints

2.2.1 Indigenous Heritage

A desktop search of the Department of Planning Lands and Heritage's (DPLH) Aboriginal Cultural Heritage Inquiry System indicates that there are no places of recorded Aboriginal heritage significance on the subject site.

The subject site is located within the area of the South West Settlement and Mint Renewables is engaging with Yued Aboriginal Corporation (YAC) with the intention of entering into a heritage agreement which will govern Mint Renewable's activities in relation to the subject site and the management of Aboriginal cultural heritage.

2.2.2 European Heritage

In respect to European heritage, the subject site is not listed on the Shire's Municipal Inventory or State Register of Heritage Places. There are also no known European heritage places in the vicinity of the subject site.

2.2.3 Acid Sulphate Soils

A desktop search of the Department of Water and Environmental Regulation's (DWER) Contaminated Sites Database indicates that the subject site is not recorded as containing acid sulphate soils.

2.2.4 Unexploded Ordnance

A desktop search of the Australian Government Defence mapping system indicates that the subject site is within an area identified as having 'slight' potential for Unexploded Ordnance (UXO). On this basis, a UXO risk assessment may be required prior to installation of the met masts.

Refer to Figure 5 – Unexploded Ordnance Mapping

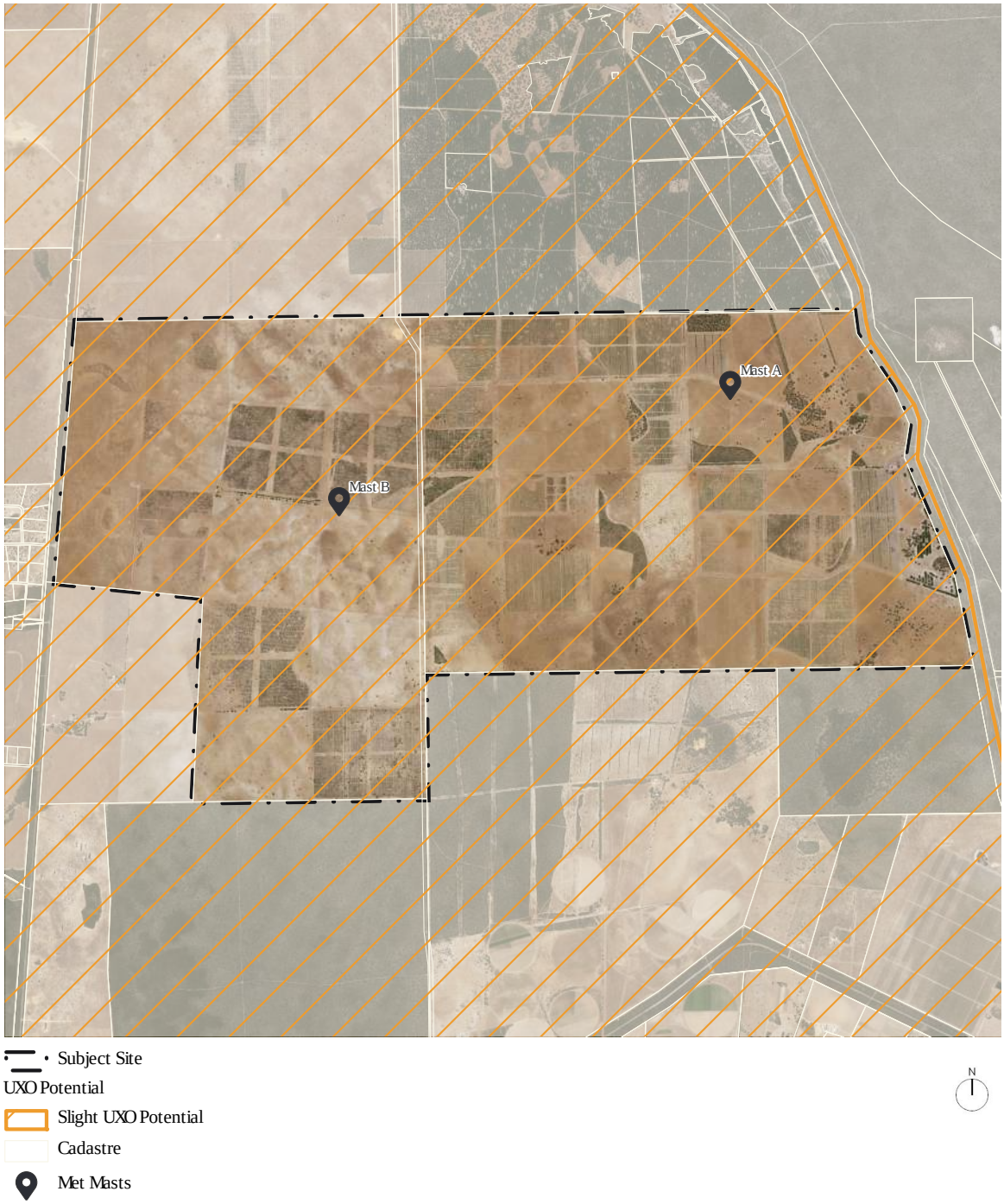

Figure 5. Unexploded Ordnance Mapping (source: Australian Government Defence Mapping System)

2.2.5 Bushfire Risk

A desktop search of the Department of Fire and Emergency Servies (DFES) Map of Bushfire Prone Areas indicates the subject site is affected by bushfire risk. The mapping is correlated with existing areas of vegetation on the subject site. The proposed met masts are not sited within the bushfire prone areas.

Refer to Figure 6 – Bushfire Prone Mapping

Given that the proposed met masts are located outside of areas mapped as being bushfire prone and given that the Proposal does not involve any habitable buildings, the Proposal does not necessitate an assessment against State Planning Policy 3.7 – Bushfire (SPP 3.7).

2.2.6 Threatened Ecological Communities

A desktop search of the Department of Biodiversity, Conservation and Attractions (DBCA) mapping indicates the subject site as potentially containing Threatened Ecological Communities (TECs). The proposed met masts are located outside of potential TEC locations.

Refer to Figure 7 – Threatened Ecological Communities Mapping

2.2.7 Native Vegetation Extent

Portions of the subject site contain clusters of native vegetation, however, the proposed met masts are located outside of any native vegetation areas. Mint Renewables will not be required to clear any native vegetation and will not require a clearing permit under Part V of the ***Environmental Protection Act 1986*** (WA).

Refer to Figure 8 – Native Vegetation Extent

2.3 Local Context

The subject site is located within the Nilgen locality within the Shire of Gingin. The subject site is approximately 115 kilometres north of the Perth Metropolitan Area. The area is characterised by expansive broadacre rural properties and native bushland.

2.4 Regional Context

The Shire of Gingin is located approximately 80 kilometres north of the Perth Metropolitan Area within the Wheatbelt Region. Covering an area of around 3,200 square kilometres, the Shire encompasses rural areas and coastal settlements, with key industries including agriculture, tourism and fishing. Major transport routes such as Indian Ocean Drive and Brand Highway bisect the Shire and provide strong regional connectivity.

Refer to Figure 1 – Location Plan

2.5 Pre Lodgement Engagement

Mint Renewables met with representatives from the Shire of Gingin on 24 February 2025 to discuss the proposal, development application requirements and likely timeframes.

Should it be determined that a wind farm is feasible on the subject site, Mint Renewables will commence a broader consultation process with the wider community.

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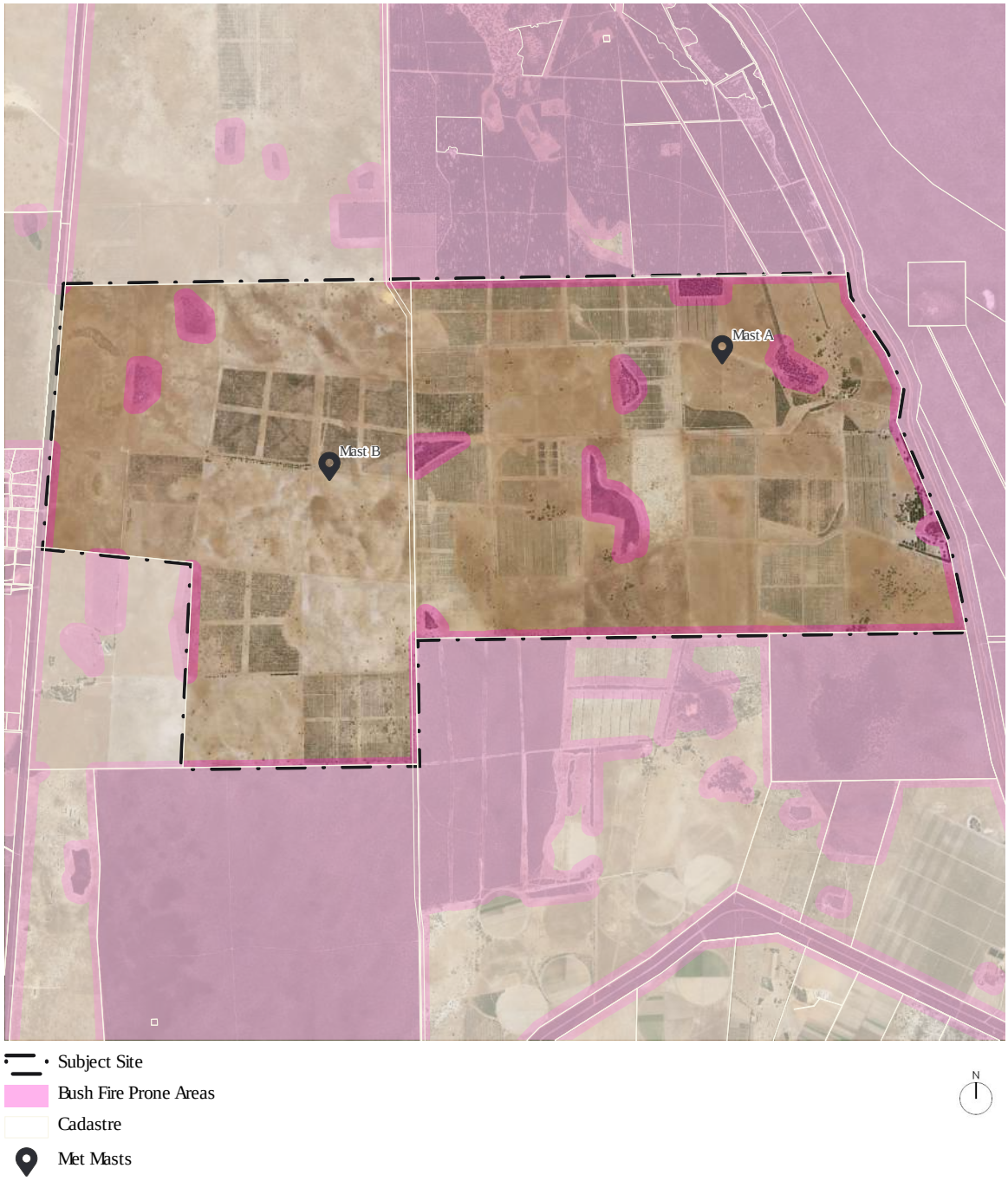

Figure 6. Bushfire Prone Land Mapping

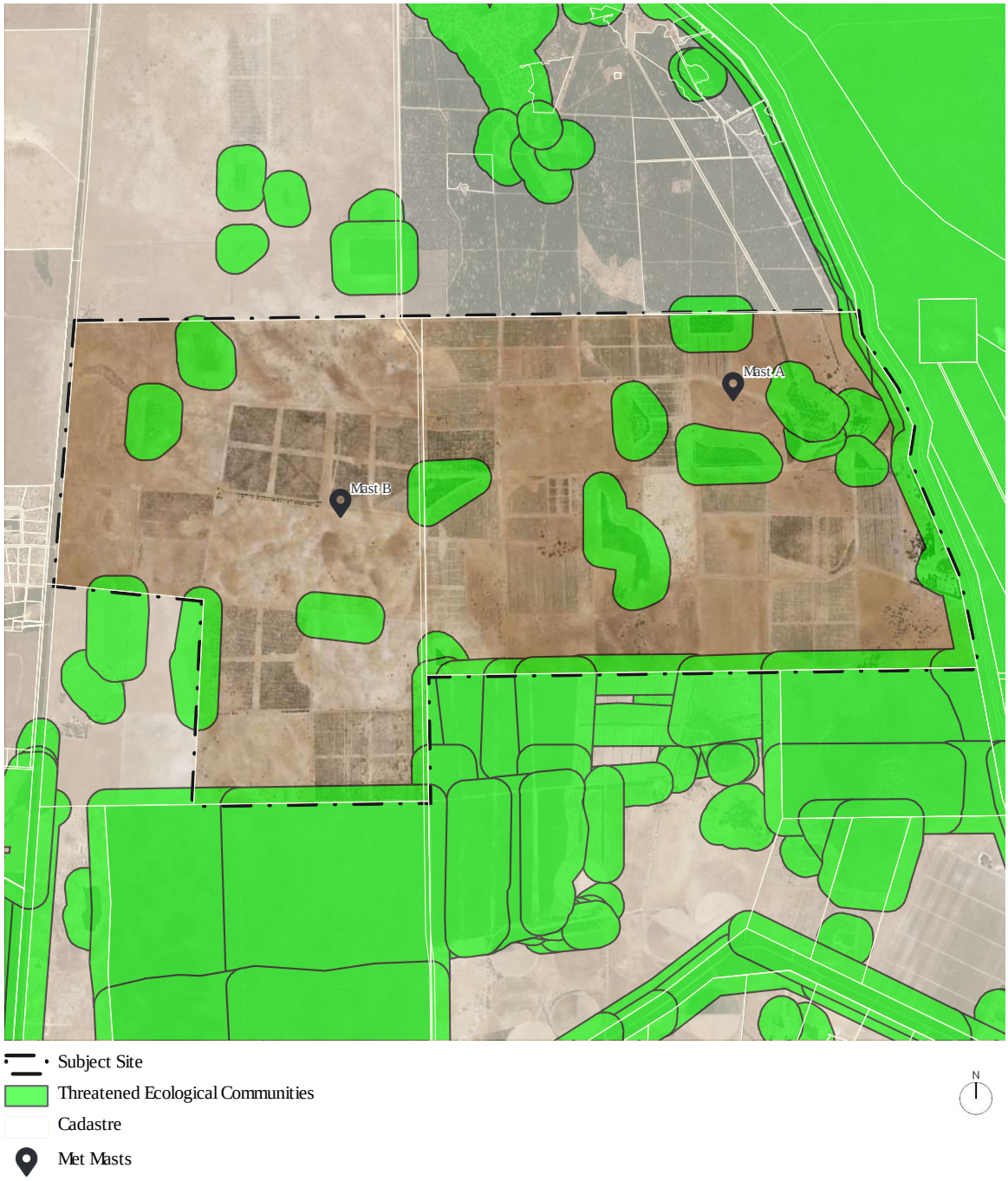

Figure 7. Threatened Ecological Communities Mapping

Figure 8. Native Vegetation Extent

3. Development Description

3.1 Met Mast Structure

The proposed met masts are temporary structures that are anticipated to be installed for a period of up to five (5) years. The met masts will be removed from site at the end of this period. The met masts will be of a guyed mast structure containing meteorological measuring equipment mounted at various heights above ground supported by a series of guy wires and anchors.

Following construction subsequent activity on the site will be minimal. The met masts will comprise two main elements; the main mast structure and monitoring equipment which will collect wind and environmental data as described below.

The met masts will be:

1. Up to 131metres in height above the natural ground level to the top of the lightening finial (the top of the mast will be up to 127.65 metres tall);
2. Secured by a concrete base foundation;
3. Tethered by nine (9) anchor footings with a total of 33 guy wires;
4. Fitted with a lightning finial; and
5. Constructed of steel and be of a lattice mast design.

Refer to Appendix C – Development Plans

3.2 Monitoring Equipment

In addition to the main structure, each met mast will include the following equipment:

– Eight (8) anemometers;
– Two (2) wind vanes;
– Three (3) temperature and three (3) humidity sensors (combined sensor);
– Three (3) pressure sensors;
– One (1) data logger; and
– One (1) MODEM with antenna.

3.3 Noise, Air Emissions, Visual Impacts, Traffic and Transport Details

A summary of other relevant details of the Proposal is provided below:

- There are no noise or air emissions from either the met masts or the monitoring equipment.
- There is expected to be a low level of visibility from surrounding dwellings or publicly available areas due to the limited footprint and relatively slimline and open form structure of the met masts.
- The met masts will be fabricated off-site and transported to site in sections. Access to the subject site during construction and operation will be via the existing landowner property access tracks, via Nilgen Road and Mimegarra Road. No new permanent or temporary access points will be required.
- Vehicle types and volumes during the construction phase will be similar in volume and scale to that of the current agricultural use, including several heavy vehicles and light vehicles for site personnel. No over-dimensional vehicles will be required. The low level of traffic expected to be generated from construction is unlikely to significantly impact the efficiency or safety of the surrounding road network.
- Following installation, routine maintenance for the temporary met masts will initially occur once, after six months, and then every two years. The routine maintenance includes inspection of the foundations, assessment of the tower structure and guy wires for corrosion, checks of guy wire tension and may include climbing of the mast to inspect and maintain the wind monitoring system. There will be no other traffic generated by the operation of the met masts.
- Traffic generated during decommissioning of the met masts will be similar to that during construction.

4. Planning Assessment

4.1 State Planning Framework

4.1.1 State Planning Strategy 2050

The Western Australian Planning Commission (WAPC) is required to prepare and keep under review a planning strategy for Western Australia. The State Planning Strategy 2050 is the highest-level strategic planning document in WA. It contemplates planning as part of its broader economic, social and environmental context, both in Australia and globally. The strategy provides a basis for Government to plan for the State's physical and social infrastructure, environment, food security, land availability, economic development, housing accessibility, security, education and training. There are six principles that underpin and inform the State Planning Strategy, as follows:

- **Community** - enable diverse, affordable, accessible and safe communities
- **Economy** - facilitate trade, investment, innovation, employment and community betterment
- **Environment** – conserve the State's natural assets through sustainable development
- **Infrastructure** – ensure infrastructure supports development
- **Regional Development** – build the competitive and collaborative advantages of the regions and
- **Governance** – build community confidence in the development processes and practices

Energy cost and supply is identified as a constraint to export driven economic development in WA.

Table 2 below provides comment on the applicable objectives and aspirations of the Strategy relating to energy provision.

Table 2. Relevant Objectives and Aspirations of State Planning Strategy 2050 for Energy

Objective	Aspirations	Applicant Comment
To enable secure, reliable, competitive and clean energy that meets the State's growing demand. Enhanced infrastructure planning and coordination will lead the State into an era of increased energy security. More energy will be sourced from a diverse mix of affordable, low carbon sources. The State's buildings, businesses and industries will be more energy efficient.	Energy provision remains reliable with few interruptions to service. Source diversification and network security supply. The energy supply is sufficient to meet demand over the longer term. Various forms of renewable energy including wind, continue to be developed and integrated into the grid.	The Proposal will assist in determining the viability of a potential future renewable energy facility on the site. Renewable energy is recognised by the State Planning Strategy 2050 for Energy. Although the Proposal is not for a wind farm, given it is assessing the viability of future renewable energy resources, it remains consistent with the objectives and aspirations of the State Planning Strategy 2050.

The Proposal is consistent with the relevant objectives and aspirations of State Planning Strategy 2050 as it relates to energy provision and security.

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4.12 Planning and Development (Local Planning Schemes) Regulations 2015

Clause 60 of the Deemed Provisions under Schedule 2 of the ***Planning and Development (Local Planning Schemes) Regulations 2015*** (the Regulations) requires that a person must not commence or carry out any works on, or use, land in the scheme area unless the person has first obtained the development approval of the local government. The proposed met masts are not a land use listed under clause 61of the Regulations that is exempted from the requirement for development approval.

Clause 72 of the Regulations allows the local government to impose conditions limiting the period of time for which development approval is granted. A five (5) year approval period is sought in this instance.

Pursuant to clause 67(2) of the Regulations, the Shire is to have due regard to the matters as set out in Table 3 below, when considering an application for development approval.

Table 3. Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions Clause 67(2) Assessment Matters

Provision	Assessment	Compliance
The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	The proposed met masts are a land use that is not listed in the scheme zoning table (Table 1of LPS 9). Notwithstanding, the Proposal aligns with the objectives of the 'General Rural' zone. Refer to the LPS 9 assessment below.	Compliant
The requirements of orderly and proper including any proposed local planning scheme or amendment to this scheme that has been advertised under the ***Planning and Development (Local Planning Schemes) Regulations 2015*** or any other proposed planning instruments that the local government is seriously considering adopting or approving.	There is no proposed local planning scheme or amendment that has been advertised under the ***Planning and Development (Local Planning Schemes) Regulations 2015*** or any other proposed planning instrument that the local government is seriously considering adopting or approving that would be relevant to the Proposal.	Not Applicable
Any approved State planning policy.	The Proposal has been assessed against and is considered to comply with the relevant provisions of State Planning Policy 2.5 – Rural Planning (SPP2.5) and State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7). An assessment against the relevant provisions of SPP2.5 is included at Section 4.13 of this report. The subject site is mapped as being bushfire prone under SPP3.7, however, the met mast locations are not located within areas designated as brushfire prone. Refer to Section 2.2.5 and Figure 6 - Bushfire Prone Mapping.	Compliant

Provision	Assessment	Compliance
Any approved State planning policy. (***continued***)	Furthermore, the nature of the land use will not intensify either employment or habitation on the subject site. On this basis, a departure from the bushfire assessment and management provisions of SPP3.7 is warranted.	Compliant
Any environmental protection policy approved under the ***Environmental Protection Act 1986*** section 31(d).	The Proposal does not trigger significant thresholds for environmental factors.	Not Applicable
Any policy of the Commission	The Proposal has been assessed against and is considered to comply with the relevant provisions of WAPC Position Statement: Renewable Energy Facilities (WAPC, 2020).	Compliant
Any policy of the State.	There are no additional relevant policies of the State.	Not Applicable
Any local planning strategy for this Scheme endorsed by the Commission.	The Proposal has been considered against and found to be consistent with the intent and objectives of the Shire's Local Planning Strategy.	Compliant
Any local planning policy for the Scheme area.	There are no relevant local planning policies.	Not Applicable
Any structure plan or local development plan that relates to the development.	There is no applicable structure plan or local development plan.	Not Applicable
Any report of the review of the local planning scheme that has been published under the ***Planning and Development (Local Planning Schemes) Regulations 2015.***	Not applicable.	Not Applicable
In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve.	Not applicable.	Not Applicable
The built heritage conservation of any place that is of cultural significance.	There is no built heritage of significance identified in proximity to the subject site.	Not Applicable
The effect of the Proposal on the cultural heritage significance of the area in which the development is located.	There are no registered or lodged cultural heritage sites located in or within close proximity of the subject site. The subject site is located within the area of the South West Settlement and Mint Renewables is engaging with YAC with the intention of entering into a heritage agreement which will govern Mint Renewable's activities in relation to the subject site and the management of Aboriginal cultural heritage.	Not Applicable

Provision	Assessment	Compliance
The compatibility of the development with its setting including – i. The compatibility of the development with the desired future character of its setting; and ii. The relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation, and appearance of the development.	The proposed met masts are compatible with the desired rural character of the subject site and the wider setting. The met masts will be visually unobtrusive and will not impact the local rural character of the area due to their limited footprint and relatively slimline and open form structure. The met masts will be able to co-exist with the existing grazing and agricultural activities on the subject site. Mint Renewables has an agreement in place with each of the registered proprietors which sets out relevant access arrangements and protocols with respect to the existing and ongoing agricultural activities on the subject site to ensure that these agricultural activities are not adversely impacted.	Compliant
The amenity of the locality including the following: i. Environmental impacts of the development; ii. The character of the locality; and iii. Social impacts of the development.	The proposed met masts will be sited to avoid areas of environmental significance including registered threatened species and areas of vegetation. Site access will be from existing access tracks. The Proposal is not expected to have any onsite or offsite environmental or social impacts. Notably, met masts do not generate noise or air quality emissions. Further, their limited footprint and relatively slimline and open form structure means that they will be visually unobtrusive and will not impact on the amenity of the locality. Further, any potential visual impacts will be negligible and only in the short term given the temporary nature of the met masts. The Proposal may ultimately support further investment in the Shire and the broader region's contribution to power generation needed to support the State's green energy transformation.	Compliant
The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.	As noted above, the location of the met masts will not have any significant impacts on the natural environment given they are to be located outside of existing vegetated areas and well separated from water resources. Further, the met masts will only be in place for a temporary period of up to five (5) years and will be removed at the end of this period.	Compliant

Provision	Assessment	Compliance
Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The Proposal is sited in existing cleared areas on the subject site. Existing vegetation is to be retained and will not be affected. No additional landscaping is proposed or is considered to be necessitated by the development.	Compliant
The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk.	The land is not impacted by mapped flood zones or other land suitability risk factors and is suitable to accommodate met mast structures of this scale and nature.	Compliant
The suitability of the land for the development taking into account the possible risk to human health or safety.	There is no evidence that met masts pose any risk to human health. The land is therefore suitable for the development considering the possible risk to human health and safety.	Compliant
The adequacy of: i. The proposed means of access to and egress from the site; and ii. Arrangements for the loading, unloading, manoeuvring and parking of vehicles.	The met masts will be accessible using the established road network and then via existing access tracks within the subject site. Once constructed the proposed met masts will typically be unattended and therefore not generate significant vehicle trips to the site. There is also very limited maintenance needed post installation. Following installation, routine maintenance for the temporary met masts will initially occur once, after six months, and then every two years. The routine maintenance includes inspection of the foundations, assessment of the tower structure and guy wires for corrosion, checks of guy wire tension and may include climbing of the mast to inspect and maintain the wind monitoring system. There will be no other traffic generated by the operation of the met masts. Accordingly, there is no need for further assessment of transport impacts and the existing access arrangements on to the subject site are considered to be suitable.	Compliant

Provision	Assessment	Compliance
The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.	The met masts will be fabricated off-site and transported to site in sections. Access to the subject site during construction and operation will be via the existing landowner property access tracks, via Nilgen Road and Mimegarra Road. No new permanent or temporary access points will be required. Vehicle types and volumes during the construction phase will be similar in volume and scale to that of the current agricultural use, including several heavy vehicles and light vehicles for site personnel. No over-dimensional vehicles will be required. The low level of traffic expected to be generated from construction is unlikely to significantly impact the efficiency or safety of the surrounding road network. Traffic generated during decommissioning of the met masts will be similar to that during construction. Vehicle movements at existing driveway access points from the adjacent road network will be carefully managed to maintain a safe environment. If necessary, traffic management measures will be implemented in consultation with the Shire. Once operational, the Proposal will result in limited to no additional traffic. Any occasional maintenance visits are expected to be readily accommodated within the existing road network, with intersection performance and network capacities able to operate effectively without modification.	Compliant
The availability and adequacy for the development of the following — i. public transport services; ii. public utility services; iii. storage, management and collection of waste; iv. access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); v. access by older people and people with disability;	Public transport provision is not a relevant planning consideration for the Proposal. The Proposal does also not rely on the provision of any public utility services. It will not generate any waste or sewerage. Access by pedestrians and cyclists and access for older people or people with a disability is not a relevant planning consideration for the Proposal. The Proposal is located on private freehold land and access to the met masts will be limited to Mint Renewable's employees and contractors.	Not Applicable

Provision	Assessment	Compliance
The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.	The Proposal will not result in the loss of any community service or benefit.	Compliant
The history of the site where the development is to be located.	The subject site has historically been used for broad acre agriculture and grazing and will continue to do so after installation of the met masts.	Compliant
The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.	The proposed met masts are sited away from neighbouring dwellings and will have a negligable impact on the community.	Compliant
Any submissions received on the application.	Any submissions received during advertising (if required) will be considered at the appropriate time.	Not applicable at the development application lodgement stage
The comments or submissions received from any authority consulted under clause 66.	Any comments or submissions received from authorities consulted under clause 66 will be considered at the appropriate time.	Not applicable at the development application lodgement stage
Any other planning consideration the local government considers appropriate.	The Proponent will respond to any additional planning considerations raised by the Shire during the assessment of the development application.	Not applicable at the development application lodgement stage

4.13 State Planning Policy 2.5 - Rural Planning

State Planning Policy 2.5 – Rural Planning (SPP 2.5) applies to all rural zoned land in WA. The intent of SPP 2.5 is to protect and preserve rural zoned land, to ensure its economic, natural resource, food production, environmental and landscape values are maintained.

Section 5.1 of SPP 2.5 sets out the provisions for the protection of rural land and land uses. Table 4 below provides an assessment of the Proposal against the relevant provisions of Section 5.1 of SPP 2.5.

Table 4. State Planning Policy 2.5 – Rural Planning - Section 5.1 Assessment

element. | PART OF SLR

Provision	Response	
Requiring that land use change from rural to all other uses be planned and provided for in a planning strategy or scheme;	The subject site is a large site that is currently used for agricultural purposes. The Proposal has a small footprint (relative to the size of the subject site) and will not prejudice the ongoing use of the majority of the subject site for agricultural land uses.	ü
Retaining land identified as priority agricultural land in a planning strategy or scheme for that purpose;	The subject site is not identified as priority agricultural land in a planning strategy or scheme.	N/A
Ensuring retention and protection of rural land for biodiversity protection, natural resource management and protection of valued landscapes and views;	The Proposal will not result in the clearing of any remnant vegetation. There are not expected to be any adverse impacts from the Proposal on the local landscape or views given the contextually minor and visually unobtrusive nature of the development; the limited footprint of the development; its open design; the screening that is provided by the existing remnant vegetation; and the screening that is provided by the undulating landscape.	ü
Protecting land, resources and/ or primary production activities through the State's land use planning framework;	The Proposal meets the relevant requirements of the land use planning framework and is consistent with the vision for the State to encourage the investigation of opportunities for various forms of renewable energy including wind.	ü
Creating new rural lots only in accordance with the circumstances under which rural subdivision is intended in Development Control Policy 3.4: Subdivision of rural land;	No new rural lots are proposed.	N/A
Preventing the creation of new or smaller rural lots on an unplanned or ad- hoc basis, particularly for intensive or emerging primary production land uses;	No new rural lots are proposed.	N/A
Comprehensively planning for the introduction of sensitive land uses that may compromise existing, future and potential primary production on rural land; and	The Proposal is not a sensitive land use.	ü
Accepting the impacts of well-managed primary production on rural amenity.	The Proposal won't impact the ongoing agricultural use of the subject site. There is no change proposed to current agricultural operations.	N/A

Section 5.5 of SPP 2.5 acknowledges that WA is a large and diverse State with regional variations and

that the WAPC's decisions are to be guided by the need to provide economic opportunities for rural communities and to protect the State's primary production and natural resource assets. In this regard, State Planning Strategy 2050 identifies the Shire's wind power generation potential. This is considered to be consistent with the provisions of Section 5.5 (d) of SPP 2.5.

4.1.4 State Planning Policy 2.0 – Environment and Natural Resources Policy

State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP 2.0) aims to resolve conflicts between the use and protection of natural resources, having regard to potential impacts on the environment, as well as those on community lifestyle and the economy.

The objectives of SPP 2.0 are:

– To integrate environment and natural resource management with broader land use planning and decision-making.
– To protect, conserve and enhance the natural environment.
– To promote and assist in the wise and sustainable use and management of natural resources.

Section 5.10 Greenhouse Gas Emissions and Energy Efficiency states that:

> ***The primary objective is to reduce greenhouse gas emissions by means including (but not limited to) increasing energy efficiency, decreasing reliance on non-renewable fuels, and increasing usage of renewable energy sources.***

The proposed development is consistent with this objective as it will assist in determining the viability of a potential future renewable energy facility on the subject site.

4.1.5 Position Statement: Renewable Energy Facilities (WAPC, 2020)

This position statement outlines the WAPC's requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia. The policy identifies assessment measures to facilitate appropriate development of renewable energy facilities. It seeks to ensure these facilities are in areas that minimise potential impact upon the environment, natural landscape and urban areas while maximising energy production returns and operational efficiency. Notably and consistent with the intent of the position statement, renewable energy projects can enhance local economies and connect into the network grid. The contribution that renewable energy facilities make to the reduction in carbon emissions is an important consideration for the growth of the industry, as well as the socio-economic benefits to the State.

Whilst the position statement is only applicable to the redevelopment or development of renewable energy facilities, it is noted that the Proposal, which is intended to assist in determining the viability of a potential future renewable energy facility on the site, does comply with the policy measures set out in the position statement relating to environmental impact, visual impact and heritage as relevant. The requirements of the position statement will be directly relevant to any future development application for a renewable energy facility and will be considered in futher detail at this time.

4.1.6 Guilderton to Kalbarri Sub-Regional Strategy

The Guilderton to Kalbarri Sub-Regional Strategy (GKSRS) details the WAPC's approach to future planning and development of the coastal strip from the northern boundary of the Perth Metropolitan Region north to Kalbarri.

The coastal settlements of the sub-region are developing from the traditional agricultural, servicing and commercial fishing base, into a diverse economy driven by growth in the tourism sector, expansion of social services, horticulture, aquaculture, **investment in renewables** and the ability to service the resources

sector. It is considered the Proposal is consistent with this Strategy which recognises the importance of the renewable energy sector to the economy of the sub-region.

4.2 Local Planning Framework

4.2.1 Shire of Gingin Local Planning Strategy

The Shire of Gingin Local Planning Strategy sets out the Council's vision for the municipality, and the longer-term directions for land use and development in the Shire.

The Strategy sets out the vision for the Shire in relation to future population, settlements, infrastructure, the economy and the environment. The Strategy vision notes the importance that the continued use of rural land for production plays in the economic future of the Shire. The Strategy does not directly note the potential of the Shire to support renewable energy facilities however it does note that there is untapped opportunity for regional industrial development and institutions to take advantage of Gingin's proximity to Perth, the availability of unconstrained land and the opportunity for regional infrastructure development.

The Proposal is consistent with the vision articulated for the Shire in the Strategy with respect to ensuring the continued use of rural land for agricultural production, whilst also recognising the potential of the subject site and surrounding land to potentially host regional infrastructure development in the future. Notably the subject site is identified as 'Rural Uncoded' and identified as a 'Proposed Windfarm' in the Strategy.

Refer to Figure 4 – Local Planning Considerations

4.2.2 Shire of Gingin Local Planning Scheme No.9

As outlined at section 1of this report, the Proposal is subject to the provisions of the Shire's LPS 9.

4.2.3 Scheme Aims

The Proposal will either be consistent with or directly support the following aims of LPS 9 as noted below:

a. Promote the planned expansion of all townsites and encourage the consolidation and expansion of services and facilities within townsites.
b. Encourage population growth to take place in townsites, particularly where reticulated infrastructure is available or planned to maximise infrastructure utility and investment and create focused demand for infrastructure improvement.
c. Improve and expand infrastructure in all towns to lessen environmental degradation.
d. Encourage sewered residential development in all townsites where economically feasible.
e. Recognise the unique servicing, management, land use and socio-economic issues associated with rural residential settlement.
f. Protect the rural land resource by promoting a strong presumption against unplanned fragmentation of rural land.
g. Recognise the existing pattern of rural small holdings in proximity to the Moore River and Gingin Brook.
h. Facilitate more intensive and diversified use of rural land for higher value products, including horticulture, intensive animal husbandry and farm forestry, which are compatible with surrounding farming practices.
i. Ensure that the use and development of rural land is both compatible and complementary to traditional livestock, grazing and agricultural activities.

As demonstrated above, the proposed met masts can co- exist with existing agricultural activities on the subject site.

j. Support subdivision of rural land which is consistent with the preferred settlement strategy, and which facilitates the ongoing productive rural use of the land.

k. Ensure that agricultural and urban land uses can be co- located efficiently with minimal conflict.

The proposed met masts are low- impact and compatible with existing agricultural activities on the subject site, ensuring both land uses can coexist with minimal disruption or land use conflict.

l. Promote processing and value adding industries to be located within the Shire.

The proposed met masts enable the assessment of wind energy potential, which will assist in determining the viability of a potential future renewable energy facility on the site that will contribute to local value-adding industries and economic diversification within the Shire.

m. Recognise the importance of the existing fishing industries within the coastal townsites, particularly in the context of potentially competing pressures of urban growth and tourism.

n. Facilitate increased demand for diversification of local services industries.

o. Promote Gingin Shire as an opportune location for regional development of industry, infrastructure and other specialised regional facilities.

The proposed met masts facilitate the preliminary assessment of wind related renewable energy infrastructure, positioning the Shire of Gingin as a forward- looking and suitable location for regionally significant energy development and associated investment opportunities.

p. Enhance and protect Gingin's unique physical environment as an asset for sustainable and dynamic tourism opportunities.

q. Promote sustainable management and land use to ensure the quality and adequate supply of groundwater and surface water bodies within the scheme area.

r. Protect the natural environment and biodiversity while ensuring appropriate development opportunities within the scheme area are realised.

The proposed met masts are low- impact temporary infrastructure that does not require vegetation clearing or significant site disturbance, thereby protecting the natural environment and biodiversity while allowing for appropriate renewable energy exploration within the scheme area.

s Minimise land degradation and vegetation loss through integration of landcare principles within the planning process.

t. Recognise the importance of highways and main roads (Brand Highway and Indian Ocean Drive) as transport corridors ensuring safe and efficient travel with minimised traffic interaction.

4.2.4 General Rural Zone Objectives

Under the Shire of Gingin Local Planning Scheme (LPS9) the subject site is zoned 'General Rural'. The objectives of the General Rural zone are as follows:

a. ***Manage land use changes so that the specific local rural character of the zone is maintained or enhanced;***
b. ***Encourage and protect broad acre agricultural activities such as grazing and more intensive agricultural activities such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;***
c. ***Maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage; and***
d. ***Provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the General Rural zone.***

The Proposal is consistent with the General Rural zone objectives given that it will not impede the continuation of the existing agricultural activities on the subject site or impact the local character of the area given its limited footprint and open form structure.

4.2.5 Land Use Permissibility

Land Use Permissibility is set out in the Zoning Table (Table 1) of LPS 9. Clause 3.4.1provides that where a specific use is defined, it is excluded from general terms used to describe other uses.

The Zoning Table does not contain a use class specific to a met mast.

Pursuant to Clause 3.4.2, if a land use is not specifically mentioned in the Zoning Table and if that land use cannot reasonably be determined as falling within the type, class or genus or activity of any other use category, the local government may:

a) ***determine that the use is consistent with the objectives of the particular zone and is therefore permitted;***
b) ***determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of clause 64 of the deemed provisions in considering an application for development approval; or***
c) ***determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.***

The Proposal is consistent with the General Rural zone objectives as outlined at section 4.2.4. It is therefore a permitted use per clause 3.4.2(a) of LPS 9.

The Shire may give notice of the application in accordance with Clause 64 of the deemed provisions (effectively public advertising) as set out at clause 3.4.2(b).

4.2.6 Setbacks

In accordance with 'Table 2 – Site Requirements' of LPS 9, all development shall be set back a minimum of 20 metres from all lot boundaries. The met masts are set back in excess of the required 20 metres.

4.3 Regional Strategies

4.3.1 Wheatbelt Blueprint

The Proposal is consistent with the Wheatbelt Blueprint, which serves as a strategic roadmap to unlock the region's potential in the face of challenges such as climate change, water scarcity and environmental impacts of economic development.

The Wheatbelt Blueprint highlights the importance of renewable energy in addressing these challenges and meeting the growing global energy demands with the Wheatbelt already producing 60% of the State's renewable energy.

The Proposal supports the Wheatbelt Blueprint's priority actions to develop strategies for renewable energy. Additionally, it leverages the Wheatbelt's natural environment, which is ideal for renewable energy generation, furthering the region's role in the State's sustainable development and positioning it as a leader in renewable energy research and technology.

4.3.2 Wheatbelt Blueprint Commission Strategic Plan 2024- 2026

The Wheatbelt Development Commission Strategic Plan 2024- 2026 details a comprehensive approach to fostering sustainable economic growth and enhancing the quality of life in the Wheatbelt Region. The plan focuses on key areas such as economic diversification, environmental sustainability, infrastructure development, and community well- being.

Under Section 6.1Strategic Themes and Initiatives, there is the intent to grow existing and find and develop new industries. Associated goals and strategies are detailed in Table 6 below.

Table 5. Wheatbelt Development Commission Strategic Plan 2024- 2026 – Relevant Goals and Strategies

Goals	Strategies
Support community preparedness and realisation of local benefits arising from economic growth and diversification across the region.	Advocate for strategic planning and policy that considers new or alternative land uses, including renewable energy projects such as wind and biomass, and community facilities and education services that align its expected growth.
Support and grown sustainable resource management and energy generation practices and projects across the region.	Support renewable energy projects at a range of scales including those with the potential to transform regional communities.

The Proposal aligns with this strategic plan by directly contributing to the assessment of the viability of a potential future renewable energy facility, a critical component of economic diversification and environmentally sustainable development. Additionally, it aligns with the plan's emphasis on utilising the Wheatbelt's natural resources, such as wind, to drive sustainable growth and position the region as a leader in renewable energy.

5. Orderly and Proper Planning

In addition to the assessment and justification provided in the planning assessment, the principles of orderly and proper planning require that new development is a logical and efficient extension of existing development and is consistent with the planning vision and strategic direction for the locality.

The key points regarding the Proposal are as follows.

5.1 Alignment with State Planning Frameworks

5.1.1 State Planning Strategy 2050

Supports development that delivers secure, reliable, and clean energy. The Proposal will assess the feasibility of wind energy generation, which directly contributes to energy security, source diversification, and the transition to low-carbon energy.

5.1.2 Planning and Development (Local Planning Schemes) Regulations 2015

The Proposal is not exempt from approval under Clause 61; hence, approval is being sought. The application has addressed all relevant considerations under Clause 67, demonstrating compliance in terms of land use, environmental impact, amenity, transport access, and land suitability.

5.1.3 SPP 2.5 – Rural Planning

The Proposal supports the primary use of rural land without compromising agricultural activity. It aligns with principles around biodiversity protection, sustainable land use, and facilitating diversified rural economic activity.

5.1.4 SPP 2.0 – Environment and Natural Resources Policy

The Proposal assists in reducing greenhouse gas emissions by facilitating the potential future use of renewable energy and thereby supports the policy's environmental and sustainability objectives.

5.1.5 WAPC Position Statement: Renewable Energy Facilities (2020)

Whilst the position statement is only applicable to the redevelopment or development of renewable energy facilities, it is noted that the Proposal, which is intended to assist in determining the viability of a potential future renewable energy facility on the site, does comply with the policy measures set out in the position statement relating to environmental impact, visual impact and heritage (as relevant).

5.2 Consistency with Regional Planning Objectives

5.2.1 Guilderton to Kalbarri Sub-Regional Strategy

Supports diversification of the local economy, including renewable energy. The Proposal aligns with this objective by potentially facilitating future wind energy infrastructure.

5.2.2 Wheatbelt Blueprint & Strategic Plan 2024–2026

Directly supports the region's goals of promoting renewable energy, sustainable economic growth, and regional infrastructure development. The Proposal supports the strategic preparedness and diversification initiatives.

5.3 Local Planning Framework Compliance

5.3.1 Shire of Gingin Local Planning Strategy

Recognises the potential for infrastructure development and supports rural production. The subject site is identified as a proposed wind farm location, reinforcing the strategic intent.

5.3.2 LPS No. 9 – Zoning & Objectives

The site is zoned 'General Rural'. The Proposal:

- Maintains rural character and agricultural use;
- Avoids sensitive land uses;
- Meets required setbacks; and
- Does not intensify land use or demand new services.

5.4 Site Specific Considerations

Minimal Environmental Impact: The Proposal is located on cleared land and will not require vegetation removal nor impact on watercourses.

Visual and Noise Amenity: The Proposal will be of slimline, open-frame structures with no adverse visual or acoustic impacts.

Infrastructure and Access: The Proposal will use existing road and track access, requiring no new infrastructure or services.

Land Use Compatibility: The Proposal is a passive use that will coexist with existing agricultural land use and will not compromise rural or landscape values.

Given the above, the Proposal is considered to be consistent with the principles of orderly and proper planning and should be supported on its planning merit.

6. Conclusion

This application seeks the Shire of Gingin's approval for the installation of two (2) met masts for a period of up to five (5) years on Lot 3915 Nilgen Road and Lot 3917 (No.733) Mimegarra Road, Nilgen.

The met masts will measure wind and environmental conditions to assist in determining the viability of a potential future renewable energy facility on the site.

Based on the planning assessment set out in this report, it is considered that the Proposal will not compromise the strategic intent for the area and is consistent with development standards and requirements in the applicable statutory planning framework.

The Proposal will not impact on the landscape, the sustainable and ongoing agricultural use or the site's environmental qualities, and has been sited to avoid adverse amenity impacts on nearby rural dwellings.

The Proposal is sited consistent with State, regional, and local planning policy objectives. They facilitate the investigation of renewable energy options, support long-term energy and environmental policy goals, and are compatible with rural land use and development standards.

On this basis, the Proposal is demonstrably consistent with the principles of orderly and proper planning. Accordingly, it is respectfully requested that the Shire support and grant approval of the proposed development for a period of five (5) years subject to appropriate and reasonable conditions.

Appendix A – Development Application Form

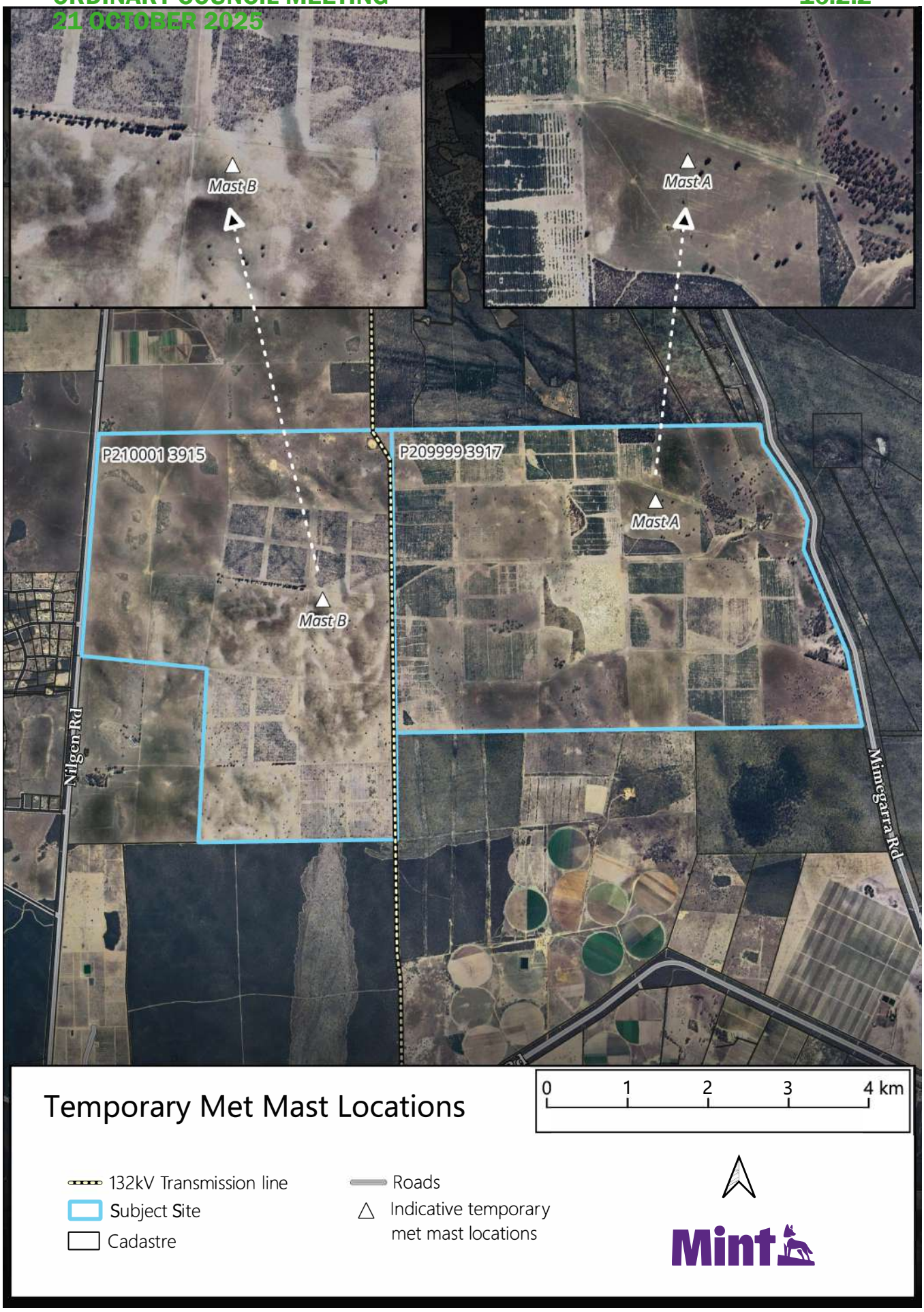
element. | PART OF SLR

Appendix B – Certificates of Title

Appendix C – Development Plans

Development Application Wind
Meteorological Measuring Masts
Lot 3915 Nilgen Road and Lot 3917 (No. 733)
Mimegarra Road, Nilgen
July 2025

element. | PART OF SLR
Level 1, 500 Hay Street. Subiaco WA 6008
T. (08) 9289 8300 – E. hello@elementadvisory.com.au
elementadvisory.com.au


Mast B
Mast A
P210001 3915
P209999 3917
Mast A
Mast B
Nilgen Rd
Mimegarra Rd
Temporary Met Mast Locations
0 1 2 3 4 km
132kV Transmission line
Subject Site
Cadastre
Roads
Indicative temporary met mast locations
Mint

GENERAL NOTES

1. ALL MAST STEELWORK COMPONENTS, ASSEMBLIES AND PARTS CALLED OUT ON DETAILS, SECTIONS AND BILL OF MATERIALS ARE THE PROPRIETARY PRODUCTS OF ART GROUP UNLESS NOTED OTHERWISE (U.N.O). COMPLETE DETAILS AND INFORMATION OF ART GROUP PRODUCTS SHOWN ON PRODUCTION SHOP DRAWINGS.
2. ALL DIMENSIONS TO BE CHECKED ON-SITE PRIOR TO CONSTRUCTION.
3. ALL DIMENSIONS ON SHOWN ARE IN MILLIMETERS U.N.O.
4. DO NOT GET DIMENSIONS BY SCALING DRAWINGS.
5. ALL WORKMANSHIP PREFORMED AND MATERIALS USED SHALL BE AS PER THE CURRENT AUSTRALIAN STANDARDS, THE BY-LAWS, AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITY.
6. ALL BOLTS ARE GRADE 8.8 STRUCTURAL ASSEMBLIES SUPPLIED WITH NUT AND WASHER U.N.O.
7. ALL BOLTS TO BE SNUG TIGHTENED U.N.O.
8. MAINTAIN STABLE CONDITIONS OF STRUCTURE DURING CONSTRUCTION AND DO NOT OVER STRESS ANY PART DURING CONSTRUCTION.
9. PROVIDE "HELICOIL GRIP": OR "FAN WRAP" AT TERMINATION OF ALL GUY WIRES.

LOCATION

1. THE MAST LOCATION AND PROXIMITY TO PUBLIC ROADS, BUILDINGS AND OTHER INFRASTRUCTURE IS THE RESPONSIBILITY OF THE CLIENT AND RELEVANT LOCAL COUNCIL, STATE AND FEDERAL AUTHORITIES. UNLESS OTHERWISE STATED, ART IS NOT RESPONSIBLE FOR THE FINAL LOCATION IN REGARD TO COMPLIANCE WITH RELEVANT LOCAL COUNCIL, STATE AND FEDERAL AUTHORITIES.

STEEL ERECTION

1. MAST INSTALLATION DESIGNED FOR DERRICK-POLE OR CRANE ERECTION.
2. FOR CRANE LIFTS ASSEMBLED SECTIONS MUST NOT EXCEED 40m IN A SINGLE LIFT UNLESS TWO CRANES ARE USED IN A DUAL LIFT CONFIGURATION.
3. FOR DERRICK-POLE LIFTS ONLY ONE SECTION AT A TIME TO BE RAISED WITH DERRICK-POLE.

FOOTINGS & FOUNDATIONS

1. REMOVE ALL TOPSOIL AND UPPER STRATA CONTAINING ORGANIC MATTER FOR ALL FOOTINGS.
2. IF MATERIAL ON-SITE IS NOT SUITABLE FOR STANDARD COMPACTION SPECIFICATION, THEN IMPORTED FILL OR BACKFILL SHALL CONSIST OF APPROVED MATERIAL INSTALLED AS PER COMPACTION SPECIFICATIONS.
3. GROUND COLLAPSE CONTROL MEASURES SHALL BE USED WHERE GROUND COLLAPSE MAY OCCUR BY APPLYING EITHER SHORING, BENCHING AND OR BATTERING. LOCAL WHS CODE OF PRACTICE SHALL BE ADHERED TO.

GUY ANCHOR COMPACTION SPECIFICATIONS

1. THE LEVEL OF TOLERANCE OF GUY ANCHOR FOOTINGS MAY VARY (HIGHER/LOWER) WITHOUT ENGINEERING REVIEW MAINTAINING NOMINATED GUY ANCHOR ANGLES AS SPECIFIED BY THE STRUCTURAL ENGINEER.
   INNER FOOTING: 3.0m
   INTERMEDIATE FOOTING: 6.0m
   OUTER FOOTING: 6.0m
2. EXCAVATE ANCHOR PIT AND INSTALL STEEL ANCHOR BEAM, ANCHOR ROD AND ATTACHMENTS AS SPECIFIED IN DETAILS AND INFORMATION PROVIDED ON STRUCTURAL DRAWINGS.
3. CLAYS OR SILTS (BASED ON Φ=20° AND Cu=20kPa) OR COMPACTABLE SANDS (BASED ON Φ=32° MIN.) CAN BE USED AS FILL MATERIAL. MINIMUM SOIL PROPERTIES ARE AS STATED ABOVE UNLESS A GEOTECHNICAL REPORT IS PROVIDED.
4. MINIMUM DENSITY OF COMPACTED BACKFILL SOIL TO BE 17kN/m³ BY APPLYING AS2870 RECOMMENDATIONS. PLACE FILL IN LAYERS NO GREATER THAN 150mm WHEN COMPACTED. ACHIEVE REQUIRED COMPACTION BY MECHANICAL TAMPING SUCH AS COMPACTION BY RODDING, VIBRATING PLATE, SMOOTH DRUM ROLLER ATTACHED TO A BACKHOE/EXCAVATOR, OR WALK BEHIND WHACKER PACKER.
5. ANGLE OF ANCHOR ROD SHOWN ON GUY ANCHOR FOOTING SCHEDULE REFERS TO PRETENSION FORCE BEING APPLIED TO GUY-WIRES AND RE-COMPACTION OF LOOSE SOIL FOLLOWING PRETENSION.
6. REQUIRED MINIMUM SAFE BEARING CAPACITY OF FOUNDATION MATERIAL SHALL BE 100 kPa.

CONCRETE

1. ALL WORKMANSHIP PREFORMED AND MATERIALS USED ARE AS PER AS3600.
2. PLACE CONCRETE WITH COMPRESSIVE STRENGTH F'C 32MPa AS DEFINED IN AS1379.
3. MAST BASE FOUNDATION: CONCRETE COVER OF 75mm MIN. TOP, BOTTOM AND SIDES.
4. GUY ANCHOR FOUNDATION: MIN. 50mm CONCRETE COVER AROUND THE STEEL ANCHOR BEAM; FOR TOTAL CONCRETE DEPTH REFER TO GUY ANCHOR FOOTING SCHEDULE.
5. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS MADE IN CONCRETE MEMBERS WITHOUT THE WRITTEN APPROVAL FROM THE STRUCTURAL ENGINEER.
6. REINFORCEMENT SYMBOLS:
   N - GRADE 500 NORMAL DUCTILITY DEFORMED BAR. THE NUMBER FOLLOWING THESE SYMBOLS INDICATES BAR DIAMETER IN MILLIMETRES U.N.O. REINFORCEMENT TO COMPLY WITH AS4671.

STEEL WORK

1. ALL WORKMANSHIP PREFORMED AND MATERIALS USED ARE AS PER AS4100 AND AS1554. EXCEPTION MAY BE PERMITTED ONLY WDIM HERE AS VARIED BY APPROVED CONTRACT DOCUMENTS.
1. UNLESS NOTED OTHERWISE, THE FOLLOWING STEEL GRADES YEILD STRENGTH APPLY TO MAST SECTIONS:
   MAST CORD (LEGS) 500 MPa
   MAST WEBBING 300 MPa
   PLATES 250 MPa
2. WELDED CONNECTIONS BETWEEN STRUCTURAL MEMBERS ARE 6mm CONTINUOUS FILLET WELD (OR SIZE EQUIVALENT TO THE MINIMUM THICKNESS OF CONNECTION MEMBERS IF LESS THAN 6mm) U.N.O. WELDED CONNECTIONS BETWEEN LATTICE & CHORDS ARE 6mm MIN. COMPLETE M AND INCOMPLETE PENETRATION BUTT WELDS CLASS SP U.N.O.
3. BOLT TYPES AND DESIGNATIONS WHERE USED ARE AS FOLLOWS:
   4.6/S COMMERCIAL BOLTS TO AS1111 SNUG TIGHTENED 8.8/S HIGH STRENGTH STRUCTURAL ASSEMBLY (BOLTS, NUTS AND HARDENED WASHERS) TO AS1252 SNUG TIGHTENED ONLY FOR ALL MAST SECTIONS U.N.O.
4. M16 HIGH STRENGTH (8.8/S) BOLTS USED TYPICALLY IN ALL CONNECTIONS U.N.O. NOTWITHSTANDING THIS, NO STEEL-TO-STEEL CONNECTIONS ASSEMBLED WITH LESS THAN 2/ M16 (8.8/S) BOLTS U.N.O. U-BOLTS (4.6/S) USED FOR ANCILLARIES INSTALLATION U.N.O.
5. BOLT HOLES IN STEEL-TO-STEEL AND STEEL-TO-CONCRETE CONNECTIONS WITH BOLT DIAMETER +2mm AND +3mm RESPECTIVELY. BASE PLATES MUST HAVE A BOLT DIAMETER +6mm U.N.O.
6. ALL NUTS, BOLTS AND WASHERS ARE GALVANIZED U.N.O.
7. WELD MATERIAL REQUIRES A NOMINAL TENSILE STRENGTH OF 490MPa AS PER AS4100 AMENDMENT 1, 2012, TABLE 9.7.3.10(1).
8. ALL WELDS REQUIRE CATEGORY SP AS PER AS1554 PART 1 U.N.O. PART 3 U.N.O.
10. PROTECTIVE SURFACE TREATMENT APPLIED TO STRUCTURAL STEELWORK AS FOLLOWS:
    GENERAL MAST FINISH:
    HOT-DIP GALVANIZE "HDG600" (AS2312) (AVERAGE 90 MICRON).
    GUY ANCHOR BEAMS & ANCHOR RODS FINISH:
    HOT-DIP GALVANIZE "HDG600" (AS2312) (AVERAGE 90 MICRON).
    BLACK STEEL MAY BE USED WHERE ANCHOR BEAM IS ENCASED IN CONCRETE.

NOTES

REV	DESCRIPTION	DATE

ART GROUP
119-125 QUARRY ROAD
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(02) 6672 6200
admin@artowers.com.au
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CLIENT

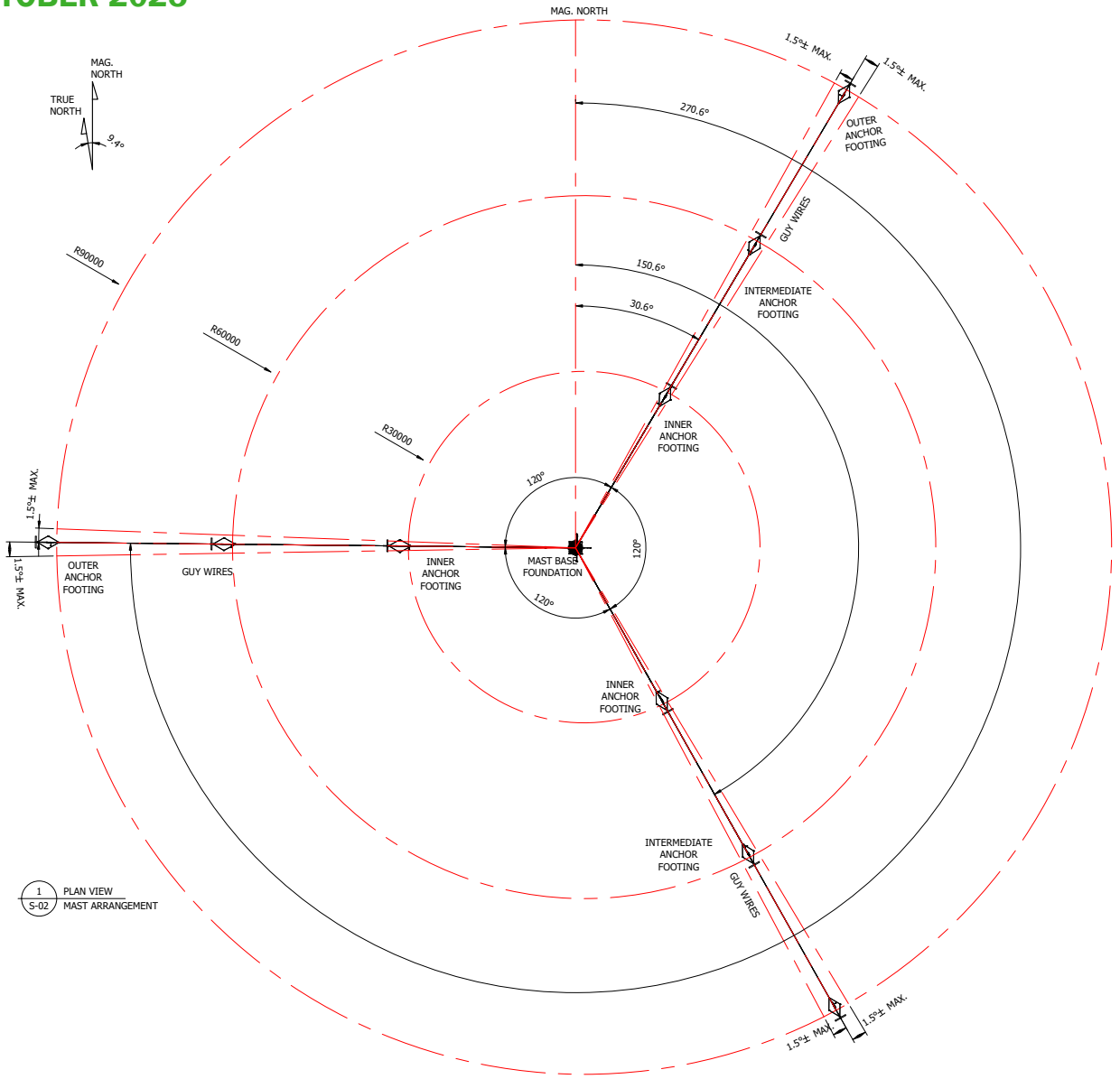
PROJECT
G.A. GUYED LATTICE MAST TYPE 55-36
HEIGHT 130m
LAYOUT 001

SHEET TITLE
GENERAL NOTES

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
N/A	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
DM	HY	HY	PG

DRAWING NUMBER	SHEET	ISSUE
AEDGA-GLA53-0130-001	1 / 5	00



NOTES

REV	DESCRIPTION	DATE

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CLIENT

PROJECT
G.A. GUYED LATTICE MAST TYPE 55-36
HEIGHT 130m
LAYOUT 001

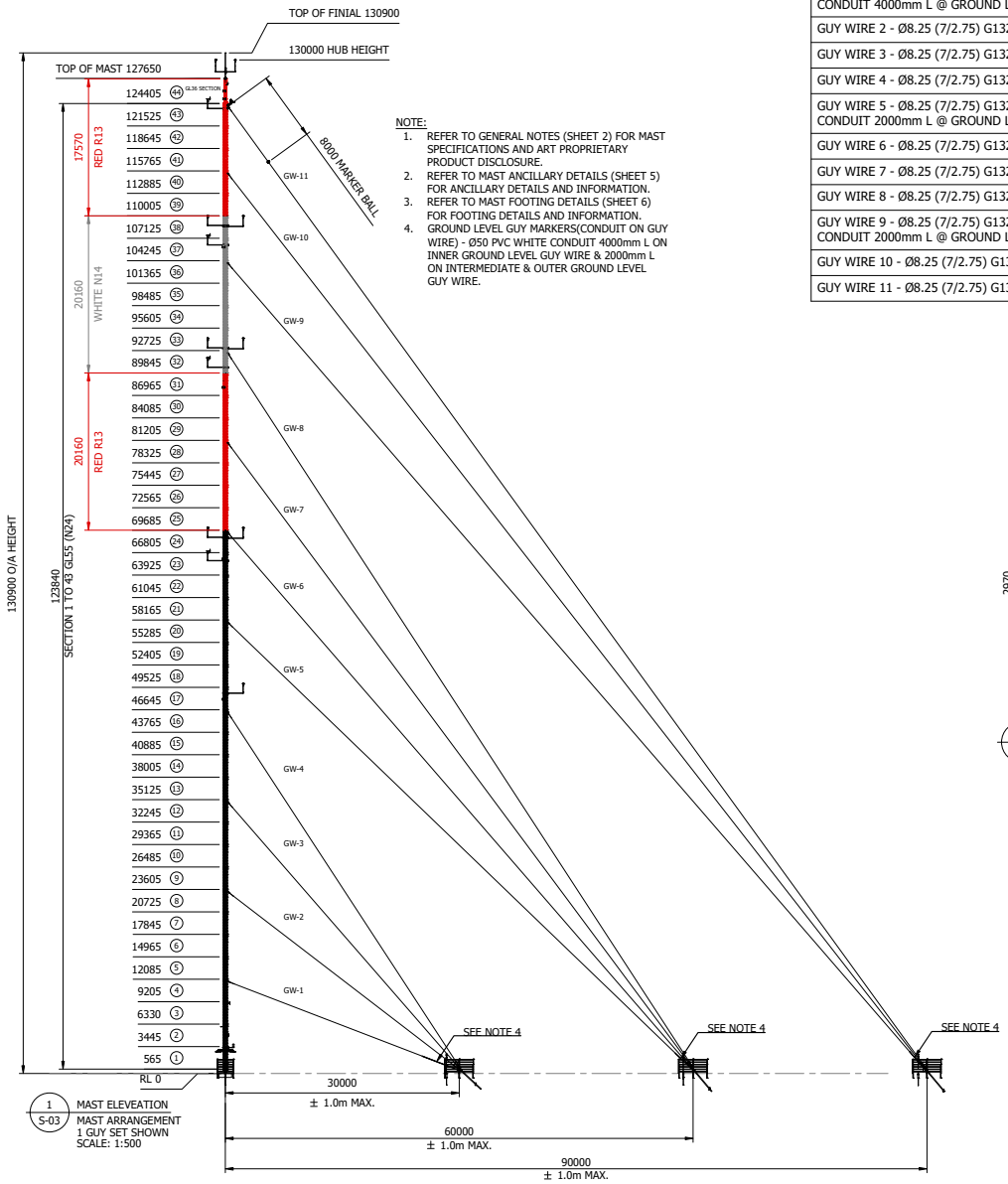
SHEET TITLE
MAST PLAN

STATUS

SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
1:700	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
DM	HY	HY	PG

DRAWING NUMBER	SHEET	ISSUE
AEDGA-GLA53-0130-001	2 / 5	00

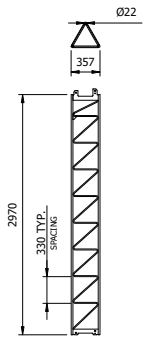


1 S-03 MAST ELEVEATION
MAST ARRANGEMENT
1 GUY SET SHOWN
SCALE: 1:500

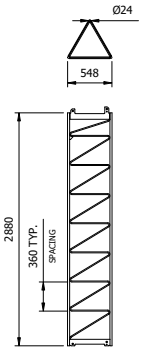
NOTE:
1. REFER TO GENERAL NOTES (SHEET 2) FOR MAST SPECIFICATIONS AND ART PROPRIETARY PRODUCT DISCLOSURE.
2. REFER TO MAST ANCILLARY DETAILS (SHEET 5) FOR ANCILLARY DETAILS AND INFORMATION.
3. REFER TO MAST FOOTING DETAILS (SHEET 6) FOR FOOTING DETAILS AND INFORMATION.
4. GROUND LEVEL GUY MARKERS(CONDUIT ON GUY WIRE) - Ø50 PVC WHITE CONDUIT 4000mm L ON INNER GROUND LEVEL GUY WIRE & 2000mm L ON INTERMEDIATE & OUTER GROUND LEVEL GUY WIRE.

GUY WIRE SCHEDULE

DESCRIPTION	HEIGHT	LENGTH	RADIUS	SIZE	PRE-TENSION
GUY WIRE 1 - Ø8.25 (7/2.75) G1320, WITH Ø50 WHITE PVC CONDUIT 4000mm L @ GROUND LEVEL	11820	45000	30000	Ø8.25	3.5kN
GUY WIRE 2 - Ø8.25 (7/2.75) G1320	23340	50000			
GUY WIRE 3 - Ø8.25 (7/2.75) G1320	34860	55000			
GUY WIRE 4 - Ø8.25 (7/2.75) G1320	46380	65000			
GUY WIRE 5 - Ø8.25 (7/2.75) G1320, WITH Ø50 WHITE PVC CONDUIT 2000mm L @ GROUND LEVEL	57900	95000	60000		
GUY WIRE 6 - Ø8.25 (7/2.75) G1320	69420	105000			
GUY WIRE 7 - Ø8.25 (7/2.75) G1320	80940	110000			
GUY WIRE 8 - Ø8.25 (7/2.75) G1320	92460	120000			
GUY WIRE 9 - Ø8.25 (7/2.75) G1320, WITH Ø50 WHITE PVC CONDUIT 2000mm L @ GROUND LEVEL	103980	155000	90000		
GUY WIRE 10 - Ø8.25 (7/2.75) G1320	115500	165000			
GUY WIRE 11 - Ø8.25 (7/2.75) G1320	124140	170000			



2 S-03 GLCP-0025
GL36 SECTION
N22 2970L
SCALE: 1:50



3 S-03 GLCP-0029
GL55 SECTION
N24 2880L
SCALE: 1:50

NOTES

REV	DESCRIPTION	DATE

119-125 QUARRY ROAD
MURWILLUMBAH NSW 2484
(02) 6672 6200
admin@artowers.com.au
australianradiotowers.com.au

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CLIENT

PROJECT
G.A. GUYED LATTICE MAST TYPE 55-36
HEIGHT 130m
LAYOUT 001

SHEET TITLE
MAST ELEVATION

STATUS

SCALE PLOTTED AT A3
1:500

THIRD ANGLE PROJECTION

DRAWN	CHECKED	APPROVED	CO-ORDINATED
DM	HY	HY	PG

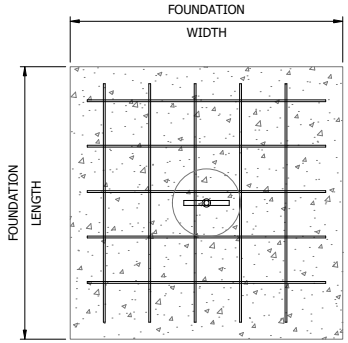
DRAWING NUMBER
AEDGA-GLA53-0130-001

SHEET
3 / 5

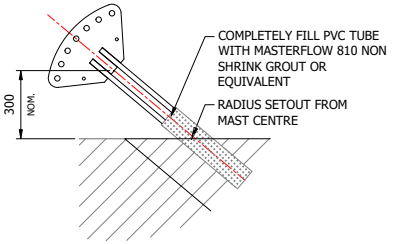
ISSUE
00

MAST BASE FOUNDATION			
WIDTH	LENGTH	DEPTH	CONCRETE VOL.
1600	1600	600	1.54m³

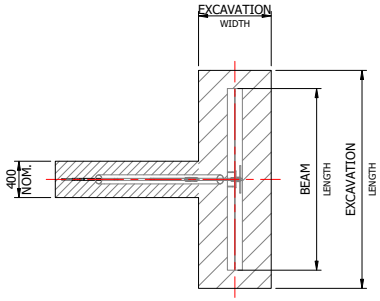
GUY ANCHOR FOOTING SCHEDULE												
FOOTING	RADIUS	No. GUYS	WIDTH	LENGTH	DEPTH	ANCHOR BEAM	ANGLE	DIM A	DIM B	DIM C	ANCHOR HEAD	TURNBUCKLE
INNER	30000	4	800	2400	1600	2000	43°	1469	400	2607	5 HOLE	5/8"
INTERMEDIATE	60000	4	800	2400	2200	2000	50°	1651	400	3118	5 HOLE	5/8"
OUTER	90000	3	800	2400	2400	2000	50°	1819	400	3376	5 HOLE	5/8"



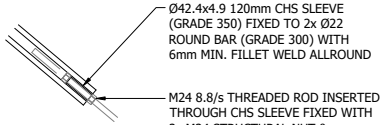
1 / S-04 PLAN VIEW
CONCRETE IN-SITU MAST BASE
SIMILAR DETAIL



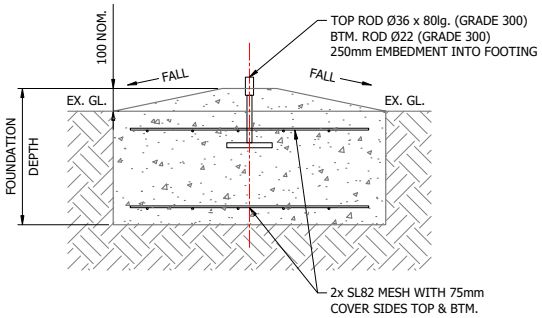
A / S-04 DETAIL VIEW
ANCHOR HEAD ASSEMBLY
SIMILAR DETAIL



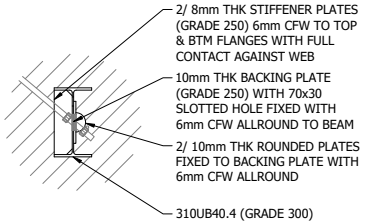
3 / S-04 PLAN VIEW
GUY ANCHOR FOOTING
SIMILAR DETAIL



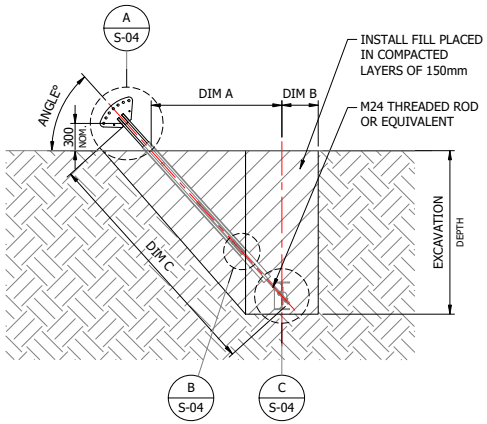
B / S-04 DETAIL VIEW
ANCHOR ROD CONNECTION
PVC TUBE & EARTH NOT SHOWN FOR CLARITY
SIMILAR DETAIL



2 / S-04 SECTION VIEW
CONCRETE IN-SITU MAST BASE
SIMILAR DETAIL



C / S-04 DETAIL VIEW
ANCHOR BEAM ASSEMBLY
SIMILAR DETAIL



4 / S-04 SECTION VIEW
GUY ANCHOR FOOTING
SIMILAR DETAIL

NOTES

REV	DESCRIPTION	DATE

119-125 QUARRY ROAD
MURWILLUMBAH NSW 2484
(02) 6672 6200
admin@artowers.com.au
australianradiotowers.com.au

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CLIENT

PROJECT
G.A. GUYED LATTICE MAST TYPE 55-36
HEIGHT 130m
LAYOUT 001

SHEET TITLE
OPTION 1 - MAST FOOTING DETAILS

STATUS

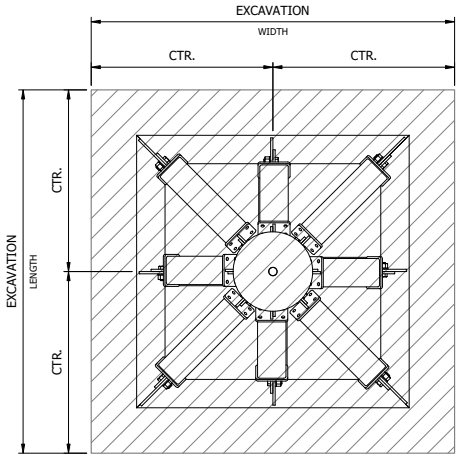
SCALE PLOTTED AT A3	THIRD ANGLE PROJECTION
N.T.S.	

DRAWN	CHECKED	APPROVED	CO-ORDINATED
DM	HY	HY	PG

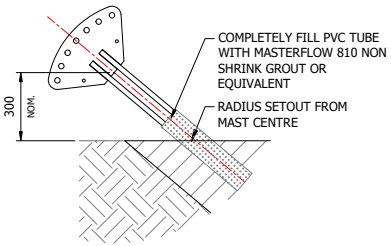
DRAWING NUMBER	SHEET	ISSUE
AEDGA-GLA53-0130-001	4 / 5	00

MAST BASE FOUNDATION				
WIDTH	LENGTH	DEPTH	BLUE METAL DEPTH	BLUE METAL VOL.
1400	1400	850	400	0.784m³

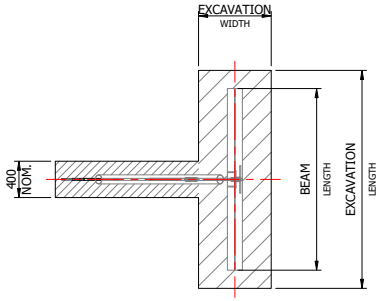
GUY ANCHOR FOOTING SCHEDULE												
FOOTING	RADIUS	No. GUYS	WIDTH	LENGTH	DEPTH	ANCHOR BEAM	ANGLE	DIM A	DIM B	DIM C	ANCHOR HEAD	TURNBUCKLE
INNER	30000	4	800	2400	1600	2000	43°	1469	400	2607	5 HOLE	5/8"
INTERMEDIATE	60000	4	800	2400	2200	2000	50°	1651	400	3118	5 HOLE	5/8"
OUTER	90000	3	800	2400	2400	2000	50°	1819	400	3376	5 HOLE	5/8"



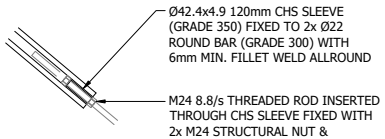
1 S-05 PLAN VIEW
BURIED STEEL MAST FOUNDATION
SIMILAR DETAIL



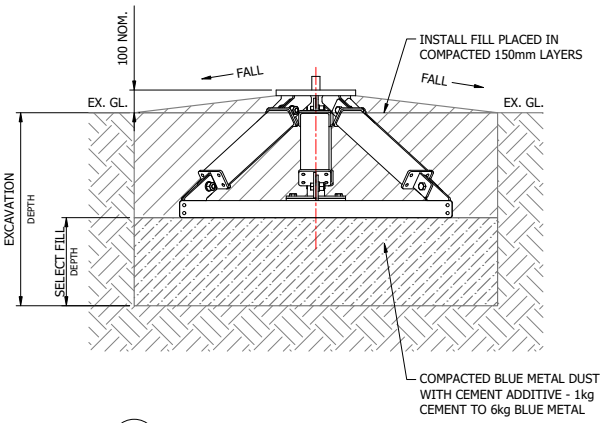
A S-05 DETAIL VIEW
ANCHOR HEAD ASSEMBLY
SIMILAR DETAIL



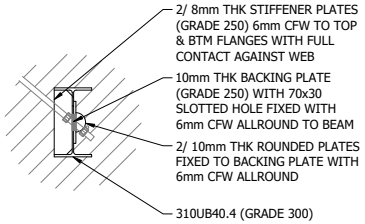
3 S-05 PLAN VIEW
GUY ANCHOR FOOTING
SIMILAR DETAIL



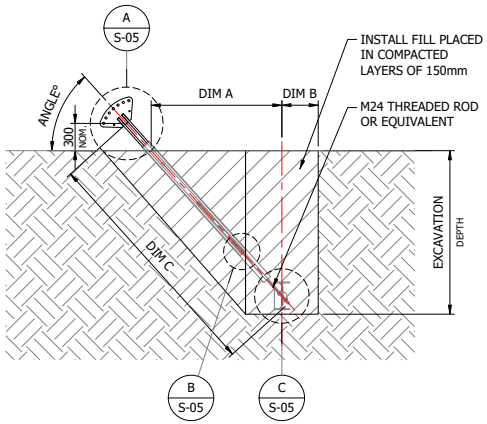
B S-05 DETAIL VIEW
ANCHOR ROD CONNECTION
PVC TUBE & EARTH NOT SHOWN FOR CLARITY
SIMILAR DETAIL



2 S-05 SECTION VIEW
BURIED STEEL MAST FOUNDATION
SIMILAR DETAIL



C S-05 DETAIL VIEW
ANCHOR BEAM ASSEMBLY
SIMILAR DETAIL



4 S-07 SECTION VIEW
GUY ANCHOR FOOTING
SIMILAR DETAIL

NOTES

REV	DESCRIPTION	DATE

ART GROUP
119-125 QUARRY ROAD
MURWILLUMBAH NSW 2484
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CLIENT

PROJECT
G.A. GUYED LATTICE MAST TYPE 55-36
HEIGHT 130m
LAYOUT 001

SHEET TITLE
OPTION 2 - MAST FOOTING DETAILS

STATUS

SCALE PLOTTED AT A3
N.T.S.

THIRD ANGLE PROJECTION

DRAWN	CHECKED	APPROVED	CO-ORDINATED
DM	HY	HY	PG

DRAWING NUMBER
AEDGA-GLA53-0130-001

SHEET
5 / 5

ISSUE
00

SCHEDULE OF SUBMISSIONS AND APPLICANT'S RESPONSES

DEVELOPMENT APPLICATION: TEMPORARY METEOROLOGICAL MASTS X 2 ON LOT 3915 NILGEN ROAD, NILGEN & LOT 3917 (733) MIMEGARRA ROAD, NILGEN

No.	Submitter	Submission details	Applicant's responses
1.	CASA	The submitter provides the following general comment: *CASA has reviewed the information you have provided, including the "Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen Development Application Temporary Meteorological Masts", dated July 2025. CASA's assessment was conducted in accordance with the National Airports Safeguarding Framework (Guideline D) as developed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, established to provide planning advice to State and Local Planning Authorities to aid in safeguarding Australian airports from incompatible development.* *CASA is not aware of any certified aerodrome's within 15km of the proposed meteorological mast sites for which there could be an Obstacle Limitation Surface (OLS) that would require protection, given that the nearest certified aerodrome is Ginbata Airport, approximately 71.5 km from the proposed meteorological mast sites. Therefore, this development falls outside CASA's formal regulatory framework for aerodromes.* *CASA is also unaware of any unregulated aerodrome such as an Aeroplane Landing Area (ALA) which is not published in the Aeronautical Information Publications (AIP) being within 2.5km of the proposed meteorological mast sites. Enquiries regarding whether there are any ALA's in close proximity to the site should be directed to the Ginbata council.* *Irrespective of whether the proposed meteorological masts will intrude into an OLS (in which case an obstacle light would be required), because the meteorological masts will*	The Applicant wishes to acknowledge CASA's submission and provides the below response. The Applicant will install low intensity steady hazard/warning obstacle lights as recommended by CASA. Further, the Applicant will place marker balls on the upper third of the guy wires and mark the top third of the mast structure to assist with visibility. The Applicant will report the met masts to the Aeronautical Information Service (AIS) provider, Airservices Australia, as recommended by CASA.

		be approximately 131 metres above ground level (AGL), CASA recommends the installation of a low intensity steady hazard/warning obstacle light in considering other users of the airspace, particularly low-level agricultural aircraft, rescue aircraft and other flying activities in the area. The proponent may also wish to consider any guyed mast structure having a surface finish to distinguish it from the background environment and placing marker balls on the upper third of the guy wires to assist with its visibility. *In support of Subpart 175.E of the Civil Aviation Safety Regulations 1998, CASA recommends that all permanent obstacles 100m or more above ground level or that penetrate the obstacle limitation surface are reported to the Aeronautical Information Service (AIS) provider, Airservices Australia (VOD@airservicesaustralia.com or 02 6268 5622).* ***Updated comments received from CASA 03/10/2025*** *Thank you for your email requesting clarification on the CASA Assessment Response sent 13 August 2025. I can confirm the inclusion of Ginbata Airport was in error, and the aerodrome reference should have been to Gingin Airport which is located approximately 71.5 km to the southeast of the proposed meteorological mast sites. The purpose of referencing Gingin is to illustrate that the meteorological mast locations are very remote and therefore will not impact the operation or procedures any certified aerodrome and fall outside CASA's formal regulatory framework.* *However, the proposed meteorological mast will be approximately 131 metres above ground level (AGL), and therefore CASA recommends the installation of a low intensity steady hazard/warning obstacle light in considering other users of the airspace, particularly low-level agricultural aircraft, rescue aircraft and other flying activities in the area. The proponent may also wish to consider any guyed mast structure having a surface finish to distinguish it from the background environment and placing marker balls on the upper third of the guy wires to assist with its visibility.*	

2.	DPIRD	The submitter provides the following general comment: *Thank you for the opportunity to comment on the proposed temporary meteorological masts at Lot 3915 Nilgen Road and Lot 3917 Mimegarra Road Nilgen.* *The Department of Primary Industries and Regional Development (DPIRD) does not object to the temporary meteorological masts at the abovementioned lots.*	The Applicant wishes to acknowledge DPIRD's submission and notes that no response is required.
3	DBCA	The submitter provides the following general comment: *The Department of Biodiversity, Conservation and Attractions (DBCA) provides the following advice in relation to the proposal.* *Suitable nesting, roosting and foraging habitat for Zanda latirostris (Carnaby's Cockatoo) occurs in proximity to the proposal area. Carnaby's Cockatoos are listed as Endangered under the Environment Protection and Biodiversity Conservation Act 1999 and the Biodiversity Conservation Act 2016. Surrounding wetlands also provide suitable habitat for migratory bird species protected under state and federal legislation and international agreements. The guy wires associated with the proposed meteorological masts pose a collision risk to Carnaby's Cockatoos and migratory birds moving through the area, potentially resulting in injury and/or mortality. It is recommended that consideration is given to improving the visibility of the guy wires to birds, such as increasing the wire thickness or installing visible markers.* *It is recommended that any bird injuries and/or mortalities are reported to DBCA via the Fauna Report Form found on the DBCA website at: Threatened and priority fauna resources*	The Applicant wishes to acknowledge DBCA's submission and provides the below response. The Applicant proposes to install marker balls on the upper third of the guy wires to enhance visibility and will engage with DBCA to determine whether this represents the most suitable approach, or if alternative measures to reduce collision risk should be considered. Any bird injuries and/or mortalities that the Applicant becomes aware of will be reported to DBCA via the Fauna Report Form on the DBCA website.

SCHEDULE OF SUBMISSIONS AND OFFICERS RESPONSES

DEVELOPMENT APPLICATION: TEMPORARY METEOROLOGICAL MASTS X 2 ON LOT 3915 NILGEN ROAD, NILGEN & LOT 3917 (733) MIMEGARRA ROAD, NILGEN

No.	Submitter	Submission details	Officers' responses
1.	CASA	The submitter provides the following general comment: *CASA has reviewed the information you have provided, including the "Lot 3915 Nilgen Road and Lot 3917 (No. 733) Mimegarra Road, Nilgen Development Application Temporary Meteorological Masts", dated July 2025. CASA's assessment was conducted in accordance with the National Airports Safeguarding Framework (Guideline D) as developed by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, established to provide planning advice to State and Local Planning Authorities to aid in safeguarding Australian airports from incompatible development.* *CASA is not aware of any certified aerodrome's within 15km of the proposed meteorological mast sites for which there could be an Obstacle Limitation Surface (OLS) that would require protection, given that the nearest certified aerodrome is Ginbata Airport, approximately 71.5 km from the proposed meteorological mast sites. Therefore, this development falls outside CASA's formal regulatory framework for aerodromes.* *CASA is also unaware of any unregulated aerodrome such as an Aeroplane Landing Area (ALA) which is not published in the Aeronautical Information Publications (AIP) being within 2.5km of the proposed meteorological mast sites. Enquiries regarding whether there are any ALA's in close proximity to the site should be directed to the Ginbata council.* *Irrespective of whether the proposed meteorological masts will intrude into an OLS (in which case an obstacle light would be required), because the meteorological masts will be approximately 131 metres above ground level (AGL),*	Noted. As a safeguard, the officer has recommended a condition that ensures the proponent liaise with CASA and adheres to their conventions.

		CASA recommends the installation of a low intensity steady hazard/warning obstacle light in considering other users of the airspace, particularly low-level agricultural aircraft, rescue aircraft and other flying activities in the area. The proponent may also wish to consider any guyed mast structure having a surface finish to distinguish it from the background environment and placing marker balls on the upper third of the guy wires to assist with its visibility. *In support of Subpart 175.E of the Civil Aviation Safety Regulations 1998, CASA recommends that all permanent obstacles 100m or more above ground level or that penetrate the obstacle limitation surface are reported to the Aeronautical Information Service (AIS) provider, Airservices Australia (VOD@airservicesaustralia.com or 02 6268 5622).* ***Updated comments received from CASA 03/10/2025*** *Thank you for your email requesting clarification on the CASA Assessment Response sent 13 August 2025. I can confirm the inclusion of Ginbata Airport was in error, and the aerodrome reference should have been to Gingin Airport which is located approximately 71.5 km to the southeast of the proposed meteorological mast sites. The purpose of referencing Gingin is to illustrate that the meteorological mast locations are very remote and therefore will not impact the operation or procedures any certified aerodrome and fall outside CASA's formal regulatory framework.* *However, the proposed meteorological mast will be approximately 131 metres above ground level (AGL), and therefore CASA recommends the installation of a low intensity steady hazard/warning obstacle light in considering other users of the airspace, particularly low-level agricultural aircraft, rescue aircraft and other flying activities in the area. The proponent may also wish to consider any guyed mast structure having a surface finish to distinguish it from the background environment and placing marker balls on the upper third of the guy wires to assist with its visibility.*	
2.	DPIRD	The submitter provides the following general comment:	

		Thank you for the opportunity to comment on the proposed temporary meteorological masts at Lot 3915 Nilgen Road and Lot 3917 Mimegarra Road Nilgen. *The Department of Primary Industries and Regional Development (DPIRD) does not object to the temporary meteorological masts at the abovementioned lots.*	Noted.
3	DBCA	The submitter provides the following general comment: *The Department of Biodiversity, Conservation and Attractions (DBCA) provides the following advice in relation to the proposal.* *Suitable nesting, roosting and foraging habitat for Zanda latirostris (Carnaby's Cockatoo) occurs in proximity to the proposal area. Carnaby's Cockatoos are listed as Endangered under the Environment Protection and Biodiversity Conservation Act 1999 and the Biodiversity Conservation Act 2016. Surrounding wetlands also provide suitable habitat for migratory bird species protected under state and federal legislation and international agreements. The guy wires associated with the proposed meteorological masts pose a collision risk to Carnaby's Cockatoos and migratory birds moving through the area, potentially resulting in injury and/or mortality. It is recommended that consideration is given to improving the visibility of the guy wires to birds, such as increasing the wire thickness or installing visible markers.* *It is recommended that any bird injuries and/or mortalities are reported to DBCA via the Fauna Report Form found on the DBCA website at: Threatened and priority fauna resources*	Noted. Relevant conditions and advice notes have been imposed in response to these comments.

16.3 AMENDMENT TO LOCAL DEVELOPMENT PLAN - LOT 601 BROCKMAN STREET, GINGIN

File	LND/195
Applicant	Dynamic Planning and Development
Location	Lot 9000 Brockman Street, Gingin (Multiple Lots - Brookview Estate)
Owner	Gingin Developments Pty Ltd Multiple owners
Zoning	Residential
WAPC No	NA
Author	James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Currrent Endorsed LDP [**16.3.1** - 1 page] 2. Proposed Amendment to LDP [**16.3.2** - 3 pages]

DISCLOSURES OF INTEREST

Cr Hyne declared an Indirect Financial Interest in this matter as his company has a contract with the owner of the land to sell the developed lots, for which his company receives a selling fee.

Cr Hyne left the meeting at 4:02pm.

PURPOSE

To consider an amendment to the existing Local Development Plan for Lot 9000 (formerly 601) Brockman Street, Gingin.

BACKGROUND

The Western Australian Planning Commission (WAPC) granted conditional approval for subdivision of the land on 21 April 2023 to create 99 residential lots, three (3) town centre lots and a public open space reserve.

Condition 19 of the subdivision approval states:

19. A Local Development Plan being prepared and approved to address the following:

a. Building envelopes and/or setbacks;

b. Designated land application areas (as required by the UWMP/site and soil evaluation);
c. Fencing; and
d. Vehicle access points (crossovers).

On 15 August 2023, Council approved a Local Development Plan (LPD) for the subject land in order to satisfy the above condition.

On 17 June 2025, Council supported a reconfiguration of the subdivision layout to be formalised at the relevant clearance stages.

The proposed amendment seeks to align with the revised subdivision layout supported by Council, and comprises of the following:

1. Adding dedicated crossover locations for Lots 56 – 59;

2. Adding dedicated garage locations for Lots 103 and 106;

3. Modifying the building envelope on Lot 106 to suit the dedicated garage location; and

4. Updating the 'Legend' and 'General' provisions to include the above.

The endorsed LDP is provided **(see appendices).**

The Applicant's Proposal is provided **(see appendices).**

COMMENT

Stakeholder Consultation

The application was advertised in accordance with Schedule 2, Part 6, clause 50 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. This included advertising to surrounding landowners, a development sign placed on the verge of the property and a notification on the Shire's website, all for a period of 28 days.

The Shire received no written submissions.

PLANNING FRAMEWORK

Planning and Development (Local Planning Scheme) Regulations 2015 (the Regulations)

Schedule 2, Part 6 of the Regulations applies to LDPs. In this instance, the following section is considered relevant:

57. Duration of approval

(1) The approval of a local development plan has effect for a period of 10 years commencing on the day on which the local government approves the plan, or another period determined by the local government, unless the local government earlier revokes its approval.

The officer notes that Lots 104 and 105 have limited street frontage, and there is no obvious location for bin placement on collection days that provides service trucks with easy access. This level of detail would not ordinarily be outlined, however given the lot configuration created, it may be reasonable to delineate a dedicated area to avoid any future dispute that may arise.

Summary

The officer is of the view that the proposed LDP amendment aligns with an earlier resolution of Council and sufficiently addresses the relevant matters outlined under condition 19 of the subdivision approval, and on that basis should be supported.

RISK IMPLICATIONS

No risk has been identified as part of this proposal.

STATUTORY/LOCAL LAW IMPLICATIONS

Planning and Development (Local Planning Scheme) Regulations 2015

Local Planning Scheme No.9.

POLICY IMPLICATIONS

Local Planning Policy 5.2 - Gingin Town Centre

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Peczka SECONDED: Councillor Vis

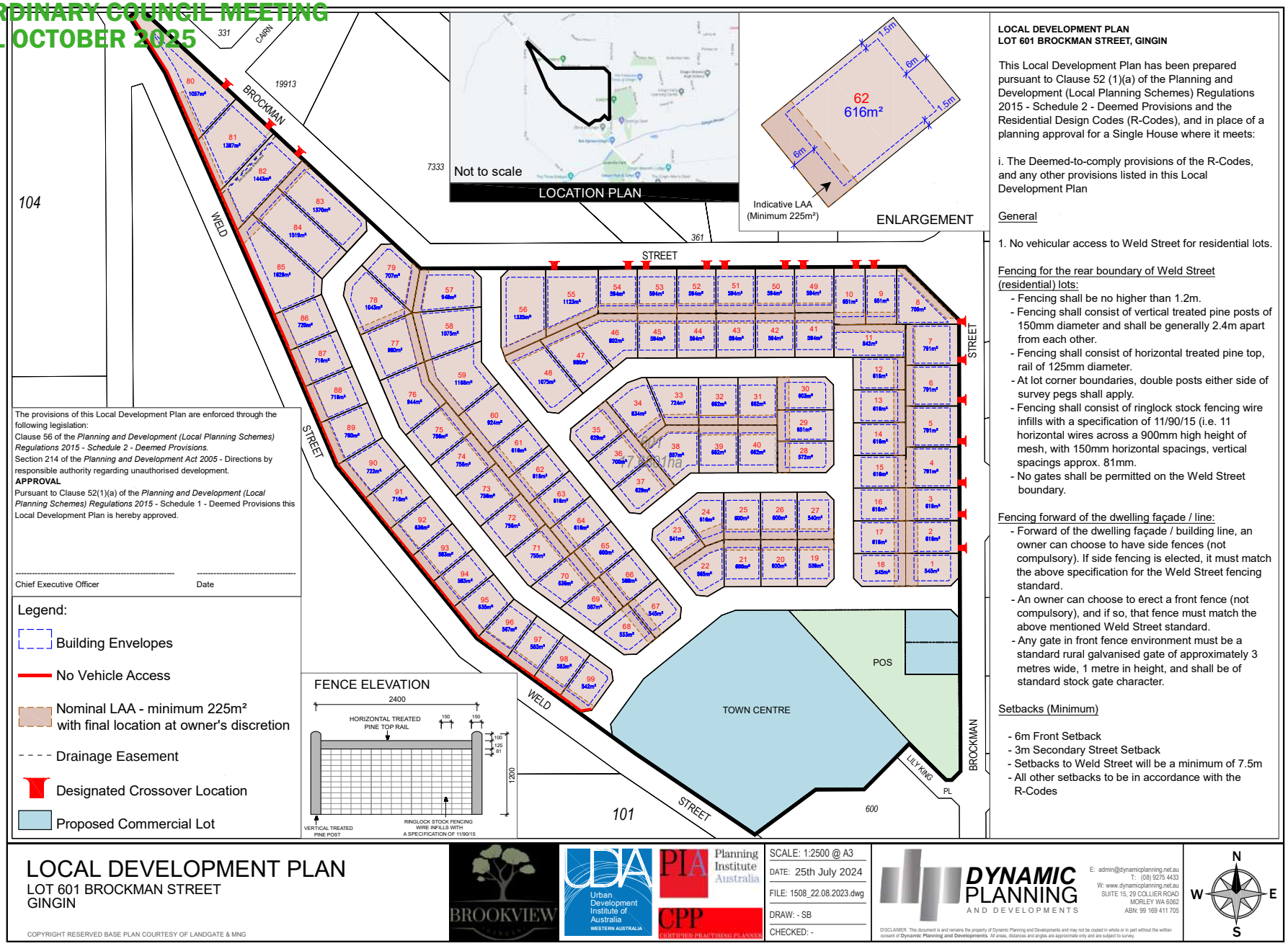
That Council, in accordance with Schedule 2, Part 6, Clause 52 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, approve the amendment of the Local Development Plan prepared by Dynamic Planning and Developments in relation to Lot 601 Brockman Street, Gingin in accordance with Appendix 15.3.2, subject to the following inclusion:

1. Notation of a dedicated bin placement area to serve Lots 104 and 105 to the satisfaction of the Chief Executive Officer.

CARRIED UNANIMOUSLY
8 / 0

FOR: *Councillor Balcombe, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*



LOCAL DEVELOPMENT PLAN
LOT 601 BROCKMAN STREET, GINGIN

This Local Development Plan has been prepared pursuant to Clause 52 (1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions and the Residential Design Codes (R-Codes), and in place of a planning approval for a Single House where it meets:

i. The Deemed-to-comply provisions of the R-Codes, and any other provisions listed in this Local Development Plan

General

1. No vehicular access to Weld Street for residential lots.

Fencing for the rear boundary of Weld Street (residential) lots:

- Fencing shall be no higher than 1.2m.
- Fencing shall consist of vertical treated pine posts of 150mm diameter and shall be generally 2.4m apart from each other.
- Fencing shall consist of horizontal treated pine top, rail of 125mm diameter.
- At lot corner boundaries, double posts either side of survey pegs shall apply.
- Fencing shall consist of ringlock stock fencing wire infills with a specification of 11/90/15 (i.e. 11 horizontal wires across a 900mm high height of mesh, with 150mm horizontal spacings, vertical spacings approx. 81mm.
- No gates shall be permitted on the Weld Street boundary.

Fencing forward of the dwelling façade / line:

- Forward of the dwelling façade / building line, an owner can choose to have side fences (not compulsory). If side fencing is elected, it must match the above specification for the Weld Street fencing standard.
- An owner can choose to erect a front fence (not compulsory), and if so, that fence must match the above mentioned Weld Street standard.
- Any gate in front fence environment must be a standard rural galvanised gate of approximately 3 metres wide, 1 metre in height, and shall be of standard stock gate character.

Setbacks (Minimum)

- 6m Front Setback
- 3m Secondary Street Setback
- Setbacks to Weld Street will be a minimum of 7.5m
- All other setbacks to be in accordance with the R-Codes

LOCAL DEVELOPMENT PLAN
LOT 601 BROCKMAN STREET
GINGIN

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SCALE: 1:2500 @ A3
DATE: 25th July 2024
FILE: 1508_22.08.2023.dwg
DRAW: - SB
CHECKED: -

DYNAMIC PLANNING AND DEVELOPMENTS
E: admin@dynamicplanning.net.au
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SUITE 15, 29 COLLIER ROAD
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Our Ref: 1508

25th August 2025

The Chief Executive Officer
Shire of Gingin
PO Box 510, Gingin WA 6503

Attn: Mr. James Bayliss – Executive Manager Regulatory & Developmental Services

Dear James,

LOT 601 BROCKMAN STREET, GINGIN
LOCAL DEVELOPMENT PLAN AMENDMENT

Dynamic Planning and Developments is formally submitting an amendment to the endorsed Local Development Plan (LDP) for Lot 601 Brockman Street Gingin. The extent of the amendment is limited to the following changes:

1. Adding dedicated crossover locations for Lots 56 – 59
2. Adding dedicated garage locations for Lots 103 and 106
3. Modifying the building envelope on Lot 106 to suit the dedicated garage location
4. Updating the 'Legend' and 'General' provisions to include the above

The rationale for item 1 is to continue specifying vehicle crossover locations for lots fronting Brockman Street. A change in the subdivision / cell layout since the initial LDP created additional lots fronting Brockman Street and such, crossover locations are added to suit.

The rationale for item 2 is to specify the location of garages on lots where one side of the lot is burdened by services on the street and therefore a garage is best suited on the opposite side of the lot. This provides early design guidance for prospective landowners.

The rationale for item 3 is to ensure the garage location is within the specified building envelope. Initially the building envelope on Lot 106 was concentrated along the unconstrained side and such was expanded to include the designated location of the garage.

The rationale for item 4 is to identify the new items imposed on the LDP and provide clear instructions on the development implications.

Attached to this letter is a copy of the updated LDP in Appendix 1, which now awaits the Shire's approval.

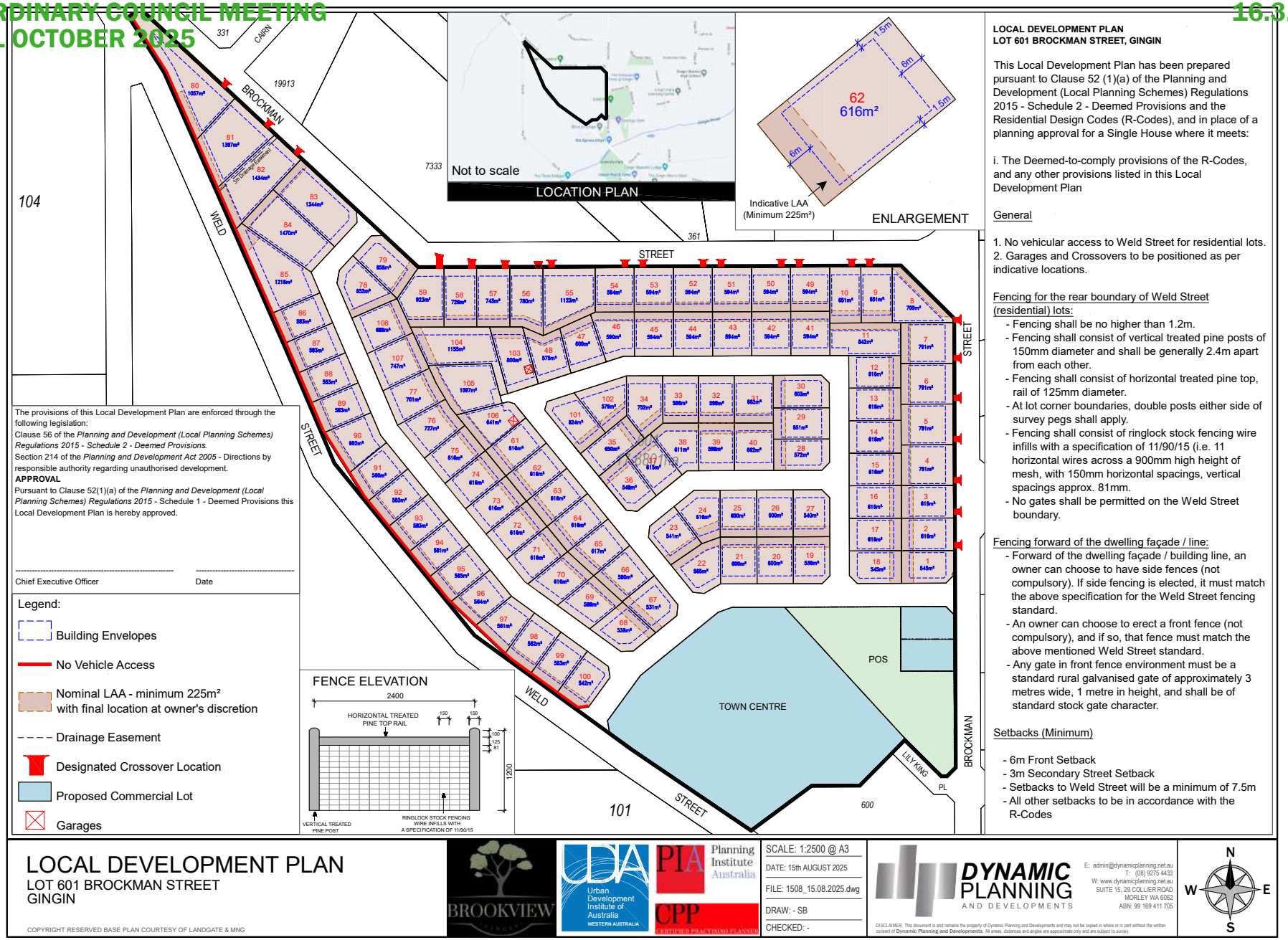
Should you have further queries, please contact the undersigned on 9275 4433.

Neil Teo
Director

Enc. (LOT 601 BROCKMAN STREET, GINGIN LDP)

Attachment 1
Local Development Plan

(08) 9275 4433
Suite 15/29 Collier Road, Morley WA 6062
PO Box 688, Inglewood WA 6932
admin@dynamicplanning.net.au
www.dynamicplanning.net.au



The provisions of this Local Development Plan are enforced through the following legislation:
Clause 56 of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions.*
Section 214 of the *Planning and Development Act 2005* - Directions by responsible authority regarding unauthorised development.

APPROVAL
Pursuant to Clause 52(1)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* - Schedule 1 - Deemed Provisions this Local Development Plan is hereby approved.

Chief Executive Officer ---------- Date ----------

LOCAL DEVELOPMENT PLAN
LOT 601 BROCKMAN STREET, GINGIN

This Local Development Plan has been prepared pursuant to Clause 52 (1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions and the Residential Design Codes (R-Codes), and in place of a planning approval for a Single House where it meets:

i. The Deemed-to-comply provisions of the R-Codes, and any other provisions listed in this Local Development Plan

General

1. No vehicular access to Weld Street for residential lots.
2. Garages and Crossovers to be positioned as per indicative locations.

Fencing for the rear boundary of Weld Street (residential) lots:
- Fencing shall be no higher than 1.2m.
- Fencing shall consist of vertical treated pine posts of 150mm diameter and shall be generally 2.4m apart from each other.
- Fencing shall consist of horizontal treated pine top, rail of 125mm diameter.
- At lot corner boundaries, double posts either side of survey pegs shall apply.
- Fencing shall consist of ringlock stock fencing wire infills with a specification of 11/90/15 (i.e. 11 horizontal wires across a 900mm high height of mesh, with 150mm horizontal spacings, vertical spacings approx. 81mm.
- No gates shall be permitted on the Weld Street boundary.

Fencing forward of the dwelling façade / line:
- Forward of the dwelling façade / building line, an owner can choose to have side fences (not compulsory). If side fencing is elected, it must match the above specification for the Weld Street fencing standard.
- An owner can choose to erect a front fence (not compulsory), and if so, that fence must match the above mentioned Weld Street standard.
- Any gate in front fence environment must be a standard rural galvanised gate of approximately 3 metres wide, 1 metre in height, and shall be of standard stock gate character.

Setbacks (Minimum)

- 6m Front Setback
- 3m Secondary Street Setback
- Setbacks to Weld Street will be a minimum of 7.5m
- All other setbacks to be in accordance with the R-Codes

LOCAL DEVELOPMENT PLAN
LOT 601 BROCKMAN STREET
GINGIN

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16.4 SUBDIVISION REFERRAL - LOT 9001 LANCELIN ROAD, LANCELIN (LANCELIN SOUTH STAGES 7 AND 8)

File	LND/137
Applicant	Sam Williams Consulting
Location	Lot 9001 Lancelin Road, Lancelin
Owner	VIMG WA PTY LTD
Zoning	Urban Development
WAPC No	202157
Author	James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	30 April 2024 – Item 13.1 21 May 2024 – Item 14.2 17 December 2024 – Item 14.3 18 March 2025 – Item 18.1
Appendices	1. Aerial Map [**16.4.1** - 1 page] 2. Location Plan [**16.4.2** - 1 page] 3. Applicant's Proposal [**16.4.3** - 119 pages]

DISCLOSURES OF INTEREST

Before leaving the meeting at Item 16.3, Cr Hyne disclosed an Indirect Financial Interest in this matter as his company has a non-exclusive agreement with the owner of the land to sell the developed lots, for which his company receives a selling fee.

PURPOSE

To consider a subdivision referral from the Western Australian Planning Commission (WAPC) to subdivide Lot 9001 Lancelin Road, Lancelin (Stages 7 and 8 of the Lancelin South Estate).

BACKGROUND

The WAPC is the responsible authority for subdivision approvals in Western Australia. Subdivision applications are registered by the Department of Planning, Lands and Heritage (DPLH) and then referred to relevant state agencies and the local government for comment.

Council, at its Ordinary Meeting (OCM) on 18 March 2025 considered subdivision referral for Stages 5 and 6 and an extension to the Lancelin South Structure Plan (LSSP) and Lancelin South (Stage 1) Outline Development Plan (ODP 1) and resolved as follows:

That Council:

1. *Not support the proposed extension to the Lancelin South Structure Plan and Stage One – Outline Development Plan;*

2. *Not support the proposed subdivision of Lot 9001 Lancelin Road, Lancelin (Stages 5 and 6 of the Lancelin South Estate);*

3. *Direct the CEO to inform the WAPC of the Shire's planning timeframe and dispute concerns in relation to these matters;*

4. *Authorise the CEO to take the necessary steps and utilise resources as required to resolve the developer dispute; and*

5. *Withhold all support and approvals in relation to this development until the dispute is resolved.*

CARRIED UNANIMOUSLY 8/0

Structure Plan Status

The LSSP was initially created to support the rezoning of the subject area from Rural to Development under LPS 8 and to serve as a high-level guide for the lodgement of Outline Development Plans (now referred to as Local Structure Plans). The LSSP also includes the first stage ODP within its provisions.

The existing LSSP was approved by the WAPC in September 2009 and was amended in 2013. No further revisions have occurred. On 20 June 2011 the WAPC approved the Lancelin South (Stage 1) Outline Development Plan (ODP 1) under the broader framework established by the LSSP.

Notwithstanding Council's position on the LSSP referenced above, an extension was approved by Department of Planning officers, under delegated authority, for a further 10 year period which expires on 19 October 2025.

Subdivision Status

The subdivision approval history to date is outlined below:

- In July 2011, subdivision approval (143820) was granted for Stage 1 to create 50 lots.

- On 13 March 2023 subdivision approval (163013) was granted for Stage 2, with a revised plan being approved on 23 May 2023. Stage 2 is currently under construction and consists of 66 lots.

- On 23 May 2024 Stages 3 and 4 were approved. Construction of these stages, consisting collectively of 119 lots, is yet to commence.

- On 30 April 2025 Stages 5 and 6 were approved. Construction of these stages, consisting collectively of 252 residential lots and one (1) commercial lot, is yet to commence.

Table 1 below outlines the relevant subdivision stages and lot breakdown.

Stage	No. of Lots	Status
1	55	Constructed
2	66	Under construction, however currently in abeyance due to civil dispute between landowner/civil contractor.
3 & 4	119 lots	Under construction.
5 & 6	253	No action to date.
7 & 8	353	Subject to approval.
Overall		**Total – 846 Lots**

Development Applications

Council at its OCM on 16 May 2025 considered an Application for Development Approval for Bulk Earthworks to remove a small sand dune located in the development area for Stages 5/6 (201298) and to relocate the material to an area of land in Stages 3/4 (164479) which requires fill to be imported for subdivisional works. Council resolved as follows:

That Council refuse Development Approval for 'Bulk Earthworks' on Lot 9001 Lancelin Road, Lancelin for the following reasons:

1. *Having regard to Clause 67(2)(a) of the Deemed Provisions, the development is inconsistent with the objectives of the zone (clause 3.2.9) under Local Planning Scheme No. 9.*

2. *Having regard to Clause 67(2)(b), (h), (w) and (zb) of the Deemed Provisions, the proposal is inconsistent with the principles of orderly and proper planning.*

Advice Notes:

1. *If you are aggrieved by the conditions of the approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under part 14 of the Planning and Development Act 2005.*

The determination notice was issued on 27 May 2025. The landowner did not appeal the decision to the SAT as would ordinarily be the case if aggrieved. The landowner seems to have relodged the same application to now be considered by the Regional Joint Development Assessment Panel (RJDAP), presumably in the hope that a different decision will be reached to that of the Council.

Wastewater Treatment Plant (WWTP)

In March 2017, the Economic Regulation Authority (ERA) granted Water Services Licence No. 47 (WL47) to Lancelin South Pty Ltd for the provision of potable water supply, non potable water supply and sewage services within the licensed development area.

It should be noted that the existing residential development (i.e. Stage 1) is serviced by a Waste Water Treatment Plan (WWTP) that was approved by Council on 17 April 2018. Condition 3 of the development approval states:

3. *This approval is valid for a period of **five years** from the date of this notice or until residential development encroaches within the 300 metre buffer, whichever occurs first. At that time, the Temporary Waste Water Treatment Plant is to be decommissioned and removed from the subject lot with the area remediated to a standard that can facilitate the future residential development to the satisfaction of the Shire of Gingin.*

The WWTP approval therefore expired in 2023.

The applicant was initially seeking permanent approval for the WWTP so it could accommodate the growth of the Lancelin South community. The Shire advised that the proposal compromised the intent of the Structure Plan as the location extended over land that is identified for residential purposes, and that it would not be supported. The applicant subsequently provided advice that the WWTP is temporary only and will eventually be relocated.

Stage 2 subdivision works began connecting to the existing WWTP infrastructure, however, were not completed.

It should be noted that, as outlined in the Applicant's proposal, subdivision approval conditions ensure the provision of a sewage service to each lot with further guidance under advice notes. The clearing authority is 'Licensed Service Provider' or 'Lancelin South Water' which happens to be a company whose sole shareholder is VIMG WA Pty Ltd, and whose sole director is the same person as the director of VIMG WA Pty Ltd and the registered proprietor of the land.

The Shire is of the view that this is a conflict of interest and provides for self-certification of lots to connect into an existing and unapproved WWTP. The adequacy of the existing system is unknown and it remaining in the current location does not align with the LSSP.

The Shire is aware that the Department of Health (DoH) is currently investigating operational issues associated with the existing WWTP. The proposal is silent on how the development will connect to or be serviced by an approved WWTP or what the intent of the existing infrastructure is.

The above non-compliance raises concerns with respect to facilitating development that achieves appropriate standards of community health, safety and amenity. The subject lots encroach closer to the WWTP. It also raises questions of orderly and properly planning, as it is not appropriate to continue approving additional lots in the absence of a clear, independent, approved and long-term solution to the wastewater regime.

Legal dispute

Two items of litigation have been initiated by VIMG against the Shire:

- Judicial review proceedings commenced in the Supreme Court of Western Australia on 2 April 2025; and
- Review proceedings commenced in the SAT on 28 March 2025. This has subsequently been withdrawn by consent.

In the Supreme Court judicial review proceedings, VIMG challenges the validity of the Deed of Agreement (DoA) entered into by VIMG entities with the Shire. The current DoA is a successor arrangement to a series of earlier deeds with the Shire, where the other party was initially the 2001 landowner J Matthews, and more recently various VIMG entities. The first such deed was entered into in 2001.

The substantive obligations have changed somewhat over the years under the various deeds, but they are in essence the same. With each change of ownership, the incoming owner (including the current VIMG entities which are the registered proprietors of the relevant land) have covenanted to observe and perform the obligations of their predecessors in title as if named as parties to the original deeds.

The implications of the position taken by VIMG are that, until the Supreme Court proceedings are determined, there is no assurance that the infrastructure which VIMG and its predecessors in title committed to providing (or paying contribution towards) will be capable of being delivered.

The use of Developer Agreements is recognised and countenanced by the WAPC in its *State Planning Policy 3.6: Infrastructure Contributions*. SPP 3.6 Part 6.7 outlines three different mechanisms for calculating and applying contributions for infrastructure generally, being:

(a) through the subdivision and development process – conditions

(b) through Development Contribution Plans which are written into local planning schemes; and

(c) by **Developer Agreements**.

The Lancelin South Development Deed falls into the category of a 'Developer Agreement' for community infrastructure requirements. SPP 3.6's also states:

> *'The careful planning and coordination of infrastructure is fundamental to the economic and social well-being of any community. New development and redevelopment needs to ensure the cost-effective, and appropriately-timed provision of infrastructure and facilities such as roads, public transport, water supply, sewerage, electricity, gas, telecommunications, drainage, open space, schools, health, community and recreation facilities.*
>
> *The provision of essential infrastructure influences the standard of living, mobility and lifestyle choices of a community and underpins the ability to achieve compact, connected and consolidated urban growth…'.*

At all times prior to 28 February 2025, the Shire had no reason to doubt that the infrastructure required to be provided or funded under the DoA would be provided, and that to the extent that the Developer had committed to meeting or contributing towards that infrastructure either in-kind or monetarily, those contributions would be forthcoming. The Shire had no reason to pass on any concerns to the WAPC that the infrastructure that is contemplated as a matter of orderly and proper planning would not be delivered, and that in so far as the cost burden of that fell on the Developer, it would not be met.

However as from 28 February 2025, VIMG's denial that it is bound by any obligations under the DoA means that the delivery of all of that infrastructure is in doubt and is currently within the Supreme Court process.

The Shire and VIMG have made promising inroads in relation to a settlement that will result in a revised Developer Agreement. This will ultimately be considered by Council as a separate item in due course.

Proposed Subdivision Referral - Stage 7 and 8

The proposed subdivision comprising of Stages 7 and 8 is generally consistent with the approved ODP and provides connectivity with the previous subdivision stages. The proposal consists of the following:

- 353 Residential lots;
- Public Open Space (POS) Reserves (2,197m^2 and 7.0419ha);
- Primary School Site;
- Balance Title Lot; and
- Internal road network consisting of Integrator Roads, Neighbourhood Connectors and Access Streets.

The Applicant has provided a subdivision report in support of the application that adequately outlines historical background information and key considerations of the proposal. The officer does not seek to duplicate the applicant's report.

Aerial imagery and a location plan are provided **(see appendices).**

A copy of the Applicant's proposal is provided **(see appendices)** and includes the following components:

- Planning Report;
- Plan of Subdivision;
- LSSP extension approval;
- Bushfire Management Plan;
- Transport Impact Assessment (TIA); and
- Previous subdivision approvals.

COMMENT

Planning Framework

Local Planning Scheme No. 9 (LPS 9) Planning Assessment

The subject land is zoned Future Development, the objectives of which are to:

a) Designate land considered to be generally suitable for future development and to prevent such land being used or developed in a manner which could prejudice its possible future use for planned infrastructure.

b) Provide for sustainable development of land in an orderly manner with appropriate levels of physical infrastructure and human services; and

c) Ensure the orderly development of the land, through the requirement for the preparation and endorsement of a Structure Plan in accordance with the provisions of Part 4 of the deemed provisions, as a pre-requisite to subdivision or development of the land.

The land has long been earmarked for urban development which is to be guided by the approved LSSP and Lancelin South Stage One - Outline Development Plan (ODP). The subdivision layout is viewed as being generally consistent with the approved ODP and thereby satisfies the above objectives.

State Planning Policy 3.6 - Infrastructure Contributions (SPP 3.6)

The background section of this report outlines an ongoing dispute in relation to the provision of community infrastructure. The Shire and VIMG are still working through the Supreme Court process and a potential out of court settlement. Until either process is finalised there is still a large degree of uncertainty in relation to the provision of community infrastructure aligned to this development.

Operational Policy 1.1 – Subdivision of Land General Principles

This policy sets out the general principles that will be used by the WAPC in determining applications for the subdivision of land. It also indicates the basic requirements for the creation of new lots and the procedures the WAPC will follow to process subdivision applications.

Key objectives of OPP 1.1 are:

- *To control the subdivision of land, number, size and arrangement of lots within the framework of the relevant legislation, regulations and policy.*
- *Orderly and proper planning and the character of the area.*
- *To ensure a comprehensive and coordinated approach to the subdivision of WAPC-endorsed urban expansion areas in metropolitan Perth, regional centres and country towns.*
- *To create lots that are capable of lawful development and, at the same time, ensure that existing lots or the development upon them is not rendered illegal.*
- *To facilitate development that achieves appropriate community standards of health, safety and amenity.*
- *To secure utility services to each new lot appropriate for the intended use of the lot.*
- *To provide for the appropriate arrangements for development contributions, where necessary and relevant, for the orderly and proper planning of the locality containing the subdivision.*

The report below will outline that the proposal has not demonstrated consistency with various objectives above.

Government Sewage Policy (GSP)

The GSP promotes the sustainable use and development of land in the State through the following objectives:

1. *to generally require connection of new subdivision and development to reticulated sewerage; to protect public health and amenity;*

2. *to protect the environment and the State's water and land resources;*

3. *to promote the efficient use of infrastructure and land;*

4. *to minimise costs to the broader community including by ensuring an appropriate level and form of sewage servicing is provided; and*

5. *to adopt the precautionary principle to on-site sewage disposal.*

'Clause 5.1.1 - Requirement to connect to reticulated sewerage' states:

Planning proposals are required to connect to or provide for reticulated sewerage:

1. *where the provision of reticulated sewerage is required by a local planning scheme or a policy, strategy or plan endorsed by the Western Australian Planning Commission;*

2. *when any stage or part of any future or proposed subdivision or development is already connected to reticulated sewerage;*

As outlined under the Background section of this report, the existing WWTP does not hold a valid development approval. The proposed subdivision is creating additional lots within the buffer zone that applies to the WWTP. The proposal is silent in this regard, and no information has been provided to outline a solution to the existing non-compliance. The officer is therefore unable to be satisfied that the GSP has been adequately adhered to.

State Planning Policy 3.7 – Bushfire (SPP 3.7)

The subject site is located within a Bushfire Prone Area. As such, a Bushfire Management Plan (BMP) has been prepared by Bushfire Safety Consulting in support of the proposal.

The BMP ultimately concludes that the proposed subdivision can achieve all of the Acceptable Solutions in the Planning for Bushfire Guidelines. The subdivision design provides a perimeter road network around all newly created lots to manage bushfire risk and provide emergency access. The results of the Bushfire Attack Level (BAL) assessment within the BMP identify that the subdivision design is capable of mitigating bushfire risk ensuring that all proposed lots can achieve a suitable BAL rating.

Given the dust/sand drift concerns related to the subdivision to date, it may be beneficial for a subdivision condition/advice to ensure that the 100m wide Asset Protection Zone (APZ) low fuel buffer on the east and southern perimeter of the subdivision comprises of low threat vegetation (mulched ground cover) rather than bare earth (i.e. sand) to mitigate dust drift.

Urban Water Management

A Local Water Management Strategy (LWMS) was prepared to accompany the Lancelin South Stage One ODP to facilitate future urban water management and implement recommendations for the approach of future subdivision. In the event of a favorable recommendation, it will be a requirement as a condition of subdivision approval that an urban water management plan be prepared and approved in consultation with the DWER, consistent with the approved Lancelin South Local Water Management Strategy. No technical comments were provided in this regard.

Operational Policy 1.7 — General Road Planning (OP 1.7)

The referral was accompanied by a TIA prepared by Tanscore in August 2025. Given the uncertainty in relation to timing of earlier stages being constructed and ultimately cleared, this stage may be capable of being implemented on a standalone basis with access from Old Ledge Point Road (OLPR).

The TIA notes that OLPR is approximately 7.2m wide single carriageway for about 1km south of the intersection with Lancelin Road. It goes on to state (section 4.8) that no changes to the external road network are proposed or committed to as part of the subdivision, other than a controlled T intersection ~700 metres south of the intersection between OLPR and Lancelin Road.

The existing portion of OLPR is not viewed as being constructed to a suitable standard to cater for the additional vehicle movements associated with Stages 7 and 8. The TIA does not outline the existing condition of OLPR or remedial works that should be undertaken. Clause 3.2 of OP 1.7 provides for existing roads to be upgraded as a condition of subdivision, where the Commission and the road authority (Shire) agree that the subdivision should not proceed unless the construction or upgrading occurs.

The officer notes that the Shire has previously requested a time extension for consideration of the subdivision referral for Stages 3 and 4 in order to engage an independent transport consultant to peer review the TIA and the underlying data that is being reused in subsequent TIAs. It was not forthcoming at the time, and it is assumed that a similar request would not be forthcoming now. It is therefore presumed that the WAPC have a qualified traffic engineer to review the TIA to substantiate its findings and confirm that the provisions of OP 1.7 have been satisfied.

The officer's position is that OLPR should be upgraded from the T intersection to Lancelin Road and appropriately sign posted and line marked by the developer at the developer's expense.

Existing Issues

Current subdivisional works are generating significant dust issues for existing residents of Stage 1. The prevailing weather and expanse of the subdivision area makes it difficult for contractors to adequately suppress dust generation. Stage 2 is in abeyance (with no dust suppression), Stages 3 and 4 are under construction and bulk earthworks approvals are being sought for Stages 5 and 6 which results in a significantly large bare earth footprint exposed to the elements and will undoubtedly generate adverse amenity impacts on existing residents.

If the contractors are unable to adequately suppress dust for Stage 2, 3 and 4, the creation of further bare earth footprints knowing that existing stages may remain in a bare earth state for an unknown period of time does not achieve appropriate levels of community health and amenity. This is not viewed as orderly and proper and conflicts with OPP 1.1.

Options

1. That Council advise the WAPC it has no comment on the subdivision referral.

   The WAPC has had little regard for the Shire's position on this subdivision to date. The landowner has a propensity to appeal Council's decisions notwithstanding that Council is not the decision maker, which comes at a financial cost. Council may therefore choose to provide no comment on the subdivision referral. The WAPC will continue to process the proposal as they have been doing, and there is no resolution of Council for the developer to appeal.

2. That Council advise the WAPC that it does not support the proposal for reasons outlined in the report above, accepting that, notwithstanding that Council is not the decision maker, the landowner may lodge a SAT appeal.

3. That Council advise the WAPC that it supports the proposal subject to conditions.

Summary

The subdivision proposal is generally consistent with the layout of the approved LSSP.

The subdivision is not serviced by an approved WWTP, which the officer views as a fundamental flaw and results in inconsistencies with the planning framework.

The TIA lacks technical rigour in relation to OLPR and it should be peer reviewed. The officer has concerns that the Shire's asset is not of a standard to cater for vehicle movements associated with a subdivision of the scale proposed and that an upgrade to OLPR between the intersection and Lancelin Road is required to be undertaken by the developer to ensure user safety (noting this position should be supported by a qualified peer review and it is assumed that the WAPC will diligently investigate this).

Further development will create adverse and unacceptable amenity impacts by way of dust on the residents of Lancelin South. There is no obvious suppression method capable of protecting the existing residents in the context of prevailing winds (easterly and south-westerly). Subdivision works should be undertaken in a coordinated manner that protects the character and amenity of the locality. The pace and manner by which this subdivision is being progressed is creating poor amenity outcomes for existing residents.

There is no resolution on the existing legal dispute, notwithstanding significant negotiations and progress has been made which appear promising.

On balance of the information, the officer does not support the subdivision referral. For clarity, this position is not to align with Council's resolution of 18 March 2025, but is based on deficiencies within the proposal that are viewed as having planning merit.

RISK IMPLICATIONS

There is a risk that a Council resolution, if not favourable, will be the subject of a SAT appeal.

STATUTORY/LOCAL LAW IMPLICATIONS

Local Planning Scheme No. 9

POLICY IMPLICATIONS

Liveable Neighbourhoods (WAPC)

Government Sewerage Policy (2019)

State Planning Policy 7.3 – Residential Design Codes (Volume 1)

Operational Policy 1.1 — Subdivision of Land - General Principles (WAPC)

Operational Policy 1.7 — General Road Planning (WAPC)

Operational Policy 2.2 — Residential Subdivision (WAPC)

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Weeks SECONDED: Councillor Vis

That Council advise the Western Australian Planning Commission (WAPC) that it does not support subdivision of Lot 9001 Lancelin Road, Lancelin for (stages 7 and 8 of Lancelin South Estate) for the following reasons:

1. **The proposal does not demonstrate compliance with the Government Sewage Policy (2019) for the following reasons:**
   a. **The development is not serviced by an approved Wastewater Treatment Plant (WWTP); and**
   b. **The WAPC conditions for self-certification on wastewater are a conflict of interest and do not align with orderly and proper planning principles.**
2. **The proposal does not demonstrate compliance with Operational Policy 1.1 — Subdivision of Land - General Principles for the following reasons:**
   a. **The development is being progressed in a manner that undermines the integrity of subdivision conditions by attempting to progress subdivision works via the development approval process, severing a holistic application of subdivision conditions;**
   b. **The proposal does not demonstrate that lots are able to connect into lawful utility services (i.e. wastewater), thus exacerbating unlawful development;**
   c. **An increase in the number of lots and development area, will create inappropriate impacts on community health, safety and amenity.**
3. **The proposal does not demonstrate compliance with Operational Policy 1.7 — Subdivision of Land for the following reasons:**

a. The underlying traffic data that supports the Transport Impact Assessment (TIA) is outdated; and

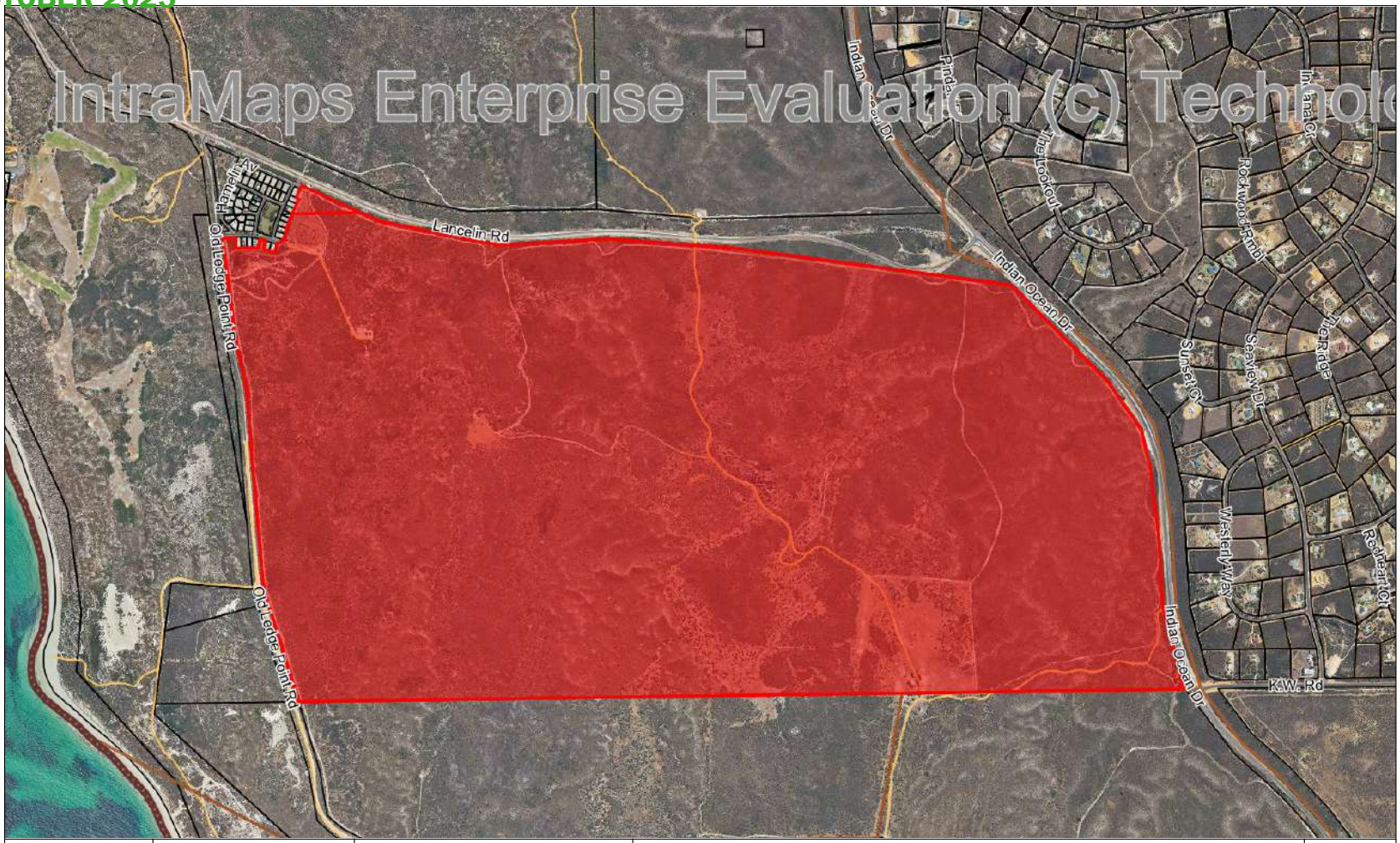
b. The TIA makes no reference to the suitability and structural integrity of Old Ledge Point Road to accommodate the additional vehicle movements or remedial works that may be required.

CARRIED UNANIMOUSLY
8 / 0

FOR: *Councillor Balcombe, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

Cr Hyne returned to the meeting at 4:05pm and was advised by the Presiding Member of Council's decisions in relation to Items 16.3 and 16.4.



SHIRE OF GINGIN
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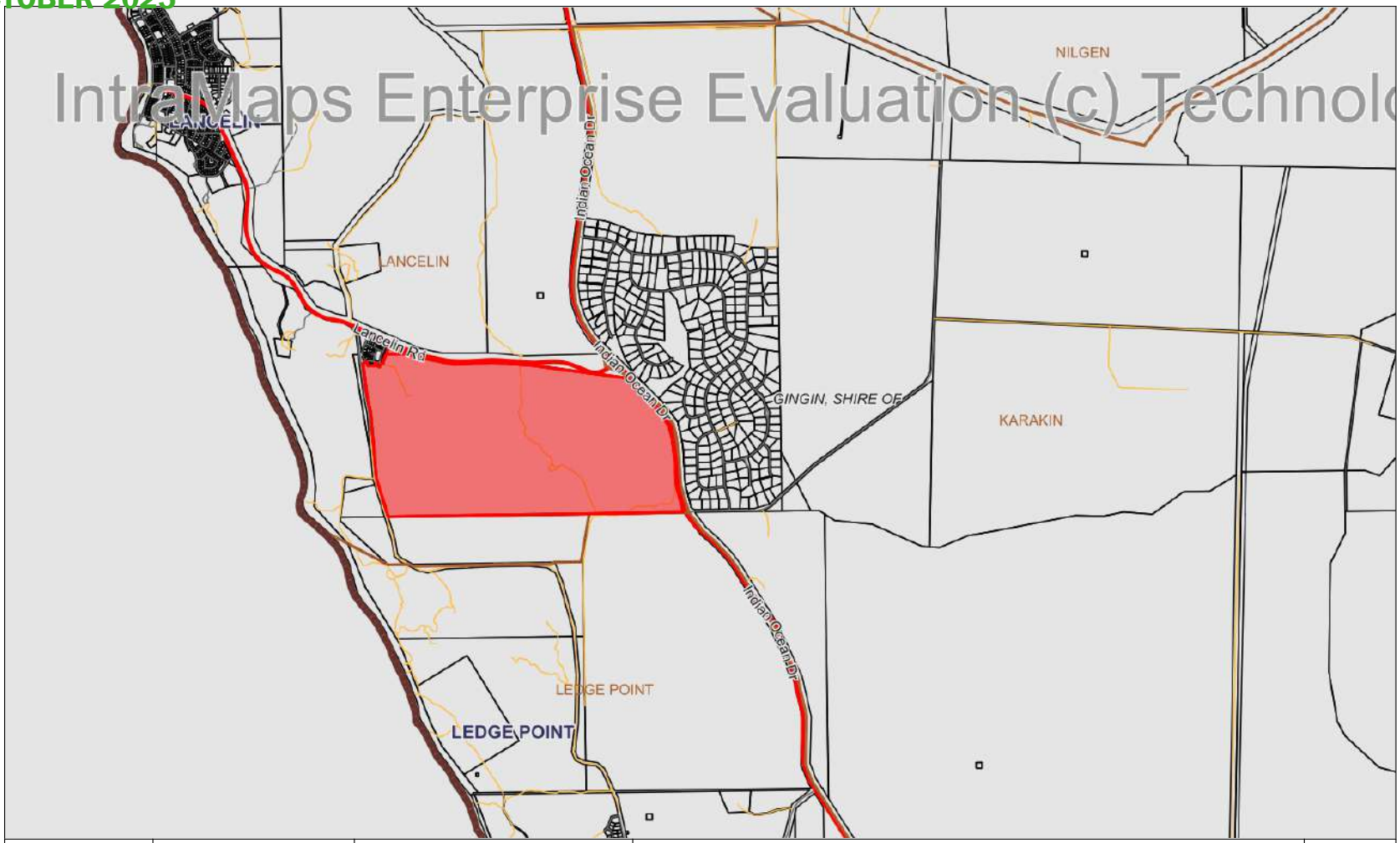
Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.

Aerial Map - Lot 9001 Lancelin Road, Lancelin

Scale: 1:20000

Date: 08/10/2025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Indian Ocean Dr
LEDGE POINT
LEDGE POINT
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Location Plan - Lot 9001 Lancelin Road, Lancelin
Scale: 1:60000
Date: 08/10/2025
N

Williams Consulting- Town Planning and Project Management

0418 116 216 sam@williamsconsulting.page 354 Redman Road, Scotsdale WA

20 August 2025

The Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Dear Sir/Madam,

APPLICATION FOR GREEN TITLE SUBDIVISION – LOT 9001 LANCELIN ROAD, LANCELIN

This application for subdivision has been prepared by Williams Consulting on behalf of the owner of Lot 9001 Lancelin Road, Lancelin (the site), VIMG WA Pty Ltd. This application seeks approval from the Western Australian Planning Commission (WAPC) to subdivide the site to create 353 residential lots, a primary school site, associated public open space, associated road reserves and a balance parent title lot.

In support of this application the following documentation is appended:

- Plan of Subdivision.
- Certificate of Title and Application Forms.
- Structure Plan/Outline Development Plan extension approval.
- Bushfire Management Plan.
- Transport Impact Assessment.
- Previous recent Subdivision Approvals (WAPC Ref: 163013- Stage 2, WAPC Ref: 164479- Stage 3 and 4, and WAPC Ref 201298- stage 5 and 6).

SUBJECT SITE

The Site is located 2.5km southeast of Lancelin and 6.5km north of Ledge Point. The Site is situated on the southern side of Lancelin Road. Refer **Figure 1** Locality Plan.

Figure 1: Locality Plan ***Source: Landgate***

The Site comprises a portion of Lot 9001 Lancelin Road and is situated within the approved Lancelin South Stage One Outline Development Plan (ODP) and Lancelin South Structure Plan (LSSP), which were both granted an extension by the WAPC to the 19 October 2035 (refer WAPC correspondence- **Appendix A**).

There are currently three subdivision approvals over the Site (refer **Appendix B**), as follows:

- Stage 2 Lancelin South issued on 13 March 2023, with WAPC Ref: 163013.
- Stage 3 and 4 Lancelin South issued on 23 May 2024, with WAPC Ref 164479.
- Stage 5 and 6 Lancelin South issued on 30 April 2025, with WAPC Ref: 201298.

Site Description

The Site comprises an undulating mature dune system consisting of native vegetation and low-lying scrubs, typical of the Quindalup Dune System. There are no buildings, structures or development located within the application area of the Site, with the exception of fire breaks and several vehicle access tracks connecting to adjacent properties.

Situated on the southern side of Lancelin Road reserve, the subject site has 2.7km (approx.) of direct frontage onto Lancelin Road, 1.7km (approx.) frontage to Indian Ocean Drive and 1.75km (approx.) frontage to Old Ledge Point Road.

A legal description of the site is provided in **Table 1**. A copy of the Certificate of Title is provided at **Appendix C**.

Lot No.	Area (ha)	CT Vol/Fol	Plan No.	Ownership
9001	540.97ha	2816/596	P073642	VIMG WA Pty Ltd

Table 1: Ownership Details

BACKGROUND

Development of Lancelin South commenced in 2011, with various stages created/under construction as follows- Refer **Figure 2** for guiding location of current stages on the parent Lot 9001:

- Stage 1- Circa 50 lots developed with all lots sold and circa 25-30 houses constructed.
- Stage 2- 66 lots currently under construction, with titles expected in December 2025. All lots comprising Stage 2 have been pre-sold.
- Stage 3 and 4- 119 lots currently under construction, with titles expected in July 2026. All lots comprising Stage 3 and 4 have been pre-sold.
- Stage 5 and 6 – 253 lots, with construction due to commence shortly, with titles expected in July 2027. All lots comprising Stage 5 and 6 have been pre-sold.

Subdivision approval of the above has been undertaken in accordance with the following:

- Overarching WAPC approved LSSP for 4,000 residential lots, associated local and district Open Space, commercial and community facilities (refer section below re details LSSP).
- The Lancelin South (Stage One) ODP (refer section below re details on ODP).

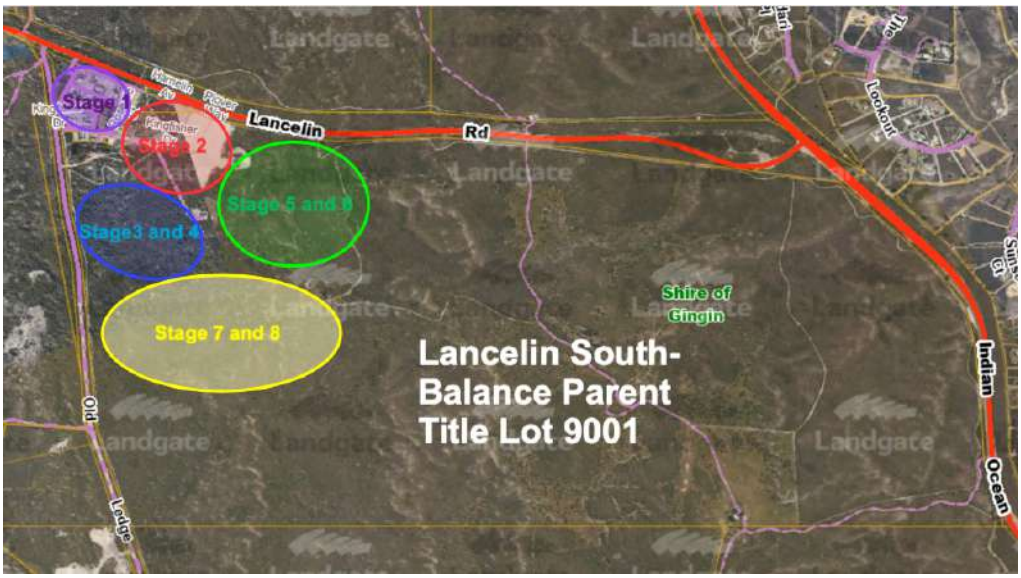

Figure 2: LSSP and Stage One ODP- Current Stage Locations (Approximate)

PROPOSED SUBDIVISION

The plan of subdivision for portion of Lot 9001 has been prepared in accordance with the Lancelin South Stage One ODP. The plan of subdivision represents Stages 7 and 8 of the Lancelin South residential estate currently being developed by VIMG. The mix of lot sizes intends to support a range of housing types for different demographics and housing needs.

Lot Layout and Land Use

The proposed subdivision is included in **Appendix D** and consists of:

- 353 Residential lots.
- Public Open Space (POS) Reserves (2,197m^2 and 7.0419ha).
- Primary School Site.
- Balance Title Lot.
- Internal road network consisting of Integrator Roads, Neighbourhood Connectors and Access Streets.

The lot layout reflects a site-responsive design supported by an interconnected network of streets. The design has been undertaken to enable future site works to work with the existing contours, where possible, and minimise the need for retaining walls.

The lot layout provided a large number east-west orientated lots to suit energy efficient housing.

Lot sizes range from 390m^2 to 801m^2, with an average lot size of 551m^2. The lot sizes have been designed at a size to maximise the yield of urban zoned land in an area traditionally comprising large residential lots. A range of lot sizes and resultant housing typologies will assist with achieving housing diversity and meet the changing needs of the community. The proposed lot product mix and yields are shown in **Table 2**.

	Lot Yield		Lot Area	
Size	% Total Lots	No. Lots	Average size	% of Total Area
320m^2 - 449 m^2	11.33%	40	408m^2	8.39%
450 m^2 - 499 m^2	14.73%	52	468m^2	12.50%
500 m^2 - 549m^2	21.81%	77	531m^2	21.01%
550 m^2 - 599m^2	21.53%	76	585m^2	22.82%
600 m^2 - 699m^2	26.91%	95	623m^2	30.41%
700 m^2 - 799m^2	3.40%	12	723m^2	4.45%
800 m^2+	0.28%	1	802m^2	0.41%
No. Lots		353		
Minimum Lot Size: 390m^2			Maximum Lot Size: 802m^2	
Average Lot Area: 551m^2				
Public Open Space Lots:	2			
Primary School Site:	1			
Balance Lots:	1			
Total No. Lots:	357			

Table 2: Lot Yield and Areas

All lots are regular shaped with consistent dimensions. Frontage to depth ratios are between 1:1.5 and 1:2 in accordance with common practice.

All lots are provided with a frontage greater than 12 metres to allow for double garages and vehicle access from the street in accordance with Element 4 of Liveable

Neighbourhoods (Lot design). This will ensure garages or carports do not dominate the streetscape. The most frequent frontage provided is ≤15m.

To assist with encouraging active transport modes, street blocks are highly connected with street blocks no greater than 240 metres in length and 120 metres in width in accordance with Element 2 of Liveable Neighbourhoods.

The southern section of the subdivision application is divided via a portion of land with no lot design (i.e., it's identified in the extent of subdivision works only). This portion of land has been flagged as a future Neighbourhood Centre by VIMG and is being identified for this use as part of an amendment to the LSSP currently being prepared (refer section below on LSSP). Subject to Structure Plan approval, a future subdivision application will be lodged for the development of this portion of land.

The site comprising the future Neighbourhood Centre site will be cleared as part of subdivisional works under this subdivision for bushfire mitigation purposes. The cleared area will be hydromulched, with this being maintained until the site is developed.

Primary School Site

As per the Lancelin South ODP, there is a requirement for a Primary School Site within Stage 1 of the Lancelin South development. In accordance with this, a Primary School Site is included in subdivision application, slightly to the east of that identified in the Lancelin South ODP. The Primary School Site is regular in shape and is rectangular.

As per the WAPC's *Operational Policy 2.4 Planning for school sites* (OP 2.4), the required size for a Primary School Site is 4ha. However, as per Clause 3.3.4 c of OP 2.4, given the site is located adjacent to POS, which will be 7ha, a reduced school site area of 3.5ha is proposed. The notion of co-locating the school site with POS is also reflected in the approved ODP.

As per OP 2.4, the required section of the POS adjoining the school to provide sport and recreation facilities (i.e. playing ovals) will be 5,000m^2. It is anticipated this area will be subject to a shared use arrangement between the Education Department and the Shire of Gingin.

In accordance with Clause 3.4.7 of OP 2.4, at the time of subdivision, the school site will be ceded free of cost to the Education Department. The site will be developed with basic earthworks undertaken, include grading, fill and stabilisation. These finished level of these works will match the adjoining lots.

The school site has three road frontages, with two of these being an Access Street B and a Neighbourhood Connector B.

The provision of the Primary School Site also addresses the current requirements of the Education Department, given Condition 13 of the Subdivision Approval for Stage 5 and 6 requested the following:

> *"Arrangements being made for the transfer of land free of cost to the Crown for the provision of a primary school site(s) as shown on the approved Lancelin South Stage 1 Outline Development Plan.*
>
> *(Department of Education)"*

Pubic Open Space

The provision and location of POS within the plan of subdivision is consistent with the approved Lancelin South ODP.

The plan of subdivision proposes to supply approximately 7.2995ha of POS, which includes the shared school site area for playing fields and drainage. Future subdivision applications within Lancelin South development will continue to formalise the total allocation of POS required for the overall development.

The POS areas are identified within the current Structure Plan amendment area for LSSP (refer section below).

Table 3 tracks the POS provision for the progressive development of the Lancelin South Estate to date, demonstrating the minimum 10% requirement is being met through this subdivision application.

PUBLIC OPEN SPACE SCHEDULE LANCELIN SOUTH Stage 1-8 Subdivision (to accompany stages 7-8 application) NB: All areas in Hectares		
Stage 1		7.2197
Stage 2		7.1019
Stages 3 and 4		13.3145
Stages 5 and 6		20.3599
Stages 7 and 8		43.1083
Gross Site Area		**91.1043**
Deductions		
Drainage Basins (1:1yr Storm Event)		
POS 1 Stage 1 Lot 302 (R52015) 0.1390	0.1390	
POS 2 (Stage 2)	0.2172	
POS 3 (Stage 3-4)	0.1340	
POS 5 and 6 (Stage 7 and 8)	1.741	

Primary School Site- Stage 7 and 8	3.5047	
Commercial Site- Stage 3 and 4	0.2501	
Total Deductions	5.986	
Gross Subdivisible Area		**85.1183**
Required Public Open Space (10%)		**8.51**
Public Open Space Requirements		
Unrestricted public open space- minimum 80%	6.808	
Restricted public open space- maximum 20%	1.702	
Total		**8.51**
Public Open Space Provision		
Unrestricted Public Open Space		
POS Stage 1 (R52015)	0.0544	
POS Stage 1 (R52015)	0.5386	
POS Stage 2	2.4660	
POS Stage 3-4 Catchment E	0.0951	
POS Stage 3-4 Catchment E	0.1196	
POS Stage 7 and 8 (deduction for drainage as per ODP)	5.5206	
Total Unrestricted Public Open Space		**8.2257**
Restricted Open Space		
Drainage Basins (1:5yr storm event)		
POS 1 (R52015)	0.0408	
POS 2 (Stage 2 Approved)	0.4934	
POS 3 (Stage 3 and 4)	0.2873	
POS 5 and 6 (Stage 7 and 8- as per ODP identified drainage)	0.2919	
Total Restricted Open Space		**1.1134**
Total Public Open Space		**9.3691**
Percentage of Cedited Open Space Provided		**11%**

Table 3: POS Schedule.

Urban Water Management

A Local Water Management Strategy (LWMS) was prepared to accompany the Lancelin South Stage One ODP. In accordance with the requirements of the ODP, an Urban Water Management Plan (UWMP) will be prepared as a condition of subdivision approval.

Based on subdivision design undertaken to date by the project civil engineers and hydrologist, the drainage requirements have been confirmed with the identified POS, which in turn has informed the POS calculations.

Utilities and Services

Lancelin South Pty Ltd, which is owned by VIMG Pty Ltd, is the licenced water and wastewater service provider and is registered with the Economic Regulation Authority. The subdivision will be provided with a potable water supply and reticulated wastewater service from Lancelin South Pty Ltd.

Each proposed lot will be provided with an underground electrical connection to the Western Power network.

A reticulated gas network is not available in the locality. Accordingly, any future development requiring a gas service will need to be provided via bottled gas.

PLANNING FRAMEWORK

Zoning

The application area is zoned 'Future Development' under the Shire of Gingin Local Planning Scheme No. 9 (LPS9). Clause 3.2.9 of LPS9 identifies the following objectives for the Future Development zone:

> *"a) designate land considered to be generally suitable for future development and to prevent such land being used or developed in a manner which could prejudice it's possible future use for planned development;*
> *b) provide for the sustainable development of land in an orderly manner with appropriate*
> *levels of physical infrastructure and human services; and*
> *c) ensure the orderly development of the land, through a requirement for the preparation and endorsement of a Structure Plan in accordance with the provisions of Part 4 of the deemed provisions, as a pre-requisite to subdivision or development of the land."*

Clause 3.4.3 of LPS9 notes the following:

> *"If the Zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land.*
> *a) a structure plan*
> *b) an activity centre plan*
> *c) a local development plan"*

The proposed subdivision is generally consistent with the Lancelin South ODP and provides for the demonstrated demand and will deliver sustainable growth for the

Lancelin South development. Given this, the subdivision meets the objectives set out under the Future Development zone.

Lancelin South Structure Plan

The LSSP was adopted by the Shire of Gingin in October 2007, and the WAPC in August 2009. In June 2011 the LSSP was amended to include a revised masterplan. The LSSP remains active and was initially prepared to facilitate the rezoning of a large portion of Lot 9001 from '*Rural*' to '*Urban Development*' under Amendment No. 93 to the Shire of Gingin Local Planning Scheme No.8 (LPS 8).

In 2012, LPS 8 was replaced by Local Planning Scheme No. 9 (LPS 9). As LPS 9 introduced revised zoning terminology the portion of Lot 9001 previously identified as '*Urban Development*' under LPS 8 was rezoned to '*Future Development*' under LPS 9.

Further changes to the zoning of the balance area of Lot 9001 occurred under Amendment No. 3 to LPS 9, which rezoned portions of the balance lot from '*General Rural*' to '*Future Development*', '*Conservation*' and '*Landscape Protection*'.

Extension to the LSSP was recently issued by the WAPC, extending the approval period to the 19 October 2035 in accordance with clause 28 (4) of the *Planning and Development (Local Planning Scheme) Regulations 2015 (*refer **Appendix A-** WAPC Correspondence*)*. Figure 3 below identifies the current LSSP.

Figure 3: LSSP ***Source Taylor Burrell Barnett***

Lancelin South Structure Plan Amendment

CLE Town Planning and Design are currently preparing an amendment to the LSSP, with lodgement anticipated October 2025. This subdivision application reflects the intent of the LSSP Amendment, which is being prepared to reflect the current LSSP and to incorporate current best practice contemporary town planning design considerations. An extract of the draft LSSP Plan is provided in **Figure 4** below, with the subject application area identified.

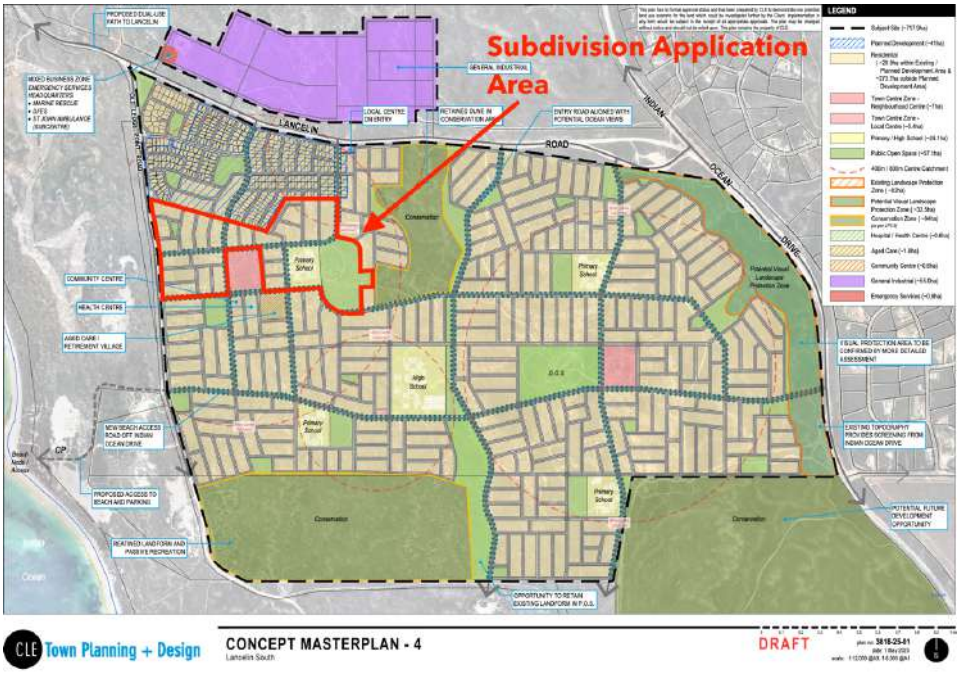

Figure 4 Draft LSSP Amendment with Application Area identified ***Source: CLE***

Lancelin South ODP

The Lancelin South Stage One ODP was endorsed by the Shire of Gingin in June 2011 to guide the subdivision and development of land along Lancelin Road between Indian Ocean Drive and Lancelin for urban purposes.

As per the LSSP, the WAPC have issued an extension to the approval period to the ODP 19 October 2035 in accordance with clause 28 (4) of the *Planning and Development (Local Planning Scheme) Regulations 2015* (refer **Appendix A-** WAPC Correspondence).

The Lancelin South Stage One ODP provides the planning framework for 1,000-2,000 lots (depending on densities) over "Stage 1" of the Lancelin South development, comprising 194 hectares of land- Refer **Figure 5** ODP.

Figure 5: Lancelin South Stage One OPD ***Source: Taylor Burrell Barnett***

This proposal forms Stage 7 and 8 of the Lancelin South Estate, identified as portion of Precincts 2, 4, 5, and 6 in the ODP. The subdivision design comprising this application is generally consistent with the design intent of the approved Lancelin South Stage One ODP.

As the Stage One ODP has a density code range of R20–R40 over the subdivision application are, the allocated density code for this application is R20.

State Planning Policy 3.7 – Bushfire

The subject site has been deemed bushfire prone by the Commissioner of Fire and Emergency Services. As such, a Bushfire Management Plan (BMP) and Bushfire Attack Level (BAL) assessment has been prepared by Bushfire Safety Consulting to support this application.

The BAL assessment confirms that all proposed lots can achieve BAL-29 or lower and the subdivision can be fully achieved with acceptable solutions.

A perimeter APZ will be established in the road reserve on the eastern interface with Old Ledge Point Road, directly between bushfire hazard and residential lots. This

provides for the lots adjacent to Old Ledge Point Road to have a BAL of 12.5, as illustrated in **Figure 5** below.

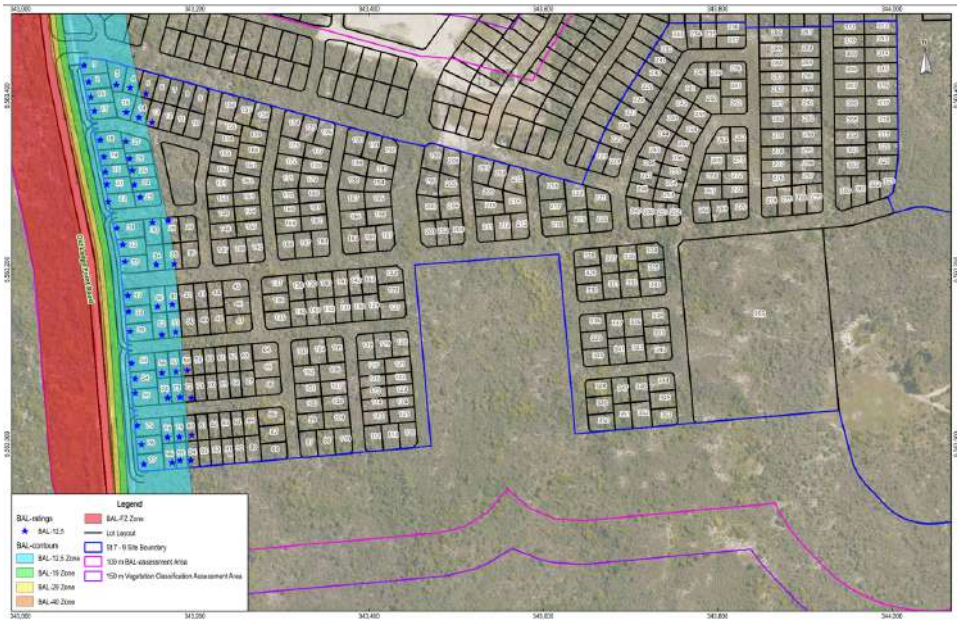

Figure 5: Lots subject to BAL 12.5 ***Source: Surefire Environmental***

All other boundaries within the subdivision abut either existing development (i.e. stage 3 and 4 and stage 5 and 6) or forecast future stages. Where the subdivision area abuts future stages, a 100 metre-wide low fuel buffer perimeter will be provided to the east and south. This perimeter will be established to low threat vegetation standards as outlined in AS3959:2018. It will be maintained by VIMG until future development occurs in this location. All lots within the Bushfire Prone Area (less than 100 metres from classified vegetation) will comply with APZ standards.

A copy of the BMP is included at **Appendix E**.

Movement Network

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states:

"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic1 and therefore would have a moderate overall impact on the surrounding land uses and transport networks".

A Transport Impact Statement (TIS) has been prepared to support this application and is included at **Appendix F**.

Access to the site will be provided via the proposed road network to the north comprising the current subdivision approvals. This road networks intersect with Lancelin Road. In addition to this, a new intersection will be provided to Old Ledge Point Road.

The road hierarchy for the subdivision is identified in **Figure 6** below.

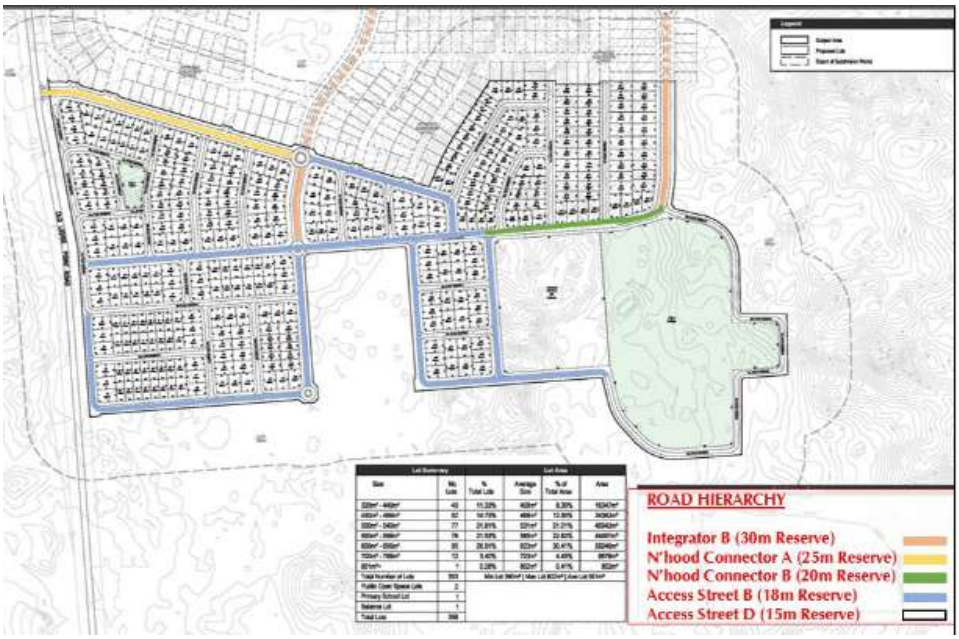

Figure 6: Road Hierarchy ***Source: Transcore***

CONCLUSION

This application seeks approval from the WAPC to subdivide the Site to create the following:

- 353 Residential lots.
- Public Open Space (POS) Reserves (2,197m^2 and 7.0419ha).
- Primary School Site.
- Balance Title Lot.
- Internal road network consisting of Integrator Roads, Neighbourhood Connectors and Access Streets.

This application demonstrates the proposed subdivision conforms with the relevant planning framework and is consistent with the principles of orderly and proper planning. The design principles informing the Plan of Subdivision have been informed

by Liveable Neighbourhoods to achieve a high-quality urban environment, including lot dimensions, lot orientation, movement network and street block dimensions

Should you have any questions regarding the information contained in this correspondence, please do not hesitate to contact the undersigned on 0418 116 216.

Yours faithfully,

Sam Williams
Town Planner

Enc:

Appendix A – Stage One ODP and LSSP
Appendix B – Subdivision Approvals
Appendix C – Certificate of Title
Appendix D – Plan of Subdivision
Appendix E – Bushfire Management Plan
Appendix F – Transport Impact Assessment

APPENDIX A – WAPC EXTENSION STAGE ONE ODP and LSSP

OFFICIAL

Western Australian Planning Commission

Your Ref: N/A
Our Ref: SPN/0285
Enquiries: Matthew Cosson
(Matthew.Cosson@dplh.wa.gov.au)

Chief Executive Officer
Shire of Gingin
7 Brockman Street
Gingin WA 6503

Transmission via electronic mail to mail@gingin.wa.gov.au ; james.bayliss@gingin.wa.gov.au ; admin@cleplan.com.au

Dear Sir/Madam

EXTENSION OF APPROVAL PERIOD – LANCELIN SOUTH (STAGE ONE) OUTLINE DEVELOPMENT PLAN
WAPC REFERENCE: SPN/0285

Pursuant to Clause 28 (2), Part 4, Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, the Western Australian Planning Commission on 11 July 2025, approved an extension of the approval period for the Lancelin South (Stage One) Outline Development Plan for a further period of 10 years, expiring on 19 October 2035.

A copy of the current approved structure plan is attached to this emailed correspondence.

Yours sincerely

Sam Boucher.

Ms Sam Boucher
Secretary
Western Australian Planning Commission

14 July 2025

Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000 Tel: (08) 6551 8002
Fax: (08) 6551 9001 Email: info@dplh.wa.gov.au Web: www.dplh.wa.gov.au
ABN 68 565 723 484

OFFICIAL

Western Australian Planning Commission

Your Ref: N/A
Our Ref: 808/03/08/0004P
Enquiries: Matthew Cosson
(Matthew.Cosson@dplh.wa.gov.au)

Chief Executive Officer
Shire of Gingin
7 Brockman Street
Gingin WA 6503

Transmission via electronic mail to mail@gingin.wa.gov.au ; james.bayliss@gingin.wa.gov.au ; sophiem@cleplan.com.au

Dear Sir/Madam

EXTENSION OF APPROVAL PERIOD – LANCELIN SOUTH STRUCTURE PLAN
WAPC REFERENCE: 808/03/08/0004P

Pursuant to Clause 28 (2), Part 4, Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, the Western Australian Planning Commission on 11 July 2025, approved an extension of the approval period for the Lancelin South Structure Plan for a further period of 10 years, expiring on 19 October 2035.

A copy of the current approved structure plan is attached to this emailed correspondence.

Yours sincerely

Sam Boucher.

Ms Sam Boucher
Secretary
Western Australian Planning Commission

11 July 2025

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APPENDIX B – SUBDIVISION APPROVALS

Western Australian Planning Commission

Your Ref : 22/053

Toddville Prospecting Pty Ltd T/As Taylor Burrell Barnett
160 St Georges Terrace
PERTH WA 6000

Approval Subject To Condition(s)
Freehold (Green Title) Subdivision

Application No : 163013

Planning and Development Act 2005

Applicant	:	Toddville Prospecting Pty Ltd T/As Taylor Burrell Barnett 160 St Georges Terrace PERTH WA 6000
Owner	:	VIMG W A Pty Ltd Suite 12 Pier 2/3 13 Hickson Road DAWES POINT NSW 2000
Application Receipt	:	9 November 2022

Lot Number	:	9001
Diagram / Plan	:	Deposited Plan 73642
Location	:	-
C/T Volume/Folio	:	2816/596
Street Address	:	Lot 9001 Lancelin Road, Lancelin
Local Government	:	Shire of Gingin

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a deposited plan in accordance with the plan date-stamped **09 November 2022** once the condition(s) set out have been fulfilled.

This decision is valid for **four years** from the date of this advice, which includes the lodgement of the deposited plan within this period.

The deposited plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **13 March 2027** or this approval no longer will remain valid.

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ABN 35 482 341 493

Reconsideration - 28 days

Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: http://www.dplh.wa.gov.au

Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: http://www.sat.justice.wa.gov.au

Deposited plan

The deposited plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the deposited plan. A copy of the deposited plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: http://www.dplh.wa.gov.au

Condition(s)

The WAPC is prepared to endorse a deposited plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the deposited plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the

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written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the deposited plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the deposited plan for endorsement.

Prior to the commencement of any subdivision works or the implementation of any condition(s) in any other way, the applicant/owner is to liaise with the nominated agency/authority or local government on the requirement(s) it considers necessary to fulfil the condition(s).

The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with accompanying advice, are:

CONDITIONS

Site Works

1. Engineering drawings and specifications are to be submitted, approved, and works undertaken in accordance with the approved engineering drawings, specifications and approved plan of subdivision, for grading and/or stabilisation of the site to ensure that:

   a) lots can accommodate their intended use; and

   b) finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting.

   (Local Government)

2. Prior to the commencement of subdivisional works, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with the approved Lancelin South Local Water Management Strategy. (Local Government)

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3. Engineering drawings and specifications are to be submitted and approved and works undertaken in accordance with the approved engineering drawings and specifications and approved plan of subdivision, for the filling and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system. Engineering drawings and specifications are to be in accordance with an approved Urban Water Management Plan (UWMP) for the site, or where no UWMP exists, to the satisfaction of the Western Australian Planning Commission. (Local Government)

4. Prior to the commencement of subdivisional works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and

   In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report.

   (Local Government)

5. Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the *Planning and Development Act 2005*. (Local Government)

Road and Access

6. Engineering drawings and specifications are to be submitted and approved, and subdivisional works undertaken for construction of roads in accordance with the approved plan of subdivision, engineering drawings and specifications to ensure that:

   a) street lighting in accordance with dark sky principles is installed on all new subdivisional roads to the standards of the relevant licensed service provider;
   b) roads that have been designed to connect with existing or proposed roads abutting the subject land are coordinated so the road reserve location and width connect seamlessly;
   c) temporary turning areas are provided to those subdivisional roads that are subject to future extension; and

   d) those lots not fronting an existing road are provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) are constructed and drained at the landowner/applicant's cost.

   (Local Government)

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7. Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, for the provision of shared paths through and connecting to the application area in accordance with the approved Lancelin South (Stage One) Outline Development Plan structure plan. The approved shared paths are to be constructed by the landowner/applicant. (Local Government)

8. Satisfactory arrangements being made with the local government at the Applicant's/Landowners' expense of upgrading and/or construction of the intersection at Lancelin Road and Road 5 as shown on the plan dated 9th November 2022. (Local Government)

9. All local streets within the subdivision being truncated in accordance with the Western Australian Planning Commission's Liveable Neighbourhoods policy and DC 1.7 General Road Planning. (Local Government)

Bushfire

10. Information is to be provided to demonstrate that the measures contained in the bushfire management plan by Bushfire Safety Consulting Pty Ltd, dated 28 September 2022, version 2.0 that address the following have been implemented during subdivisional works:

    a) Establish and maintain APZ standards within the site, including the balance lot as outlined in the bushfire management plan.

    b) Construct the public roads to standards outlined in the bushfire management plan.

    c) Install hydrants as per a licensed water provider standard.

    d) A notification, pursuant to Section 70A of the *Transfer of Land Act 1893*, is to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

    "This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land"

    This information should include a notice of 'Certification by Bushfire Consultant'.

    (Local Government)

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Road and Rail Noise

11. The applicant/landowner is to prepare an Acoustic Report for all lots that are within the trigger distance of a transport corridor, as defined in *State Planning Policy 5.4 Road and Rail Noise*. (Local Government)

12. The proposed lots, identified in the Acoustic Report as having noise levels forecasted to exceed the noise targets in *State Planning Policy 5.4 Road and Rail Noise*, will require a notification, pursuant to section 165 of the *Planning and Development Act 2005,* to be placed on the certificate of title.

    Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

    "This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building noise requirements may apply to development on this land to achieve an acceptable level of noise reduction."

    (Western Australian Planning Commission)

Contributions

13. Arrangements being made for the transfer of the land free of cost to the Crown for the provision of a primary school site(s) to serve the area, as identified within the approved Lancelin South Stage 1 Outline Development Plan. (Department of Education)

Servicing

14. Arrangements being made with a licensed electricity network operator for the provision of an underground electricity distribution system that can supply electricity to each lot shown on the approved plan of subdivision. (Western Power)

15. Arrangements being made to the specifications of Western Power for the provision of necessary electricity easement(s) to the lot(s) shown on the approved plan of subdivision dated 9 November 2022 (attached). (Western Power)

16. The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)

17. Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision. (Lancelin South Water)

18. Arrangements being made with Lancelin South Water for the provision of a sewerage service to each lot shown on the approved plan of subdivision. (Lancelin South Water)

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Public Open Space

19. The proposed reserve shown on the approved plan of subdivision being shown on the diagram or plan of survey (deposited plan) as reserve for Public Open Space and vested in the Crown under Section 152 of the *Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown. (Local Government)

ADVICE

1. The residential density code plan for part of Lot 9001 Lancelin Road, Lancelin date stamped 9 November 2022 (attached) has been approved by the Western Australian Planning Commission pursuant to section 5.1 of the Lancelin South (Stage One) Outline Development Plan and will be used in the assessment and determination of any future subdivision applications. The residential density code plan overrides any portion of the site which has been included in previously approved density plans, specifically proposed Lots 55 – 66 which are now allocated an R20 density code.

2. In regard to Conditions 1 – 5, the landowner/applicant and the local government are advised to refer to the Institute of Public Works Engineering Australasia Local Government Guidelines for Subdivisional Development (current edition). The guidelines set out the minimum best practice requirements recommended for subdivision construction and granting clearance of engineering conditions imposed.

3. In regard to Condition 2, it has been imposed in accordance with *Better Urban Water Management Guidelines (WAPC 2008)*. Further guidance on the contents of urban water management plans is provided in "*Urban Water Management Plans: Guidelines for preparing and complying with subdivision conditions*" (Published by the then Department of Water 2008).

4. In regard to Condition 6, the landowner/applicant is advised that to achieve the dark sky principles, new street lighting is to comply with a correlated colour temperature of 3,000 kelvins or less, shielded luminaires and in accordance with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting.

5. In regard to Conditions 6 and 7, the landowner/applicant is advised that the road reserves, including the constructed carriageways, laneways, truncations, footpaths/dual use paths and car embayments, are to be generally consistent with the approved plan of subdivision.

6. In regard to Condition 8, the Shire of Gingin have advised that upgrade of the intersection is to be consistent with the 'Local Distributor' road type as per Main Roads Western Australia's "Road Hierarchy for Western Australia".

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7. In regard to Condition 8, the Shire of Gingin have advised that the intersection does not include any works outside of construction of the intersection to provide access to Lancelin South (i.e. South of Lancelin Road). Whilst the subdivision plan shows the proposed ultimate design of the intersection to north of Lancelin Road, this is not proposed to be constructed as part of this application as no lots are being created north of Lancelin Road at this stage.

   The intersection will require an 8.5 metre truncation to be provided at the junction of Lancelin Road and Road 5 where there will be a requirement for channelisation in the first instance. At the intersection of two local roads (whether sign posted or not), this would permit the Shire to accommodate the construction of traffic/engineering devices without additional property acquisition if required at some further date; at the same time, a truncation of this configuration would ensure that vehicles approaching the intersection have adequate sight lines for safe stopping sight distances.

8. The Shire of Gingin advises the landowner/applicant, with regard to the Lancelin Road reservation:

   i. no earthworks are to encroach onto the road reserve;
   ii. no stormwater drainage is to be discharged onto the road reserve; and
   iii. the landowner/applicant shall make good any damage to the existing verge vegetation within the road reserve.

9. In regard to Condition 11, the applicant/landowner is advised that *State Planning Policy 5.4 Road and Rail Noise* (SPP 5.4) states the trigger distance for other significant freight/traffic routes (e.g. Lancelin Road) is approximately 200 metres measured from the road carriageway edge. The Acoustic Report should determine which proposed lots will be impacted by transport noise, the likely level of noise and any applicable management/mitigation measures, in accordance with SPP 5.4.

10. In regard to Condition 13, in fulfilling the requirements of this condition it is the Western Australian Planning Commission's expectation that the developer/landowner(s) and Department of Education shall enter into a legal agreement, or other suitable arrangement, to provide for the future ceding of the primary school site land that is located within the proposed balance lot, or as otherwise may be agreed to the satisfaction of the Department of Education.

    The legal agreement may also detail requirements to ensure the developer/landowner(s) provides the land in a developable state and unencumbered consistent with *Operational Policy 2.4 – Planning for School Sites*. This may include (but is not limited to):

    - the land being appropriately cleared, filled and drained in accordance with any drainage and site works conditions imposed on the approved subdivision;

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- the land being unencumbered by infrastructure such as drainage sumps, compensating basins, electrical transmission lines and transformer pads including any associated buffers or easements;
- relevant abutting roads being constructed to levels that will match or coordinate with the school site land; and
- abutting roads making provision for adequate, safe and convenient on-street embayment parking bays.

11. In regard to Condition 14, Western Power provides only one underground point of electricity supply per freehold lot.

12. In regard to Conditions 17 and 18, the landowner/applicant shall make arrangements with Lancelin South Water for the provision of the necessary services. On receipt of a request from the landowner/ applicant, a Land Development Agreement under Section 83 of the *Water Services Act 2012* will be prepared by the Lancelin South Water to document the specific requirements for the proposed subdivision.

13. The applicant/landowner is advised that pursuant to the *Commonwealth Telecommunications Act 1997* there will generally be a requirement for the installation of fibre-ready telecommunications infrastructure. Exemptions can be sought for certain types of development. Further information is available from the Australian Government website at Department of Infrastructure, Transport, Regional Development, Communications and the Arts www.infrastructure.gov.au

Ms Sam Fagan
Secretary
Western Australian Planning Commission
13 March 2023

Enquiries : Aleisha D'Costa (Ph 6551 9472)

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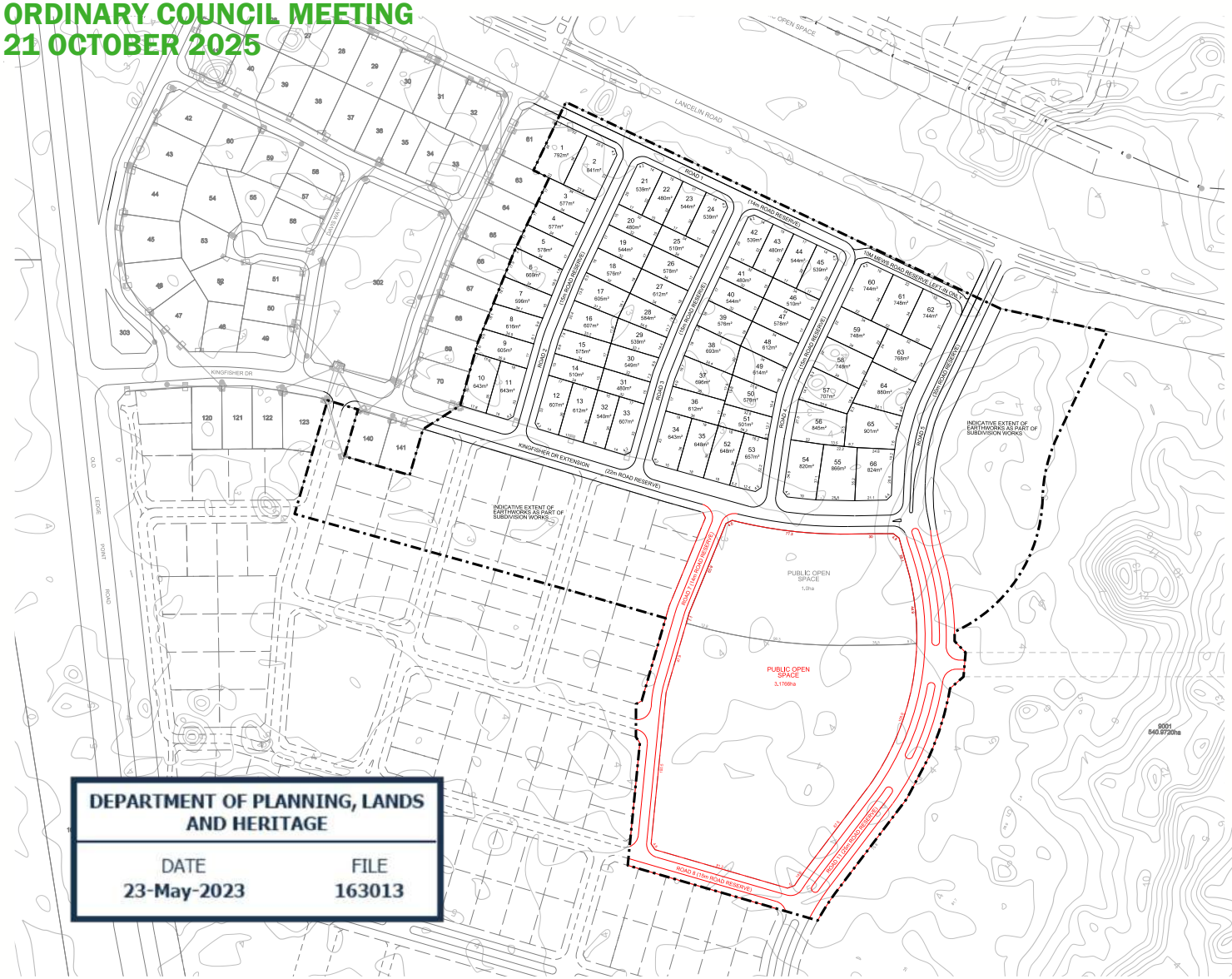


DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
23-May-2023	163013

LEGEND

EXTENT OF SUBDIVISION WORKS (13.9948ha)

SERVICES

ELECTRICAL

OVERHEAD DISTRIBUTION LINE

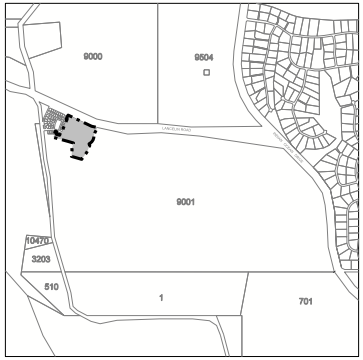
UNDERGROUND DISTRIBUTION LINE

DISTRIBUTION POLE/LIGHT POLE/PILLAR

LOT SUMMARY

LOT YIELD			LOT AREA	
Size	No. Lots	% Total Lots	Average Size	% of Total Area
450m² - 499m²	5	7.58%	480m²	5.80%
500m² - 549m²	15	22.73%	533m²	19.31%
550m² - 599m²	11	16.67%	579m²	15.40%
600m² - 699m²	20	30.30%	632m²	30.57%
700m² - 799m²	8	12.12%	749m²	14.49%
800m² - 899m²	6	9.09%	846m²	12.26%
900m² - 999m²	1	1.52%	901m²	2.18%
Total Number of Lots	66			
Minimum Lot Size 480m² Maximum Lot Size 901m²			Average Lot Size 627m² Total Lot Area 41407m²	
Balance Lot	1			
Total Number of Lots	67			

OVERALL SUBDIVISION



Revised Plan of Subdivision (WAPC Ref: 163013)

LOT 9001 LANCELIN ROAD, LANCELIN

A VIMG Project

plan: 22/053/027 | date: 22/05/2023 | designed: ED
scale: 1:2500@A3 | 1:1250@A1 | grid: LCG 94 | checked: EM
0 25 50m | drawn: CR

Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
e: admin@tbbplanning.com.au
p: (08) 9226 4276

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Taylor Burrell Barnett

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Western Australian Planning Commission

Approval Subject To Condition(s)
Freehold (Green Title) Subdivision

Application No : 164479

Planning and Development Act 2005

Applicant	:	Toddville Prospecting Pty Ltd T/As Taylor Burrell Barnett 160 St Georges Terrace PERTH WA 6000
Owner	:	VIMG W A Pty Ltd Suite 12, Pier 2/3, 13 Hickson Road DAWES POINT NSW 2000
Application Receipt	:	16 January 2024

Lot Number	:	9001
Diagram / Plan	:	Deposited Plan 73642
Location	:	-
C/T Volume/Folio	:	2816/596
Street Address	:	Lot 9001 Lancelin Road, Lancelin
Local Government	:	Shire of Gingin

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a deposited plan in accordance with the plan date-stamped **16 January 2024** once the condition(s) set out have been fulfilled.

This decision is valid for **four years** from the date of this advice, which includes the lodgement of the deposited plan within this period.

The deposited plan for this approval and all required written advice confirming that the requirement(s) outlined in the condition(s) have been fulfilled must be submitted by **23 May 2028** or this approval no longer will remain valid.

Reconsideration - 28 days

Under section 151(1) of the *Planning and Development Act 2005*, the applicant/owner may, within 28 days from the date of this decision, make a written request to the WAPC to reconsider any condition(s) imposed in its decision. One of the matters to which the WAPC will have regard in reconsideration of its decision is whether there is compelling evidence by way of additional information or justification from the applicant/owner to warrant a

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reconsideration of the decision. A request for reconsideration is to be submitted to the WAPC on a Form 3A with appropriate fees. An application for reconsideration may be submitted to the WAPC prior to submission of an application for review. Form 3A and a schedule of fees are available on the WAPC website: http://www.dplh.wa.gov.au

Right to apply for a review - 28 days

Should the applicant/owner be aggrieved by this decision, there is a right to apply for a review under Part 14 section 251 of the *Planning and Development Act 2005*. The application for review must be submitted in accordance with part 2 of the *State Administrative Tribunal Rules 2004* and should be lodged within 28 days of the date of this decision to: the State Administrative Tribunal, Level 6, State Administrative Tribunal Building, 565 Hay Street, PERTH, WA 6000. It is recommended that you contact the tribunal for further details: telephone 9219 3111 or go to its website: http://www.sat.justice.wa.gov.au

Deposited plan

The deposited plan is to be submitted to the Western Australian Land Information Authority (Landgate) for certification. Once certified, Landgate will forward it to the WAPC. In addition, the applicant/owner is responsible for submission of a Form 1C with appropriate fees to the WAPC requesting endorsement of the deposited plan. A copy of the deposited plan with confirmation of submission to Landgate is to be submitted with all required written advice confirming compliance with any condition(s) from the nominated agency/authority or local government. Form 1C and a schedule of fees are available on the WAPC website: http://www.dplh.wa.gov.au

Condition(s)

The WAPC is prepared to endorse a deposited plan in accordance with the plan submitted once the condition(s) set out have been fulfilled.

The condition(s) of this approval are to be fulfilled to the satisfaction of the WAPC.

The condition(s) must be fulfilled before submission of a copy of the deposited plan for endorsement.

The agency/authority or local government noted in brackets at the end of the condition(s) identify the body responsible for providing written advice confirming that the WAPC's requirement(s) outlined in the condition(s) have been fulfilled. The written advice of the agency/authority or local government is to be obtained by the applicant/owner. When the written advice of each identified agency/authority or local government has been obtained, it should be submitted to the WAPC with a Form 1C and appropriate fees and a copy of the deposited plan.

If there is no agency/authority or local government noted in brackets at the end of the condition(s), a written request for confirmation that the requirement(s) outlined in the condition(s) have been fulfilled should be submitted to the WAPC, prior to lodgement of the deposited plan for endorsement.

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The applicant/owner is to make reasonable enquiry to the nominated agency/authority or local government to obtain confirmation that the requirement(s) of the condition(s) have been fulfilled. This may include the provision of supplementary information. In the event that the nominated agency/authority or local government will not provide its written confirmation following reasonable enquiry, the applicant/owner then may approach the WAPC for confirmation that the condition(s) have been fulfilled.

In approaching the WAPC, the applicant/owner is to provide all necessary information, including proof of reasonable enquiry to the nominated agency/authority or local government.

The condition(s) of this approval, with accompanying advice, are:

CONDITIONS

Site Works

1. Engineering drawings and specifications are to be submitted, approved, and works undertaken in accordance with the approved engineering drawings, specifications and approved plan of subdivision, for grading and/or stabilisation of the site to ensure that:

   a) lots can accommodate their intended use; and

   b) finished ground levels at the boundaries of the lots the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting.

   (Local Government)

2. Prior to the commencement of subdivisional works, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with the approved Lancelin South Local Water Management Strategy. (Local Government)

3. Engineering drawings and specifications are to be submitted and approved and works undertaken in accordance with the approved engineering drawings and specifications and approved plan of subdivision, for the filling and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system. Engineering drawings and specifications are to be in accordance with an approved Urban Water Management Plan (UWMP) for the site, or where no UWMP exists, to the satisfaction of the Western Australian Planning Commission. (Local Government)

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4. Prior to the commencement of subdivisional works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and

   In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report.

   (Local Government)

5. Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the *Planning and Development Act 2005*. (Local Government)

Road and Access

6. Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, to ensure that those lots not fronting an existing road are provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) are constructed and drained at the landowner/applicant's cost.

   As an alternative, and subject to the agreement of the Local Government the Western Australian Planning Commission (WAPC) is prepared to accept the landowner/applicant paying to the local government the cost of such road works as estimated by the local government and the local government providing formal assurance to the WAPC confirming that the works will be completed within a reasonable period as agreed by the WAPC.

   (Local Government)

7. Engineering drawings and specifications are to be submitted and approved, and subdivisional works undertaken for construction of roads in accordance with the approved plan of subdivision, engineering drawings and specifications to ensure that:

   a) street lighting in accordance with dark sky principles is installed on all new subdivisional roads to the standards of the relevant licensed service provider;

   b) roads that have been designed to connect with existing or proposed roads abutting the subject land are coordinated so the road reserve location and width connect seamlessly; and

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c) temporary turning areas are provided to those subdivisional roads that are subject to future extension.

(Local Government)

8. Prior to the creation of the first lot, construction of secondary access to Lancelin Road, including any intersection upgrades at the Applicant's/Landowners' expense being either;

a) construction of Road 9 (Stage 2 – Road 5 revised Plan approved 23 May 2023) and its intersection with Lancelin Road, as shown on the plan dated 16 January 2024; or

b) upgrading of Old Ledge Point Road and Kingfisher Drive intersection as shown on the plan dated 16 January 2024; or

c) construction of Road 10 and its intersection with Old Ledge Point Road, as shown on the plan dated 16 January 2024.

(Local Government)

9. All local streets within the subdivision being truncated in accordance with the Western Australian Planning Commission's Liveable Neighbourhoods policy and DC 1.7 General Road Planning. (Local Government)

10. Prior to the creation of the first lot, engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, for the provision of shared paths through the application area and also connecting the application area to Lancelin townsite via Lancelin Road. The approved shared paths are to be constructed by the landowner/applicant. (Local Government)

Bushfire

11. The Bushfire Management Plan by Bushfire Safety Consulting Pty Ltd, dated 7 February 2024, version 4.0 is to be updated to address the following:

a) modify the BMP by moving implementation action no. 4 to landowner/occupier responsibility;

b) modify the BMP to delete implementation action no. 5 regarding the bushfire prone notification; and

c) modify the BMP to include the road connection scenarios that create two primary subdivision connections via either Lancelin Road or Old Ledge Point Road, and this may include the current Hamelin Avenue connection.

(Local Government)

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12. Information is to be provided to demonstrate that the measures contained in Section 6 'Responsibilities for Implementation and Management', of the updated Bushfire Management Plan via Condition 11, have been implemented during subdivisional works. This information should include a completed 'Certification by Bushfire Consultant' from the bushfire management plan. (Local Government)

13. A notification, pursuant to Section 165 of the *Planning and Development Act 2005*, is to be placed on the certificates of title of the proposed lots with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

    "This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land"

    (Western Australian Planning Commission)

Road and Rail Noise

14. A notification, pursuant to Section 165 of the *Planning and Development Act 2005* is to be placed on the Certificate of Title of the proposed lots. Notice of this notification is to be included on the proposed lots 1-5, 8-11, 24, 78-84 and 88-91 on the diagram or plan of survey (deposited plan). The notification is to state as follows:

    "This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building noise requirements may apply to development on this land to achieve an acceptable level of noise reduction."

    (Western Australian Planning Commission)

School site

15. Arrangements being made for the transfer of the land free of cost to the Crown for the provision of a primary school site to serve the area, as identified within the approved Lancelin South Stage 1 Outline Development Plan. (Department of Education)

Servicing

16. Arrangements being made with a licensed electricity network operator for the provision of an underground electricity distribution system that can supply electricity to each lot shown on the approved plan of subdivision. (Western Power)

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17. Arrangements being made to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and/or equipment located on or near the lot shown on the approved plan of subdivision. (Western Power)

18. The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)

19. Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision. (Lancelin South Water)

20. Arrangements being made with Lancelin South Water for the provision of a sewerage service to each lot shown on the approved plan of subdivision. (Lancelin South Water)

Public Open Space

21. The proposed reserves shown on the approved plan of subdivision being shown on the diagram or plan of survey (deposited plan) as reserves for Public Open Space and Drainage, and vested in the Crown under Section 152 of the *Planning and Development Act 2005*, such land to be ceded free of cost and without any payment of compensation by the Crown. (Local Government)

22. Arrangements being made for the proposed public open space to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape plan providing for the development and maintenance of the proposed public open space in accordance with the requirements of Liveable Neighbourhoods, and to the specifications of the local government. (Local Government)

ADVICE

1. In regard to Condition 3, it has been imposed in accordance with Better Urban Water Management Guidelines (WAPC 2008). Further guidance on the contents of urban water management plans is provided in "Urban Water Management Plans: Guidelines for preparing and complying with subdivision conditions" (Published by the then Department of Water 2008).

2. In regard to Condition 7(a), the landowner/applicant is advised that to achieve the dark sky principles, new street lighting is to comply with a correlated colour temperature of 3,000 kelvins or less, shielded luminaires and in accordance with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting.

3. In relation to Condition 10, Road 10 is identified as accommodating a dual use path under the approved Lancelin South Outlined Development Plan – Stage 1 and is to be designed accordingly, taking into account the location of future bus stops.

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4. In relation to Condition 10, the section of shared path connecting the application area to Lancelin townsite is to be constructed along Lancelin Road from the visitor information bay to the application area, being approximately 2.5km.

5. In regard to Conditions 1 – 10, the landowner/applicant and the local government are advised to refer to the Institute of Public Works Engineering Australasia Local Government Guidelines for Subdivisional Development (current edition). The guidelines set out the minimum best practice requirements recommended for subdivision construction and granting clearance of engineering conditions imposed.

6. In relation to Condition 11, modification of the 'Implementation' section of the BMP is to reflect the scenario options available via Condition 8 and remove reference to emergency access ways given they are unnecessary. In addition, including the installation of the fire service access route into action no. 2, and removing the Bushfire Prone Area notification, given this is a separate condition.

7. In regard to Condition 14, the applicant/landowner is advised that *State Planning Policy 5.4 Road and Rail Noise* (SPP 5.4) states the trigger distance for other significant freight/traffic routes (i.e. Old Ledge Point Road) includes local government roads that meet the criteria of >= 100 Class 7 to 12 Austroads vehicles daily. Based on the noise exposure forecast (Table 2), the forecast noise exposure for the default speed 1-2 lane rural road extends to 90m affecting the identified proposed lots.

8. In regard to Condition 15, the Department of Education and the landowner may enter into a legal agreement or suitable alternative to secure the school site land that is located within the approved Lancelin South (Stage 1) Outline Development Plan. In addition, the Department of Education will equalise any deficit or oversupply of land ceded by the landowner/applicant for the provision of the primary school site land in consultation with the landowner/applicant.

9. In regard to Condition 16, Western Power provides only one underground point of electricity supply per freehold lot.

10. In regard to Condition 17, Western Power advise one pillar is in the Kingfisher Drive road reserve for Sewer Pump under project MS016873. This supply points (green dome) must be removed and relocated.

11. In regard to Conditions 19 and 20, the landowner/applicant shall make arrangements with Lancelin South Water for the provision of the necessary services. On receipt of a request from the landowner/ applicant, a Land Development Agreement under Section 83 of the *Water Services Act 2012* will be prepared by the Lancelin South Water to document the specific requirements for the proposed subdivision.

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12. With regard to Condition 22, the development is to include full earthworks, reticulation, grassing of key areas, and pathways that form part of the overall pedestrian and/or cycle network. Any lighting within the public open space shall comply with the dark sky principles and AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting. Smart lighting should also be installed to ensure that lighting infrastructure is capable of remote operation and/or timing.

13. The applicant/landowner is advised that pursuant to the Commonwealth Telecommunications Act 1997 there will generally be a requirement for the installation of fibre-ready telecommunications infrastructure. Exemptions can be sought for certain types of development. Further information is available from the Australian Government website at Department of Infrastructure, Transport, Regional Development, Communications and the Arts www.infrastructure.gov.au

Sam Boucher.

Ms Sam Boucher
Secretary
Western Australian Planning Commission
23 May 2024

Enquiries : David Stapleton (Ph 9791 0590)

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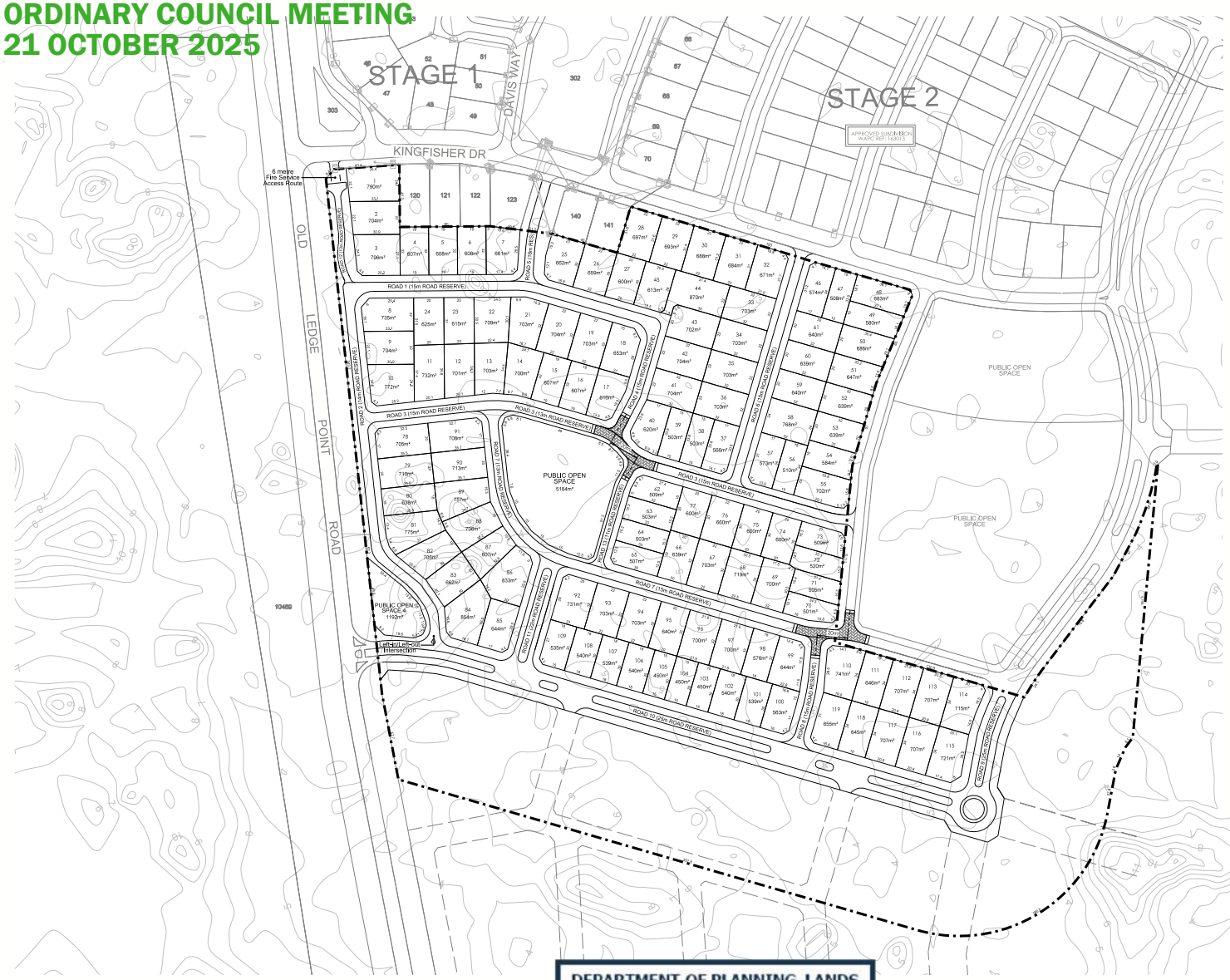


LEGEND

EXTENT OF SUBDIVISION WORKS (16.5361ha)

SERVICES

ELECTRICAL

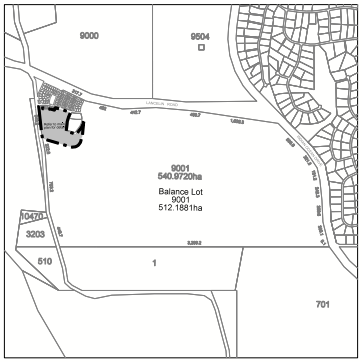
UNDERGROUND DISTRIBUTION LINE

DISTRIBUTION POLE/LIGHT POLE/PILLAR

LOT SUMMARY

LOT YIELD			LOT AREA	
Size	No. Lots	% Total Lots	Average Size	% of Total Area
450m² - 499m²	3	2.52%	450m²	1.75%
500m² - 549m²	18	15.13%	517m²	12.08%
550m² - 599m²	7	5.88%	573m²	5.21%
600m² - 699m²	42	35.29%	640m²	34.87%
700m² - 799m²	46	38.66%	717m²	42.78%
800m² - 899m²	3	2.52%	852m²	3.32%
Sub-total	119			
MInImum Lot SIze 450m² MaxImum Lot SIze 870m²			Average Lot SIze 648m² Total Lot Area 77115m²	
Balance Lot	1			
Total Number of Lots	120			

OVERALL SUBDIVISION



DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 16-Jan-2024

FILE 164479

Plan of Subdivision - Freehold (Stage 3 & 4 Lancelin South)

LOT 9001 LANCELIN ROAD, LANCELIN

A VIMG Project

plan: 22/053/034F
date: 20/12/2023
designed: ED
scale: 1:2500@A3 | 1:1250@A1
grid: LCG 94
checked: BDM
0 25 25m
aerial:
drawn: CR

Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
e: admin@tbbplanning.com.au
p: (08) 9226 4276

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Taylor Burrell Barnett

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GOVERNMENT OF WESTERN AUSTRALIA

WAPC
Western Australian Planning Commission

WAPC ref: 201298
Date: 30 April 2025
Enquiries: Matthew Cosson
6552 4017

SAMUEL WILLIAMS,
Williams Consulting
354 Redman Rd
Denmark 6333

Transmitted via email only to: sam@williamsconsulting.page

Dear Samuel

APPROVAL OF APPLICATION WAPC REF: 201298

Thank you for your application to subdivide Lot 9001 Lancelin Road, Lancelin.

The Western Australian Planning Commission (WAPC) has approved application WAPC Ref: 201298 and, once the attached conditions of approval are fulfilled, is prepared to endorse a Deposited plan in accordance with the plan date-stamped 20 January 2025.

This decision is valid for four (4) years from the date of this letter. In order to implement this letter and have the new titles created, a request for the endorsement of a Deposited plan (Form 1C) must be submitted to the WAPC within the term of the approval, that is by the close of business on 30 April 2029 or this approval will no longer be valid.

The Form 1C and a schedule of fees can be found on Planning Online: https://planningonline.dplh.wa.gov.au.

CONDITION(S):

1. Engineering drawings and specifications are to be submitted, approved, and works undertaken in accordance with the approved engineering drawings, specifications and approved plan of subdivision, for grading and/or stabilisation of the site to ensure that:
   a) lots can accommodate their intended use; and
   b) finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting.

   (Shire of Gingin)

2. Prior to the commencement of subdivisional works, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with the approved Lancelin South Local Water Management Strategy.

   (Shire of Gingin)

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3. Engineering drawings and specifications are to be submitted and approved, and works undertaken in accordance with the approved engineering drawings and specifications and approved plan of subdivision, for the filling and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system. Engineering drawings and specifications are to be in accordance with an approved Urban Water Management Plan (UWMP) for the site, or where no UWMP exists, to the satisfaction of the Western Australian Planning Commission.

   (Shire of Gingin)

4. Prior to the commencement of subdivisional works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and

   In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report.

   (Shire of Gingin)

5. Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the Planning and Development Act 2005.

   (Shire of Gingin)

6. Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, to ensure that those lots not fronting an existing road are provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) are constructed and drained at the landowner/applicant's cost.

   As an alternative, and subject to the agreement of the Local Government the Western Australian Planning Commission (WAPC) is prepared to accept the landowner/applicant paying to the local government the cost of such road works as estimated by the local government and the local government providing formal assurance to the WAPC confirming that the works will be completed within a reasonable period as agreed by the WAPC.

   (Shire of Gingin)

7. Engineering drawings and specifications are to be submitted and approved, and subdivisional works undertaken for construction of roads in accordance with the approved plan of subdivision, engineering drawings and specifications to ensure that:
   (a) street lighting in accordance with dark sky principles is installed on all new subdivisional roads to the standards of the relevant licensed service provider;
   (b) roads that have been designed to connect with existing or proposed roads abutting

the subject land are coordinated so the road reserve location and width connect seamlessly; and
(c) temporary turning areas are provided to those subdivisional roads that are subject to future extension.
(d) embayment parking is provided within the road reserve abutting the proposed primary school site identified within the Lancelin South (Stage 1) Outline Development Plan.

(Shire of Gingin)

8. Prior to the creation of the first lot, construction of secondary access to Lancelin Road, including any intersection upgrades at the Applicant's/Landowners' expense being either;
a) construction of the westernmost north-south road (Stages 3 and 4 – Road 9 dated 16 January 2024 and Stage 2 – Road 5 revised Plan approved 23 May 2023) and its intersection with Lancelin Road, as shown on the plan dated 20 January 2025; or
b) upgrading of Old Ledge Point Road and Kingfisher Drive intersection as shown on the plan for Stages 3 and 4 (WAPC Ref 164479) dated 16 January 2024; or
c) construction of Road 10 of Stages 3 and 4 and its intersection with Old Ledge Point Road, as shown on the plan dated 16 January 2024.

(Shire of Gingin)

9. All local streets within the subdivision being truncated in accordance with the Western Australian Planning Commission's Liveable Neighbourhoods policy and DC 1.7 General Road Planning.

(Shire of Gingin)

10. Prior to the creation of the first lot, engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, for the provision of shared paths through and connecting the application area to the Lancelin townsite in accordance with the approved Lancelin South (Stage One) Outline Development Plan. The approved shared paths are to be constructed by the landowner/applicant.

(Shire of Gingin)

11. Satisfactory arrangements being made with the local government for the full cost of upgrading and/or construction of the intersections at Lancelin Road and the proposed 30m intersecting road reservations as shown on the plan dated 20 January 2025.

(Shire of Gingin)

12. Prior to the commencement of subdivisional works, the Transport Impact Assessment by Stantec (dated 19 December 2024) is to be updated to include a Safe Walk to School assessment in accordance with Volume 3, Section 7.10.9 of the Western Australian Planning Commission's Transport Impact Assessment Guidelines. The revised Transport Impact Assessment shall identify any deficiencies and propose measures to address these in relation to the primary school site identified immediately adjacent to the application site within the Lancelin South Stage 1 Outline Development

Plan. Subdivisional works shall incorporate and be undertaken with the recommendations contained within the revised Transport Impact Assessment.

(Department of Education)

13. Information is to be provided to demonstrate that the measures contained in Section 7 'Responsibilities for Implementation and Management of the Bushfire Mitigation Measures' of the Bushfire Management Plan by Bushfire Safety Consulting (Version 2.0 dated 18 December 2024) have been implemented during subdivisional works. This information should include a completed 'Certification by Bushfire Consultant' from the bushfire management plan.

(Shire of Gingin)

14. A notification, pursuant to Section 165 of the Planning and Development Act 2005, is to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land"

(Western Australian Planning Commission)

15. A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificate(s) of title of the proposed lot(s). Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction.

(Western Australian Planning Commission)

16. Arrangements being made for the transfer of land free of cost to the Crown for the provision of a primary school site(s) as shown on the approved Lancelin South Stage 1 Outline Development Plan.

(Department of Education)

17. Arrangements being made with a licensed electricity network operator for the provision of an underground electricity distribution system that can supply electricity to each lot shown on the approved plan of subdivision.

(Western Power)

18. The transfer of land as a Crown reserve free of cost to Western Power for the provision

of electricity supply infrastructure.

(Western Power)

19. Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision.

(Licensed Service Provider)

20. Arrangements being made with a licensed service provider for the provision of a sewerage service to each lot shown on the approved plan of subdivision.

(Licensed Service Provider)

21. Prior to the creation of the first lot, the proposed reserves shown on the approved plans of subdivision for the preceding stages of subdivision within Lancelin South (WAPC Refs: 164479 and 163013) being shown on a diagram or plan of survey (deposited plan) as reserves for Public Open Space and Drainage, and vested in the Crown under Section 152 of the Planning and Development Act 2005. Such land is to be ceded free of cost and without any payment of compensation by the Crown.

(Shire of Gingin)

22. Arrangements being made for the proposed public open space to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape plan providing for the development and maintenance of the proposed public open space in accordance with the requirements of Liveable Neighbourhoods and to the specifications of the local government.

(Shire of Gingin)

ADVICE:

1. Condition 2 has been imposed in accordance with Better Urban Water Management Guidelines (WAPC 2008). Further guidance on the contents of urban water management plans is provided in 'Urban Water Management Plans: Guidelines for preparing and complying with subdivision conditions' (Published by the then Department of Water 2008).

2. In regard to Condition 7(a), the landowner/applicant is advised that to achieve the dark sky principles, new street lighting is to comply with a correlated colour temperature of 3,000 kelvins or less, shielded luminaires and in accordance with AS/NZS 4282:2019 - Control of the obtrusive effects of outdoor lighting.

3. In relation to Condition 10, the section of shared path connecting the application area to Lancelin townsite is to be constructed along Lancelin Road from the visitor information bay to the application area, being approximately 2.5km from Stage 1 of Subdivision within Lancelin South.

4. In regard to Condition 12, the Department of Transport provides the following advice:
a) The roundabout appears to be planned for the full build out and the intersection will

initially be constructed as an unsignalised T-intersection, per figure 5.1 of the TIA, and upgraded as the development progresses.
i. As such, DoT recommends progression to a roundabout be based on actual usage at the time/accompanying traffic surveys/needs analysis, rather than on forecast traffic volumes.
b) If the roundabout shown in figure 4.6 is deemed absolutely necessary as a result of surveys and planning, then:
i. safe crossings reflecting realistic desire lines from the school site to the adjacent residential areas to the north and west must be provided to ensure children and families can cross the road safely, and these crossings are clearly marked and designed with pram ramps and median islands for staged crossings.
ii. the roundabout should be constructed with raised zebra (wombat) pedestrian crossings to give pedestrian movements priority across that intersection.

5. In regard to Condition 13, the Shire of Gingin has advised that there have been dust/sand drift concerns related to the preceding stages of subdivision that have been delivered to date. The WAPC expects that the applicant will ensure that the 100m wide Asset Protection Zone on the eastern and southern perimeter of the subdivision comprises of low threat vegetation (mulched ground cover) rather than bare earth.

6. In regard to Condition 15, the applicant/landowner is advised that State Planning Policy 5.4 Road and Rail Noise (SPP 5.4) states the trigger distance for other significant freight/traffic routes (i.e. Lancelin Road) includes local government roads that meet the criteria of >= 100 Class 7 to 12 Austroads vehicles daily. Based on the noise exposure forecast (Table 2), the forecast noise exposure for the default speed 1-2 lane rural road extends to 90m affecting the identified proposed lots.

7. In regard to Condition 17, Western Power provides only one underground point of electricity supply per freehold lot.

8. In regard to Conditions 19 and 20, the landowner/applicant shall make arrangements with Lancelin South Water for the provision of the necessary services. On receipt of a request from the landowner/ applicant, a Land Development Agreement under Section 83 of the Water Services Act 2012 will be prepared by Lancelin South Water to document the specific requirements for the proposed subdivision.

9. The landowner/applicant and the local government are advised to refer to the Institute of Public Works Engineering Australasia Local Government Guidelines for Subdivisional Development (current edition). The guidelines set out the minimum best practice requirements recommended for subdivision construction and granting clearance of engineering conditions imposed.

10. The Department of Education and the landowner may enter into a legal agreement or suitable alternative to secure the school site land that is located within the Lancelin South (Stage 1) Outline Development Plan.

11. The applicant/landowner is advised that pursuant to the Commonwealth Telecommunications Act 1997 there will generally be a requirement for the installation of fibre-ready telecommunications infrastructure. Exemptions can be sought for certain types of development. Further information is available from the Australian Government website at Department of Infrastructure, Transport, Regional Development,

Communications and the Arts www.infrastructure.gov.au.

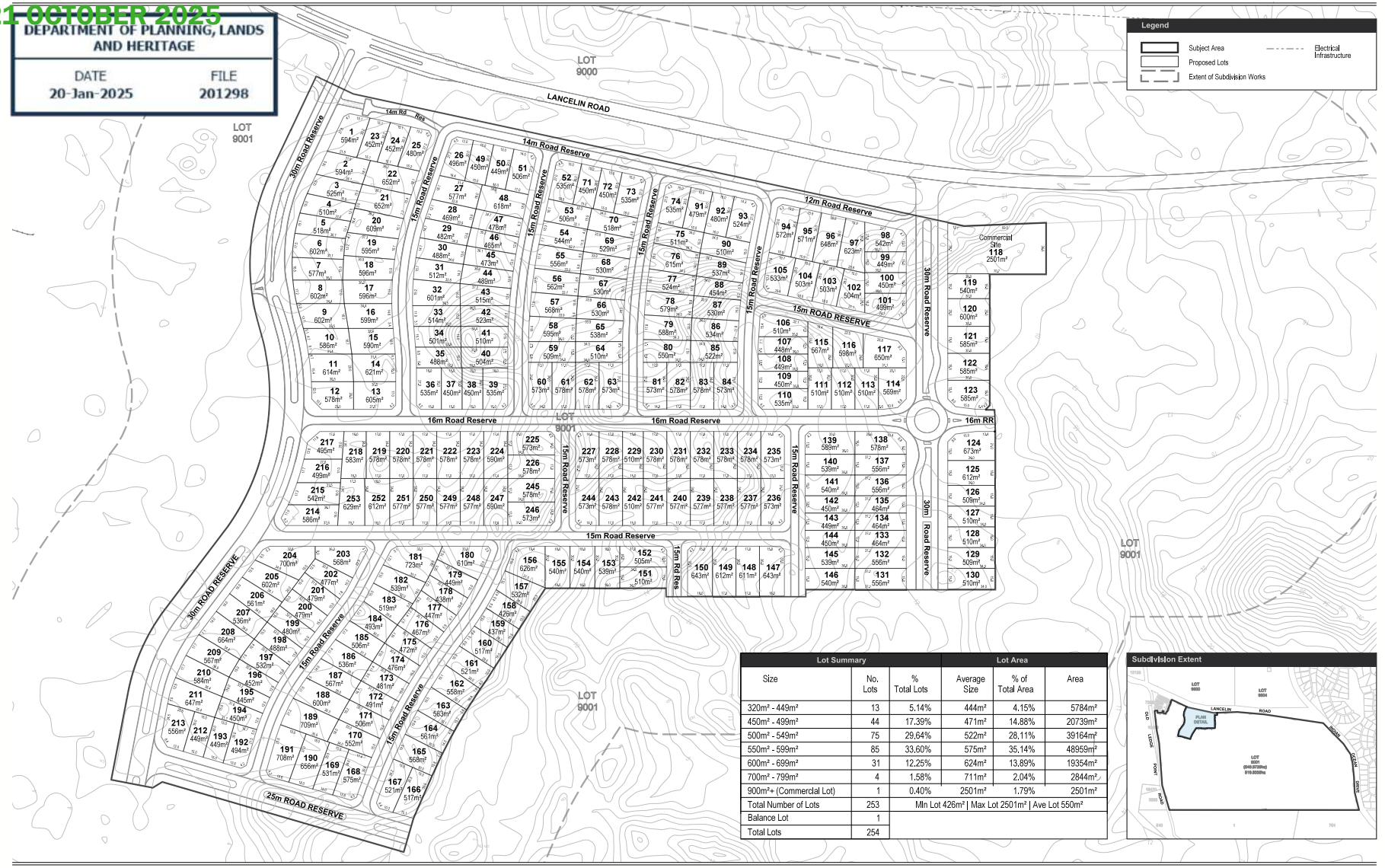
If further clarification is required, please review the attached information about your approval, or contact the planning officer listed at the top of this letter

Sam Boucher.

Ms Sam Boucher

WAPC Secretary
30 April 2025

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 20-Jan-2025
FILE 201298



Lot Summary			Lot Area		
Size	No. Lots	% Total Lots	Average Size	% of Total Area	Area
320m² - 449m²	13	5.14%	444m²	4.15%	5784m²
450m² - 499m²	44	17.39%	471m²	14.88%	20739m²
500m² - 549m²	75	29.64%	522m²	28.11%	39164m²
550m² - 599m²	85	33.60%	575m²	35.14%	48959m²
600m² - 699m²	31	12.25%	624m²	13.89%	19354m²
700m² - 799m²	4	1.58%	711m²	2.04%	2844m²
900m²+ (Commercial Lot)	1	0.40%	2501m²	1.79%	2501m²
Total Number of Lots	253	Min Lot 426m² | Max Lot 2501m² | Ave Lot 550m²			
Balance Lot	1				
Total Lots	254				

SUBDIVISION PLAN
LOT 9001 LANCELIN ROAD, LANCELIN

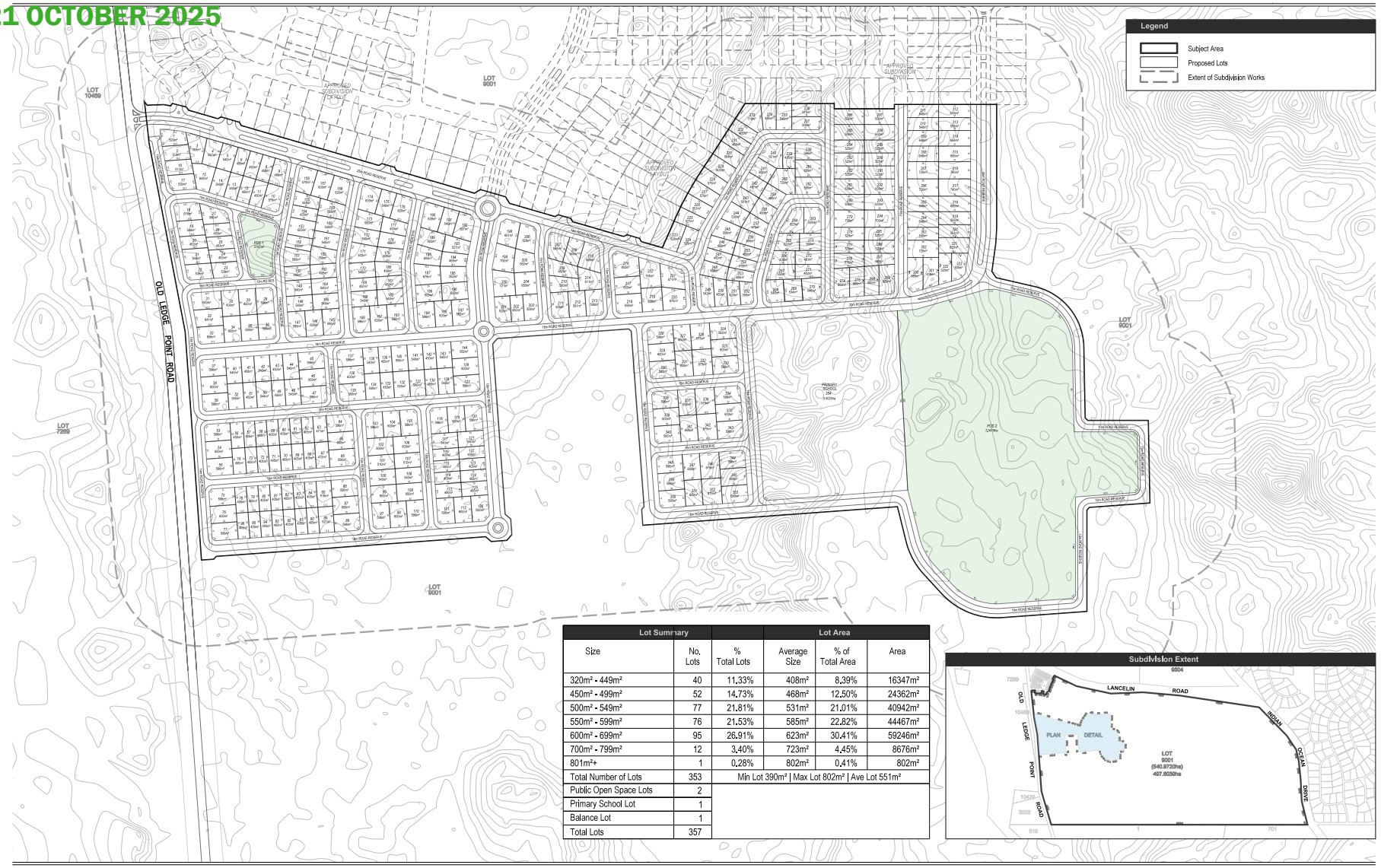
WILLIAMS CONSULTING | TOWN PLANNING & PROJECT MANAGEMENT
ph: 0418 116216 | email: sam@williamsconsulting.page

date - 29 Nov 2024 | ref - 24003001J
scale - 1:2500@ A3

N
0m 50m
ALL DIMENSIONS ARE SUBJECT TO SURVEY

APPENDIX C - CERTIFICATE OF TITLE

APPENDIX D – PLAN OF SUBDIVISION



Lot Summary			Lot Area		
Size	No. Lots	% Total Lots	Average Size	% of Total Area	Area
320m² - 449m²	40	11.33%	408m²	8.39%	16347m²
450m² - 499m²	52	14.73%	468m²	12.50%	24362m²
500m² - 549m²	77	21.81%	531m²	21.01%	40942m²
550m² - 599m²	76	21.53%	585m²	22.82%	44467m²
600m² - 699m²	95	26.91%	623m²	30.41%	59246m²
700m² - 799m²	12	3.40%	723m²	4.45%	8676m²
801m²+	1	0.28%	802m²	0.41%	802m²
Total Number of Lots	353	Min Lot 390m² | Max Lot 802m² | Ave Lot 551m²			
Public Open Space Lots	2				
Primary School Lot	1				
Balance Lot	1				
Total Lots	357				

SUBDIVISION PLAN
LOT 9001 LANCELIN ROAD, LANCELIN

WILLIAMS CONSULTING | TOWN PLANNING & PROJECT MANAGEMENT
ph: 0418 116216 | email: sam@williamsconsulting.page

date - 20 August 2025 | ref - 24003002E
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0m 75m
ALL DIMENSIONS ARE SUBJECT TO SURVEY

APPENDIX E- BUSHFIRE MANAGEMENT PLAN

Bushfire Management Plan
Stages 7 – 9
Lancelin South

Prepared for:
VIMG

Prepared by:
Surefire Environmental Pty Ltd
sue@surefireenvironmental.com
0439 435 110

Surefire Environmental Pty Ltd

Stages 7 – 9, Lancelin South
Bushfire Management Plan

Distribution List

Client	Contact name	Date
VIMG	Sam Williams	18 August 2025

Version

Version	Prepared and Authorised by	Accreditation	Date
Version 1	Sue Brand	Level 2 BPAD 36638	18 August 2025

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This Document may be:

- used by:
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  - the Shire of Gingin
  - purchasers of Lots in designated bushfire prone areas within the Site
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1. Background Information

VIMG commissioned Surefire Environmental Pty Ltd (Surefire Environmental) to prepare a Bushfire Management Plan (BMP) to progress the subdivision and development of Stages 7 – 9 within the Lancelin South development area (the Site), within the Shire of Gingin (Figure 1). The Site is located within the broader Lancelin South planning area for which a Structure Plan (SP) and Outline Development Plan (ODP) was prepared in September 2013 (Taylor Burrell Barnett (TBB) (2013) to progress its rezoning to 'Urban Development'.

1.1 Location

The Site is (Figure 2) is:

- approximately 4 km southeast of the township of Lancelin
- comprises Stages 7 – 9, which are bounded by Stages 1 – 6 to the north, and currently vegetated areas to the east and south that will be developed at later phases of the Lancelin South project, the Lancelin Golf Glub and lime sand operations to the west across Old Lancelin Road
- will create approximately 45 ha of residential Lots, a primary school and areas of public open space (POS), along with roads and other associated infrastructure.

1.2 Bushfire Prone Status

The Site is located within a bushfire prone area as designated by the Fire and Emergency Services Commissioner, Office of Bushfire Risk Management (OBRM) (2024), within the Department of Fire and Emergency Services (Figure 3). Accordingly, there is a requirement for landowners to undertake an assessment to determine the risks and identify appropriate management strategies such that the development does not increase the inherent bushfire risk. Portions of the site that are located within 100 m of vegetation designated as being bushfire prone necessitate the need for a bushfire attack level assessment (BAL-assessment) and assigning a BAL-rating that will determine appropriate construction standards as per *AS 3959:2018 Construction of Buildings in Bushfire Prone Areas* (*AS 3959:2018*).

The BAL assessment component of this document considers current and projected site conditions (i.e. vegetation classification pre- and post-development), along with the provisions of *State Planning Policy 3.7 Bushfire (SPP3.7)* (Department of Planning, Lands and Heritage (DPLH)), and the Western Australian Planning Commission (WAPC) (2024b) and *Planning for Bushfire Guidelines for the Implementation of State Planning Policy 3.7 Bushfire* (*the Guidelines*) (Department of Planning, Lands and Heritage and the Western Australian Planning Commission, 2024a).

1.3 Aims and Objectives

The aim of this BMP is to outline the bushfire management methods and requirements that will be implemented within the proposed subdivision. Accordingly, broad aims include:

- minimise the impact of bushfire to the life and property of future residents
- allow easy access for firefighters if a bushfire does occur
- protect the landscape within the Site as far as is possible
- document bushfire prevention requirements of the area to which it relates.

The objectives of this Bushfire Management Plan are to:

- define land use areas and values within and in proximity to the Site
- define and assess the bushfire hazard according to the various vegetation classifications present
- outline the roles and responsibilities of individuals and organisations in relation to bushfire management as it relates to the Site
- document bushfire management strategies for the subdivision, taking into consideration:
  - vegetation to be retained within the broader Lancelin South development in the longer term (Figure 1, Figure 2)
  - the need for building construction standards where vegetated patches interface with the urban development
  - document the performance criteria and acceptable solutions adopted for the Site.

1.4 Document Preparation

Sue Brand (Surefire Environmental), an accredited Level 2 Bushfire Planning and Design (BPAD) practitioner with the Fire Protection Association Australia, has prepared this document. Activities involved with its preparation included:

- assessing the vegetation type and class present within and adjacent to the proposed development site using descriptions provided in *AS 3959:2018*
- assigning the bushfire hazard based on the vegetation classes present around the Site
- determining indicative BAL-ratings for each Lot located within 100 m of any classified vegetation based on currently available information
- suggesting management strategies that will be implemented based on current and projected site considerations.

Signed:
Date: 18 August 2025
Accreditation Number: BPAD36638
Accreditation Expiry Date: 30 April 2026

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

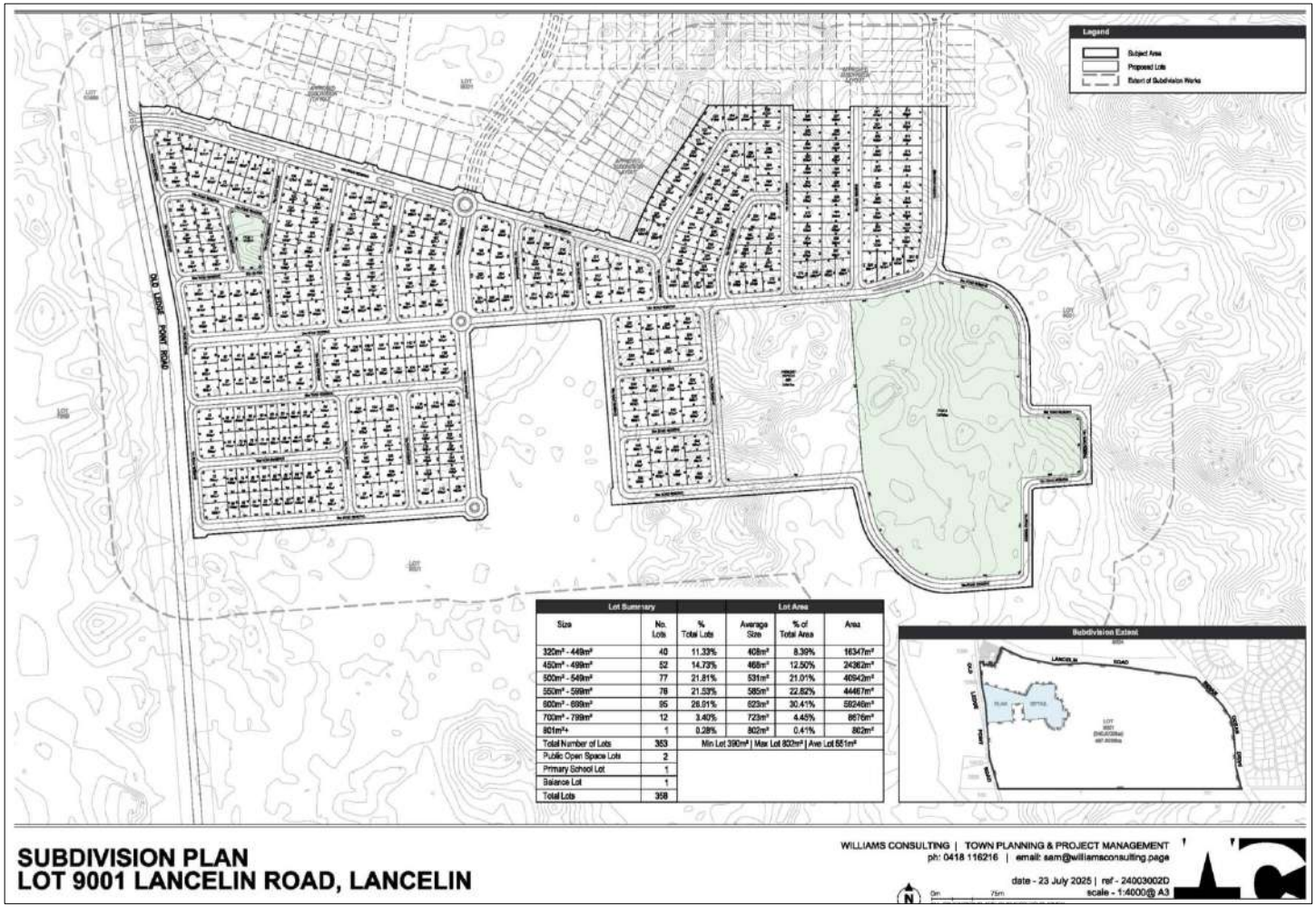
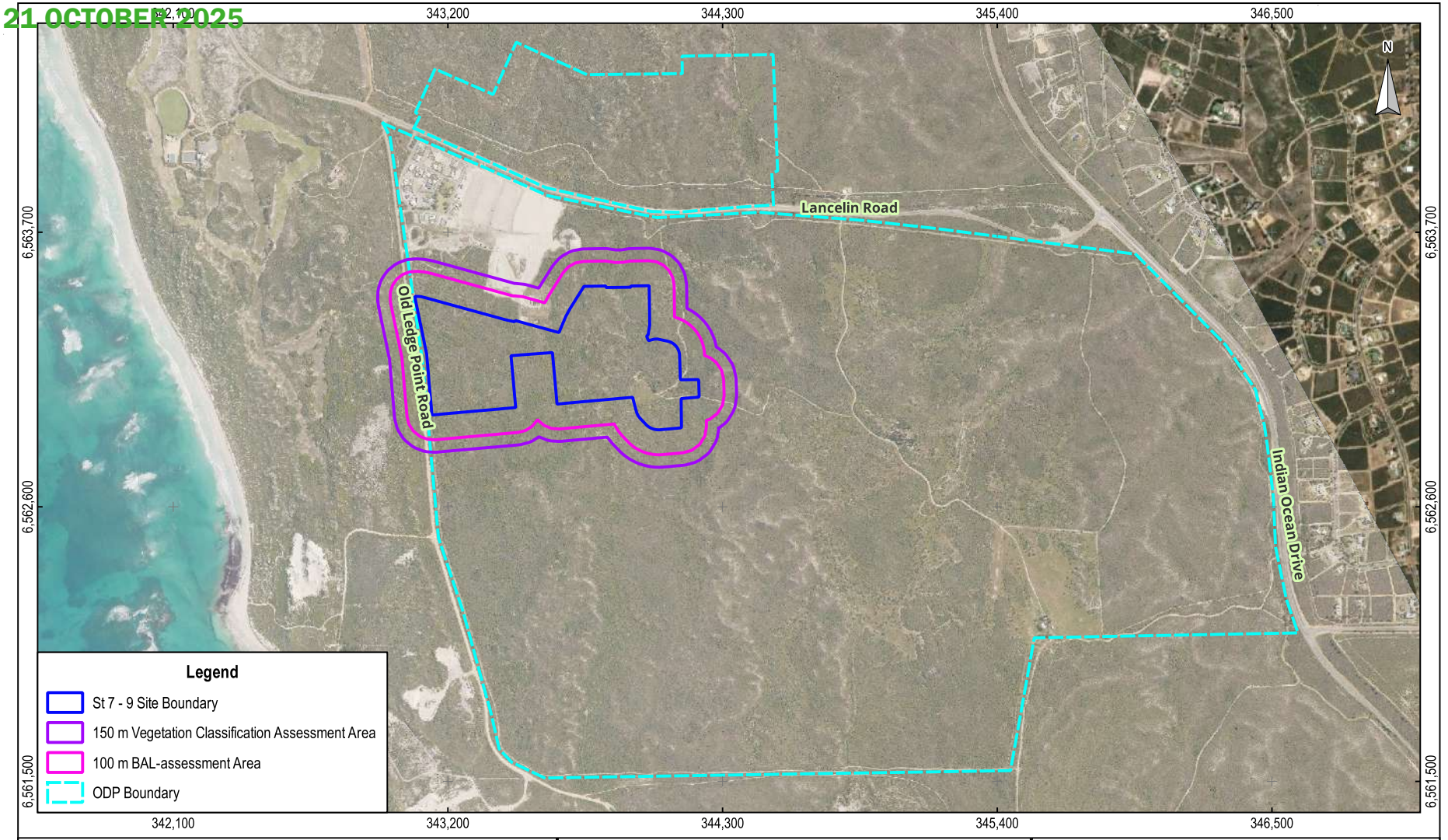


Figure 1: Proposed Subdivision Area



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Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 100 200 m

Figure 2

Location

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

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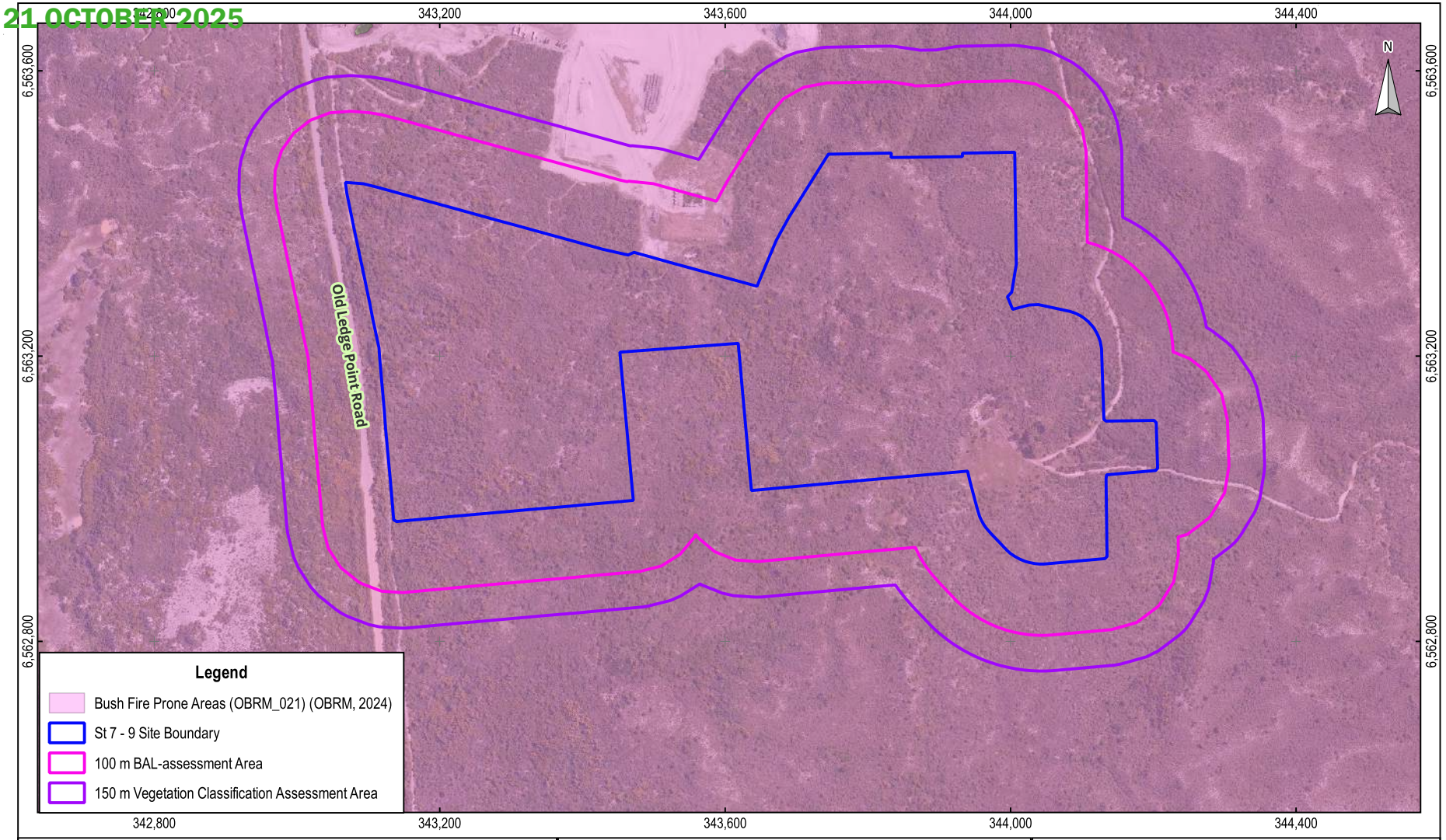

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0 100 200 m

Figure 3

Bushfire Prone Status

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

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2. Environmental Considerations

Environmental considerations within Lancelin South were assessed by Ecoscape (Australia) Pty Ltd (2007) in to support preparation of the original 2007 Lancelin South Structure Plan and the later 2013 Structure Plan (SP) and Outline Development Plan (ODP) (Taylor, Burrell, Barnett, 2013). Stages 7 – 9 are vegetated with coastal heath species, with locations of conservation flora and fauna noted within the broader Lancelin South location outside the Site boundary.

2.1 Regional Context

Lancelin is located within the Swan Coastal Plain region of the Interim Biogeographical Regionalisation of Australia (IBRA). The Swan Coastal Plain comprises of two major divisions, namely Swan Coastal Plain 1 – Dandaragan Plateau and Swan Coastal Plain 2 – Perth Coastal Plain. The Site is in the Perth Coastal Plain subregion, which is broadly characterised as including areas of Jarrah and Banksia woodlands on sandy soils in a series of sand dunes, along with wetland areas, often within the interdunal swales (Mitchell, Williams, and Desmond, 2002).

2.2 Environmental Considerations

According to Ecoscape (2007), within the Stage 7 – 9 boundaries there are:

- no recorded threatened or priority flora
- vegetation is dominated by typical coastal heath species including *Melaleuca systena*, *Acacia lasiocarpa*, *Calothamnus quadrifidus*, and *Scaevola thesiodies*
- no wetlands or waterways, with the closest wetlands being Karakin Lakes approximately 10 km to the east.

2.3 Native Vegetation – Modification and Clearing

Current land use within the Site is coastal heath vegetation (Figure 4) that will be cleared to accommodate the development. As these stages are a continuation of previous development, and with further development planned within the broader Lancelin South area, vegetation will be cleared for an additional 100 m around the development boundary to facilitate the development process as well as prevent temporary BAL-ratings on residential Lots.

Figure 4: Current Land Use

2.4 Revegetation and Landscaping

No revegetation will occur within the Site boundary. Two areas of public open space will be created, and landscaping will occur in both. The POS located in the west will be parkland, with the second in the east including the school/community oval (Figure 1).

3. Bushfire Assessment Results

This section outlines the outcomes of the bushfire assessment process.

3.1 Broader Landscape Assessment

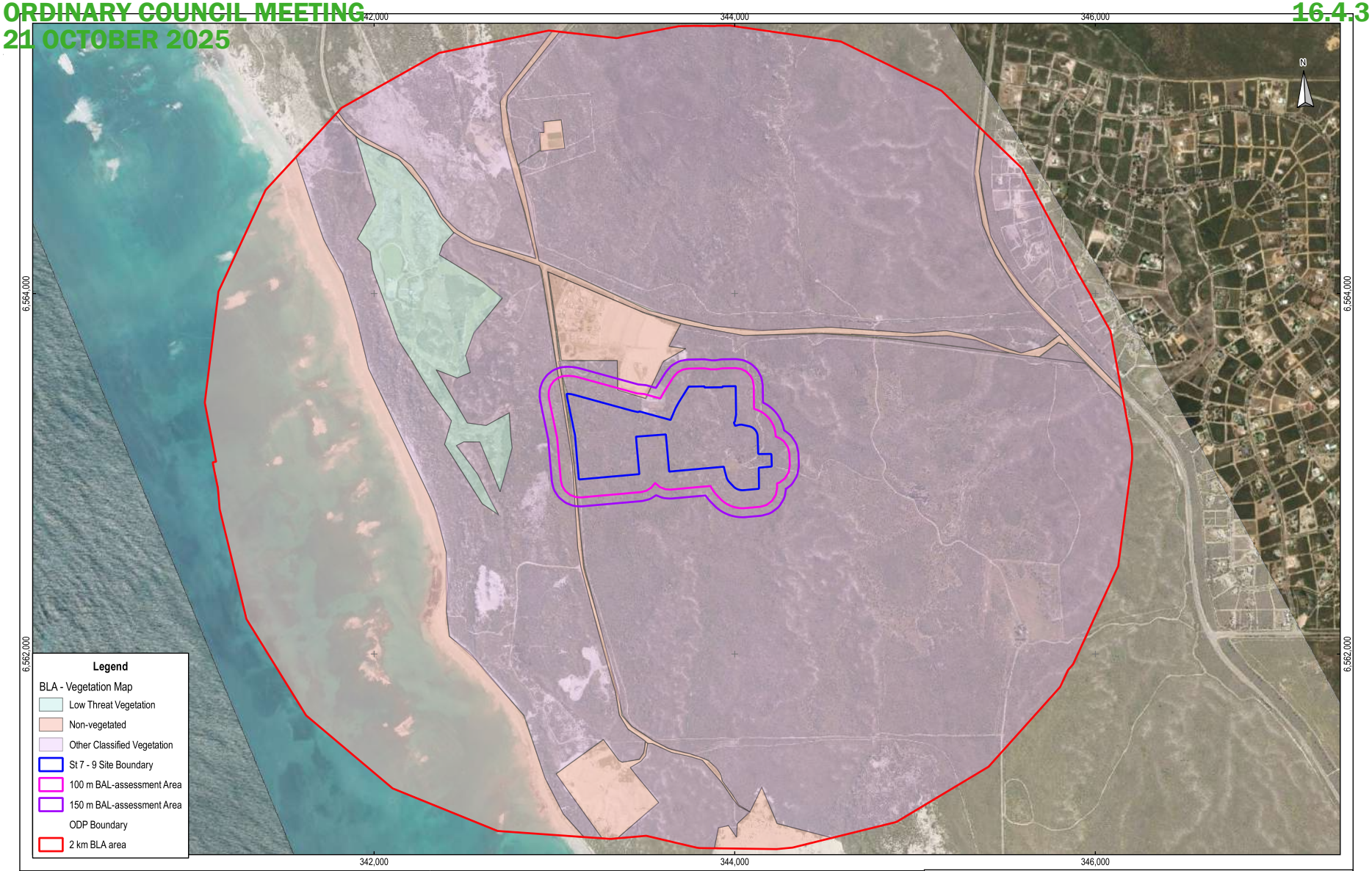
As the Site is located within an area designated as Area 2 on the Map of Bushfire Prone Areas (OBRM, 2024) (Figure 3), a broader landscape assessment (BLA) was required. Being a regional location with varying levels of vegetation within 2 km of the boundary, a full BLA was carried out using the methodology described in Appendix A Section A.1.4.2 in the Planning for Bushire Guidelines (DPLH and WAPC, 2024a) to identify likely landscape scale destruction. This section provides outcomes of the BLA process.

The BLA assessment area included a 2 km zone surrounding the Lancelin South Stage 7 – 9 boundaries, with the Site located within the approved Lancelin South Stage 1 Outline Development Plan. Stage 7 – 9 is located to the south of Stages 1 – 4 where construction has commenced, and Stages 5 – 6 where construction is yet to commence. Table 1 provides the justification for the BLA assessment process, and Table 3 the designation of the BLA area type based on the outcomes of the assessment process.

Table 1: BLA Assessment and Justifications

Step	Activity	Outcome
1	Determine BLA area	BLA area is delineated as 2 km from the Stage 7 – 9 boundaries (**Error! Reference source not found.**).
2	Assess and map the broader landscape	**A. Vegetation mapping** The broad vegetation mapping for the BLA is shown on **Error! Reference source not found.**. The vegetation is primarily coastal heath with the golf course to the west low threat vegetation, and the rural residential property to the east across Indian Ocean Drive a mosaic vegetation pattern.
		B. Assess and map aspects The assessment of aspects is used to quantify bushfire hazards that could present landscape scale destruction. The coastal heath within the Site boundary will be cleared to accommodate the development, and a 100 m asset protection zone (APZ) will be cleared around the Site within the developer's land holding to prevent temporary BAL-ratings. Coastal heath will remain across Old Lancelin Road to the west, as will within the broader Lancelin South approved ODP area (**Error! Reference source not found.**, Figure 6).
		C. Assess and map the predominant vegetation pattern The predominant vegetation pattern is coastal heath within the approved ODP area, and which extends beyond its boundaries north across Lancelin Road, west across Old Lancelin Road, and south beyond the ODP boundary (**Error! Reference source not found.**, Figure 6).
		D. Assess and map road pattern and suitable destinations Lancelin South is being developed from Lancelin Road in the north towards the south. The development road network will create roads that provide access to Lancelin Road to the north, and to Old Lancelin Road to the west, both of which provide access to the town of Lancelin or to Indian Ocean Drive. As development to the east and south progresses, additional access/egress options will become available (**Error! Reference source not found.**).

Step	Activity	Outcome
3	Establish the broader landscape type	Determined using points scoring system indicated in Table 3 of Appendix A of the guidelines. The Site is a Broader Landscape Type A; see **Error! Reference source not found.** for the rationale for this assessment.



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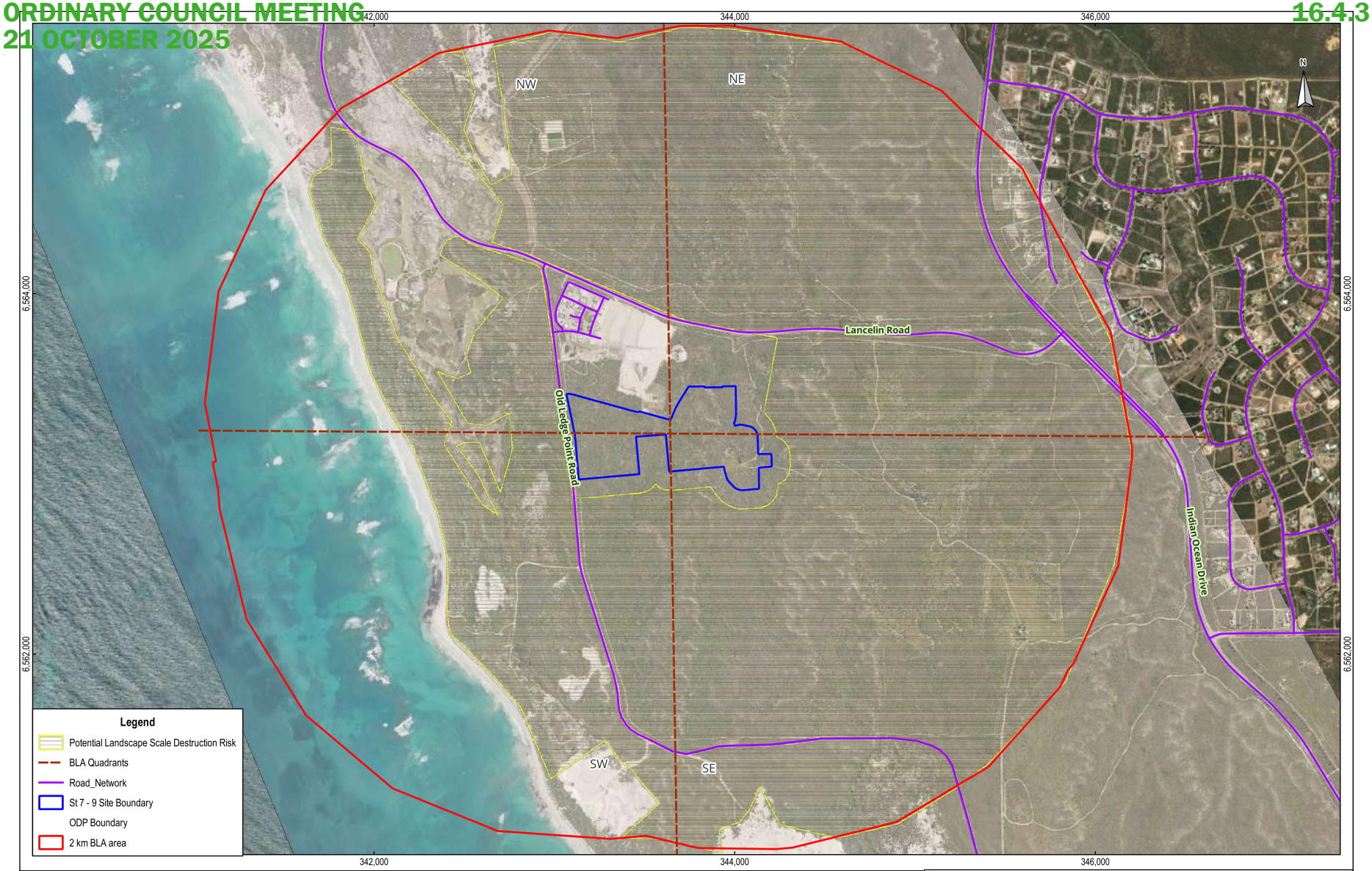
0 0.5 1 1.5 2 km

Figure 5

Broader Landscape Assessment - Broad Landscape Types

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

C:\Users\Sue. B\Documents\My Documents\Surefire Environmental\Client Folders\VIMG\Lancelin South Subdivision - 400 Lots\GIS\Lancelin South Stages 7 - 9.qgz 18/08/2025 F5 BLA 1



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Original Size: A3
Aerial Imagery: Landgate October 2024 and Esri Satellite
Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 0.5 1 1.5 2 km

Figure 6

Potential Landscape Scale Destruction Risk
Broader Landscape Assessment

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

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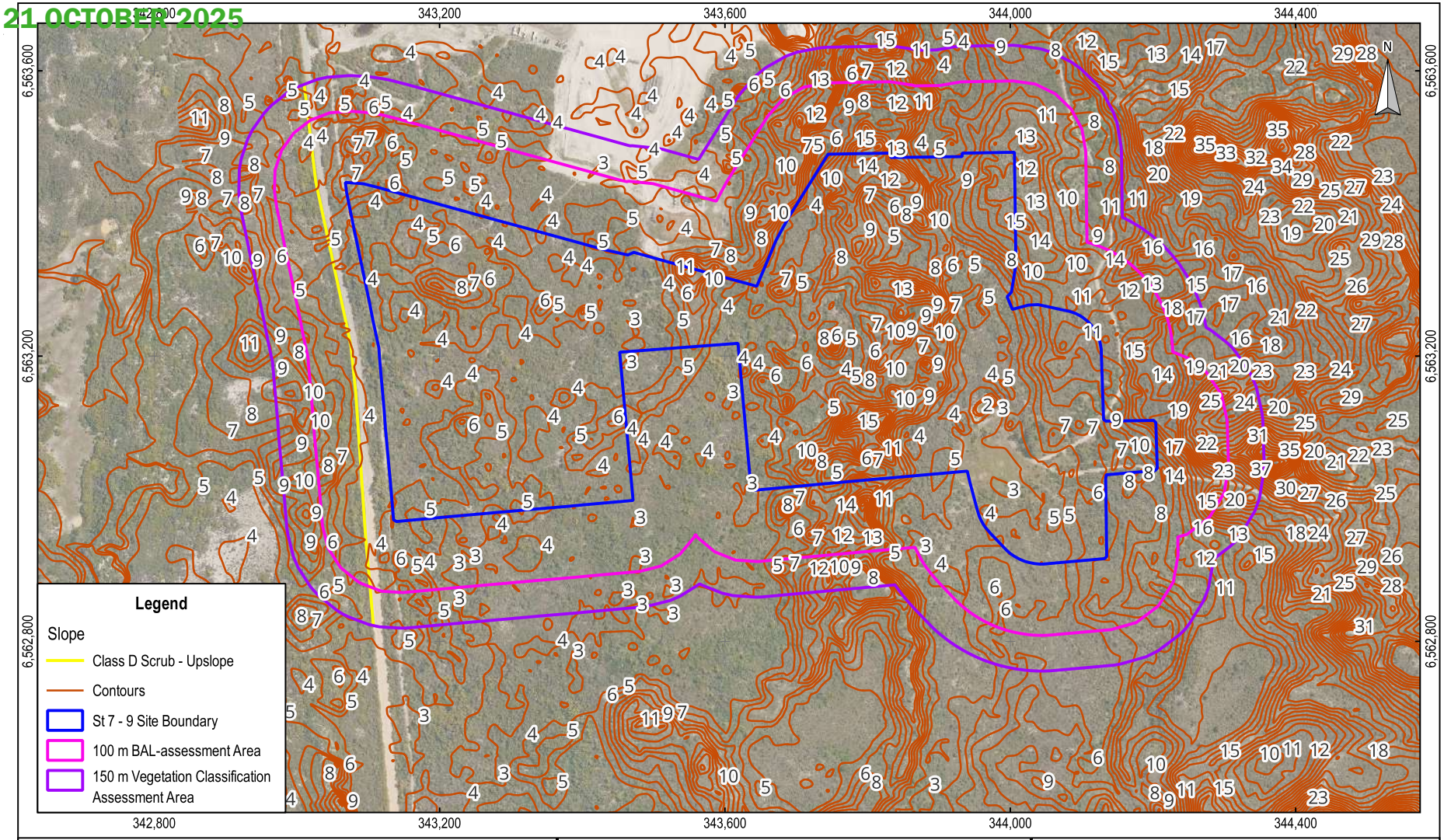
Table 2: Determination of the Broader Landscape Type

Criteria	Justification	Points
Proximity of the planning proposal to a suitable destination is:	1 – 10 km – Lancelin is approximately 4 km from the Site, with development within Lancelin South Stages 1 – 6 progressing to the immediate north of the Site	2
The road pattern from the planning proposal to a suitable destination is:	The planned road network is/will be simple and direct, as is the road to the Lancelin Town Centre	1
The predominant vegetation pattern is:	The predominant vegetation pattern is extensive coastal heath that will be cleared to accommodate the development	5
Exposure of the planning proposal to an identified external bushfire hazard (excluding Class G Grassland) is:	The coastal heath within the Site will be cleared to accommodate the development, as will 100 m around the development area within the Developer's land, meaning that the interface of the built environment with vegetation will be to the west only.	1
Total Points		**9**
Assessed Broader Landscape Type		**A**

3.2 Contours and Slope

The topography across the Site is undulating terrain associated with coastal dunes (Figure 7). There is a general rise in the Site from west (4 m Australian Height Datum (AHD)) to east (up to 15 m AHD). Topography within the Site is variable with a series of dune ridges and swales, with lowest height being 1 m AHD in the eastern dune swale, and up to 15 m along the highest the dune ridge in the western half of the Site (Figure 7).

Modification of the dunes will occur when preliminary civil engineering activities involving cut and fill will occur to create a stable surface for later development activities. The clearing of vegetation will continue in Stages 1 – 6 to the north of the Site, and planned clearing for 100 m to the east and south of Stages 7 – 9 to facilitate the ongoing development and minimise the assigning of temporary BAL-ratings from vegetation that will be cleared during future development phase mean that the only classified vegetation that will be present within 100 m of the Site that which occurs to the west across Old Ledge Point Road. The vegetation in this area rises from 4 m AHD around the edge of Old Ledge Point Road up to 10 m AHD approximately 60 m to the west (Figure 7). Accordingly, the slope of the land under the vegetation in this area is Upslope or Flat and is the slope that has been applied when undertaking the BAL-assessment component of the Site (Section 3.6).



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Aerial Imagery: Landgate October 2024
Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 100 200 m

Figure 7

Contours and Slope

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

C:\Users\Sue. B\Documents\My Documents\Surefire Environmental\Client Folders\VIMG\Lancelin South Subdivision - 400 Lots\GIS\Lancelin South Stages 7 - 9.qgz 18/08/2025 F7 Contours and Slope

3.3 Vegetation Classification

The vegetation classification in addition to the slope of the potential source of the fire is key to determining the potential for exposure of a location to radiant heat, smoke, and embers, for example. Accordingly, the vegetation classification within 150 m of the Site was assessed during the site visit carried out on 16 and 17 May 2025 using descriptions provided in Table 2.3 and Figure 2.4 of *AS 3959:2018*. Each vegetation class is discussed and shown in, Figure 8 and Figure 9. The pre-development vegetation classification, or current situation, for the Site is provided in Figure 10, with the expected post-development classification, or the vegetation that will remain a bushfire risk to the planned subdivision in the longer term, shown in Figure 11.

3.3.1 Patch 1: Class D Scrub

Class D Scrub is characterised by shrubs to 4 m with a continuous canopy from ground level, noting that trees to 6 m (e.g.: Acacia and Melaleuca) can be present. This vegetation classification is present across most of the development area and extends for 150 beyond the Site boundary to the east and south (Figure 8). Note that while small patches of Class C Shrubland are present within the Stage 7 – 9 boundaries, the dominant vegetation class is the Class D Scrub. This vegetation class will be cleared within the Site to accommodate the development. A second patch across Old Ledge Point Road to the west will be retained and represent an ongoing bushfire risk.

Patch: 1	**Classification:** Class D Scrub
Photo ID 1	Photo ID 2
Photo ID 3	Photo ID 4

Figure 8: Class D Scrub

3.3.2 Patch 2: Class C Shrubland

Class C Shrubland is characterised by shrubs to 2 m with a continuous canopy from ground level, with the occasional taller tree or shrub present. This vegetation class is present in small patches with the Stages 7 – 9 boundary and is not shown separately as the Class D Scrub is the dominant vegetation classification and the patch to the west of Old Ledge Point Road is more than 70 m to west and will not influence BAL-ratings as the patch of Class D Scrub in this area is closer to the Stage boundary.

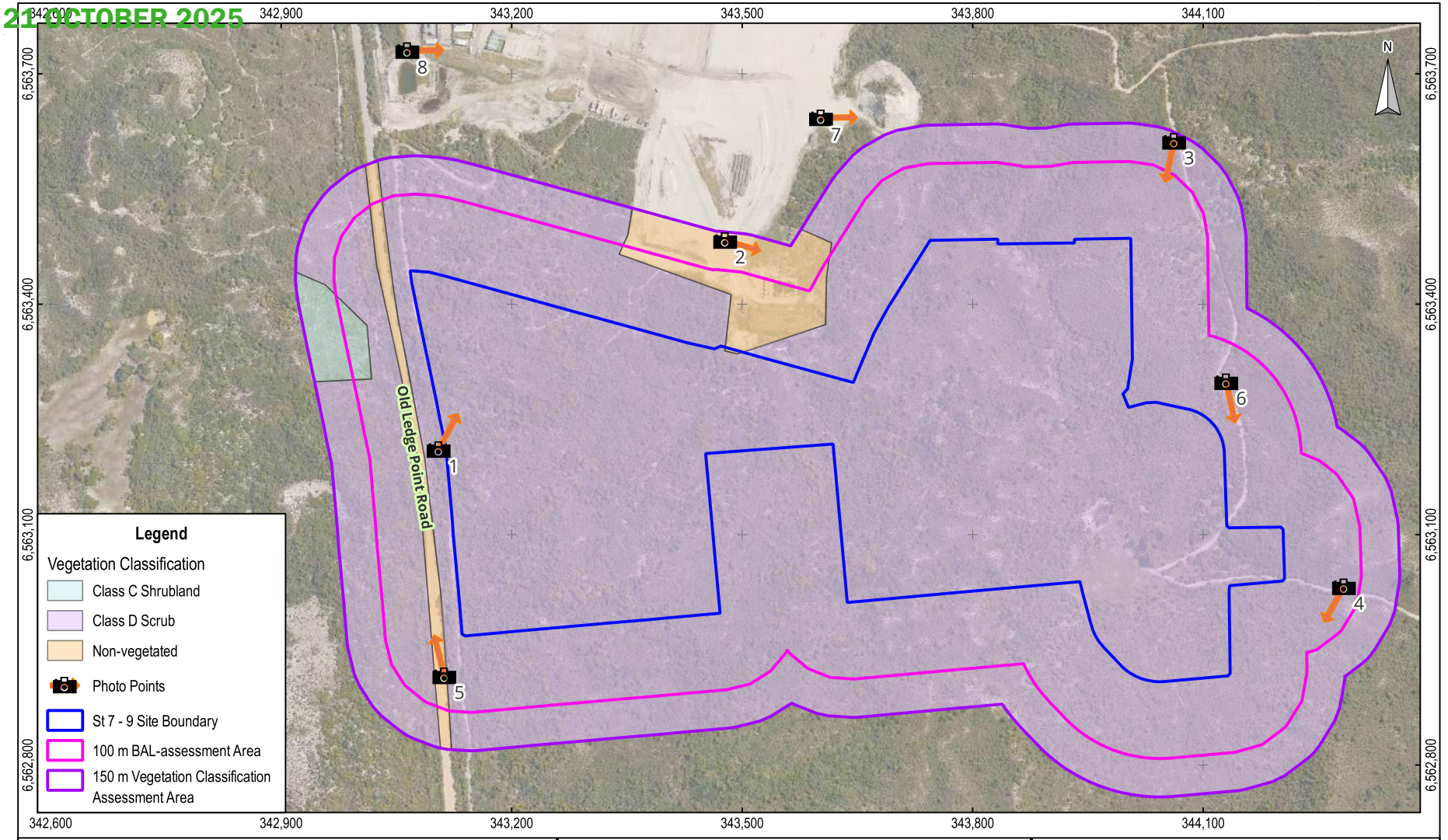
3.3.3 Patch 3: Non-Vegetated Areas

Non-vegetated areas are subject to exclusion clause 2.2.3.2 (e) of *AS 3959:2018*, with those within and close to the Site including (Figure 9):

- cleared areas associated with previous development phases to the north
- Old Ledge Point Road to the west
- internal sandy/limestone tracks.

Patch: 3	**Exclusion Clause:**	Non-vegetated Areas, Clause 2.2.3.2 (e)
Photo ID 5		Photo ID 6
Photo ID 7		Photo ID 8

Figure 9: Non-vegetated Areas



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Original Size: A4
Aerial Imagery: Landgate October 2024
Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 100 200 m

Figure 10

Pre-development Vegetation Classification

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

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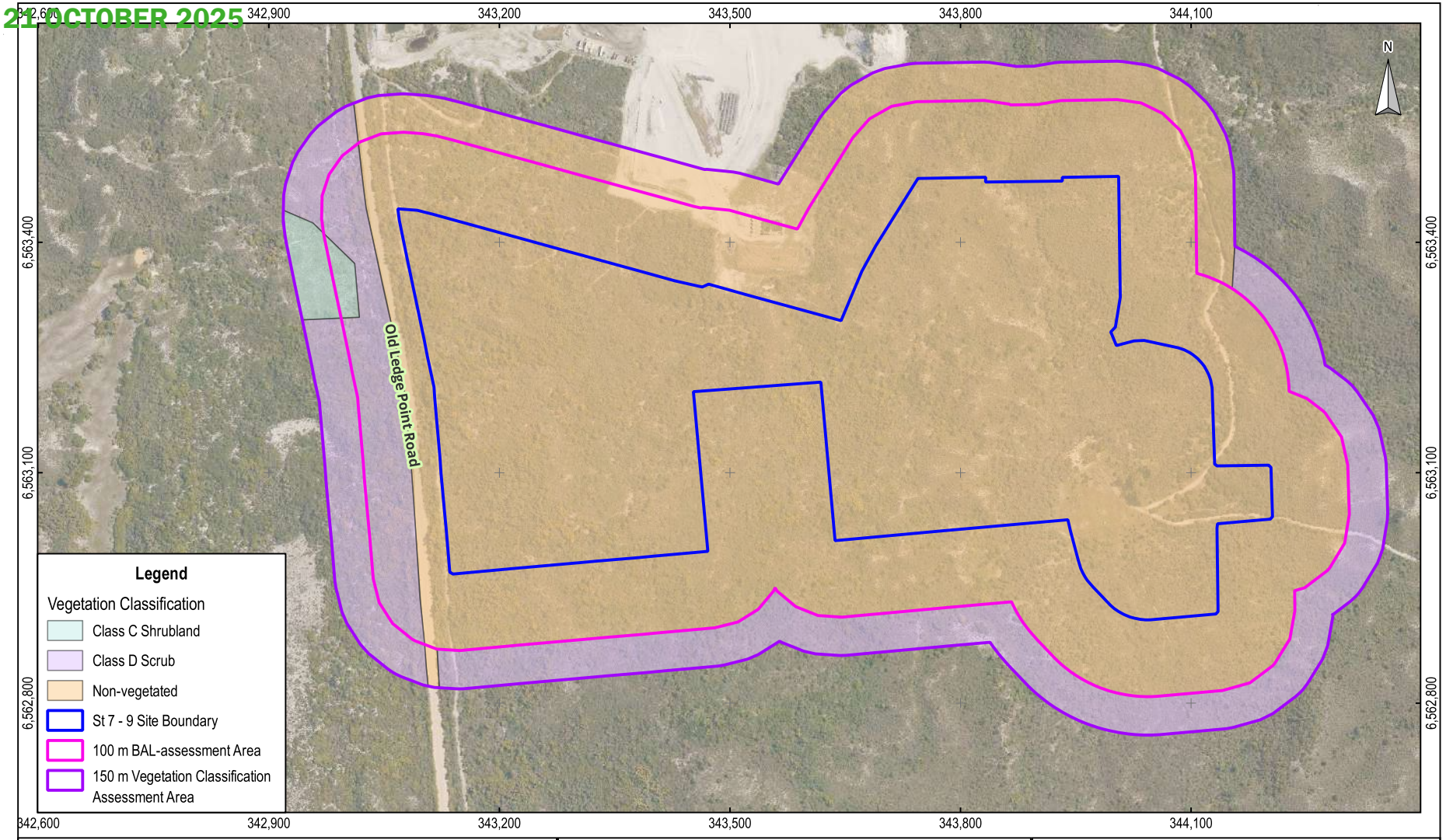

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Aerial Imagery: Landgate October 2024
Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 100 200 m

Figure 11

Post-development Vegetation Classification

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

C:\Users\Sue. B\Documents\My Documents\Surefire Environmental\Client Folders\VIMG\Lancelin South Subdivision - 400 Lots\GIS\Lancelin South Stages 7 - 9.qgz 18/08/2025 F11 Post-Dev Veg Class

3.4 Fire Danger Index (FDI)

The Fire Danger Index for this site is FDI 80, as documented in Table 2.4.3 of *AS 3959:2018* and which is the nominated FDI for Western Australia.

3.5 Potential Bushfire Impacts

Potential bushfire impacts within the Site include smoke, ember attack, and radiant heat, with the BAL-analysis provided in Table 3. In providing the separation distances, note that the inclusion of the vegetation within the Stock Rd road reserve between and the eastern boundary of the Site serves as an indication of what Lots can be readily developed and where change/refinement is necessary due to the changed risk level.

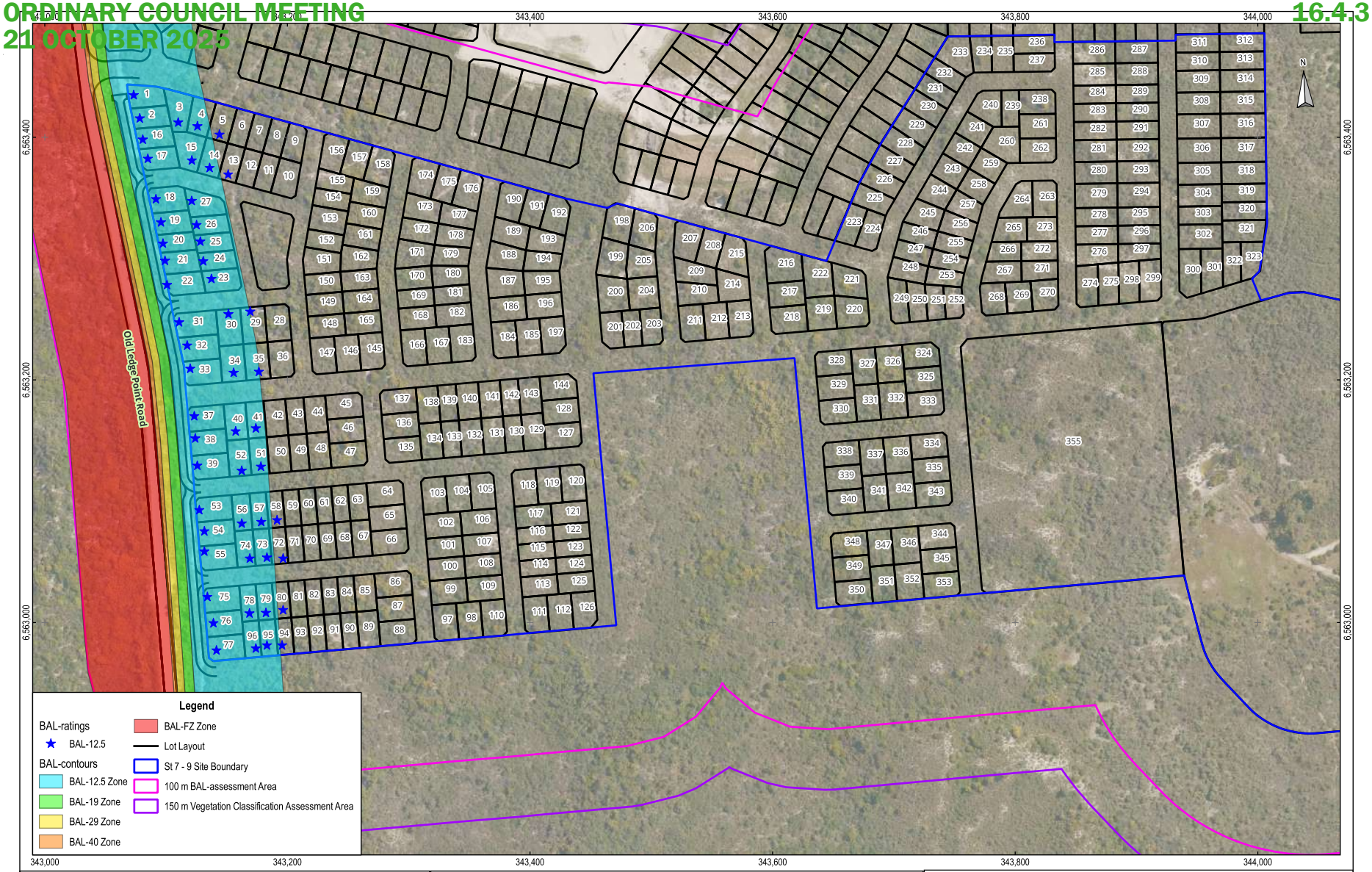
Table 3: BAL-analysis

Patch	Vegetation Class	Slope	Separation Distance (m)	Maximum BAL-rating
1	Class D Scrub	Upslope or Flat	> 35	BAL-12.5
2	Class C Shrubland	Upslope or Flat	> 70	BAL-12.5
3	Non-vegetated areas	N/A	N/A	BAL-Low

3.6 BAL-Assessment

As a detailed Lot layout is available, the BAL-contour diagram (Figure 12) provides an indication of BAL-ratings based on current site conditions. The BAL-assessment process indicates the following ratings:

- **BAL-Low**: the following Lots will be rated BAL-Low: 6 – 12, 28, 36, 42 – 50, 59 – 71, 81 – 93, 97 – 353, and 355 (note there is no Lot 354 within Stages 7 – 9)
- **BAL-12.5**: the following 45 Lots will be rated BAL-12.5: 1 – 5, 13 – 27, 29 – 35, 37 – 41, 51 – 58, 72 – 80, and 94 – 96
- **BAL-19**: no Lots will be rated BAL-19
- **BAL-29**: no Lots will be rated BAL-29
- **BAL-40**: no Lots will be rated BAL-20
- **BAL-FZ**: no Lots will be rated BAL-FZ.



Scale: 1: 2,750
Original Size: A3
Aerial Imagery: Landgate October 2024 and Esri Satellite
Grid: GDA94 / MGA zone 50 (EPSG:28350)
0 100 200 m

Figure 12

Indicative BAL-contours and Ratings

Lancelin South Stages 7 - 9
Bushfire Management Plan
VIMG

C:\Users\Sue. B\Documents\My Documents\Surefire Environmental\Client Folders\VIMG\Lancelin South Subdivision - 400 Lots\GIS\Lancelin South Stages 7 - 9.qgz 18/08/2025 F12 BAL-contours

3.7 Asset Protection Zone

The Asset Protection Zone (APZ) for the Site is the area that provides the separation distance between the edge of the classified vegetation and building walls, with the preferred width of the APZ being 100 m. For locations where a 100 m APZ width cannot be achieved, a reduced APZ can be implemented when a BAL-rating is determined for the building. The reduced APZ commences at the junction of the BAL-40 and BAL-29 zones, or the junction of the orange and yellow zones shown in Figure 12 and will extend to the building walls which is the point where the potential radiant heat impact of a bushfire does not exceed 29 kW/m2. As no Lot has a BAL-rating higher than BAL-12.5, a suitable APZ for Stages 7 – 9 can be demonstrated.

3.8 Shielding

Clause 3.5 of *AS 3959:2018* allows for a reduction in the nominated construction standard for a building in a bushfire prone area where the elevation is not exposed to the source of the bushfire attack, noting that the reduction in building standard cannot reduce below BAL-12.5. As western Lots are rated BAL-12.5 due to the Class D Scrub across Old Ledge Point Rd to the west, , the shielding provisions will not apply.

3.9 Other Bushfire Protection Measures

No other bushfire protection measures are required for the Site other than those documented in this BMP.

4. Assessment Against Bushfire Protection Criteria

Appendix B of the *Guidelines* (DPLH and WAPC, 2024a) provides details of the acceptable bushfire protection solutions that can be used to demonstrate how a location can be developed in bushfire prone areas.

4.1 Compliance Table

The compliance table focuses on ensuring that that the subdivision design complies with Element 2: Siting and Design, Element 3: Vehicular Access, and Element 4: Water. Outcomes of how the Site will comply are provided in Table 4 with all compliance requirements able to be achieved.

Table 4: Compliance Table

Bushfire Protection Criteria	Method of Compliance – Method 1		Proposed Bushfire Management Strategies
	Acceptable Solutions		
Element 1: Location	A1.1a	Broader Landscape Type A	BLA outcome as described in Section 3.1 indicates that the Site is a Broader Landscape Type A and is compliant with Element 1: Location.
Element 2: Siting and Design	A2.1	Siting and Design	The development of this location is a continuation of development that is occurring within the broader ODP area to the north and is consistent with consistent with the design included with the 2007 and 2013 applications. Figure 12 demonstrates that a suitable APZ can be achieved for the Site.
	A2.2	Asset Protection Zone	The assessment process indicates that a suitable APZ can be demonstrated for all Lots (Figure 12), with no Lot rated higher than BAL-12.5.
	A2.3	Clearing of Native Vegetation	Clearing of native vegetation occur within the Site boundary and for 100 m to east and south to accommodate the subdivision (Figure 11). The original and current subdivision planning process has considered the value of the native vegetation, including conservation areas to be retained outside the Stages 7 – 9 boundaries identified.

Bushfire Protection Criteria	Method of Compliance – Method 1		Proposed Bushfire Management Strategies
	Acceptable Solutions		
Element 3: Vehicular Access	A3.1	Public Roads	Public roads that will be constructed within the Site will be constructed in accordance with the technical requirements outlined in Column 2, Area 1 of Table 10 on page 103 of the *Guidelines*. Road design will be approved by the Shire of Gingin prior to construction commencing.
	A3.2	Access Roads	Access and egress from the subdivision will be available to at least two different destinations available to the north through the existing development stages to Lancelin Road and to the west to Old Ledge Point Road (Figure 1, Figure 12). Note that the developer will clear 100 m around the Site boundary, or to the extent applicable based on tenure, meaning that there will be no specific requirements the Developer will need to adhere to.
	A3.3a	No-through Roads	Some temporary no-through roads may be required until development to the east and south is progressed. If so, construction will comply with the requirements of a public road as detailed in Appendix B.3 Table 10, Column 2 of the *Guidelines*, and include a turn-around area/head as per Figure 30 of the *Guidelines*.
	A3.3b	No-through Road Requirements	Any temporary no-through roads will comply with the requirements of a public road as detailed in Appendix B.3 Table 10, Column 2 of the *Guidelines*, and include a turn-around area/head as per Figure 30 of the *Guidelines*.
	A3.4	Emergency Access Ways	As the development will be an extension of that being implemented within accordance with the current ODP, combined with the plan to clear for 100 m to the east and south, and to the boundary of their land holding to the west, the need for an emergency access way is not envisaged.
	A3.5a	Perimeter Roads	The current subdivision design indicates a perimeter road will be constructed between Old Ledge Point Road and the western site boundary, with none required to the north, east, and south due to the extended clearing for 100 m beyond the Stages 7 – 9 boundaries (Figure 1, Figure 12).
	A3.5b	Fire Service Access Routes	N/A – fire service access requirements will be via the planned road network.
	A3.6	Battle-axe Access Leg	N/A – no battle-axe Lots are planned (Figure 12)

Bushfire Protection Criteria	Method of Compliance – Method 1		Proposed Bushfire Management Strategies
	Acceptable Solutions		
Element 4: Water	A4.1	Water Supply for Structure Plans	N/A – Subdivision application.
	A4.2	Water Supply for subdivision applications	The Site is in an area where a reticulated water supply will be available. The water supply and hydrant design will undergone review and endorsement by the Water Corporation prior to construction commencing, with design information also being provided to the Shire of Gingin when available.
	A4.3	Water Supply for existing Habitable Buildings	N/A – Subdivision application

4.2 Bushfire Mitigation Measures

Required bushfire mitigation measures that will be implemented and maintained by the Developer until the Site is developed, and Lots are sold are provided in Table 5. Also provided are an indication of the responsibilities of future lot and landowners and the maintenance requirements associated with the various responsibilities.

Table 5: Bushfire Mitigation Measures

Item	Mitigation Measure	Maintenance
Landowner/Developer Prior to Sale or Occupancy		
1	When development of the Site progresses, where possible, a low-fuel zone (APZ) up to 100 m, or the extent possible based on the Classified vegetation within and in proximity to the Site will be installed around active stages to prevent temporary BAL-ratings being applied to Lots under construction.	Ongoing as required
2	If required, bushfire implications are reviewed for subdivision if there is a change in the area (m^2) of classified vegetation (e.g.: Class G Grassland or other classified vegetation) to be cleared or retained.	As required
3	The bushfire implications of any changes to the Lot layout are assessed prior to being implemented.	As required
4	Hydrant design requirements will be in accordance with the Water Corporation Design Standard 63 for hydrants: ▪ installation of markings to indicate the presence of hydrants ▪ clearance on the placement of hydrants is required from the Water Corporation ▪ hydrants to be clearly identifiable, with markings installed by the developer after practical completion.	As required during various future planning approval phases.
5	Public roads and no-through roads will be constructed in accordance with the technical requirements outlined in Column 2, Area 1 of Table 10 on page 103 of the *Guidelines* and be consistent with those constructed in surrounding areas, noting that road design will be approved by the Shire of Gingin prior to construction commencing.	As required during various future planning approval phases.

Item	Mitigation Measure	Maintenance	
6	If required, BAL-ratings will be confirmed at various future planning approval phases.	At appropriate future planning approval phases, such as ahead of the development of nominated subdivision stages.	
7	Comply with the Shire of Gingin's annual fire hazard reduction notice.	As per the requirements of the Shire of Gingin annual fire hazard reduction notice.	
8	Prepare a BMP compliance report to demonstrate that the relevant bushfire management measures have been implemented during subdivisional works to deliver compliance.	As required at each appropriate planning stage.	
Landowner/Developer – Ongoing Management			
1	Maintain vehicular access routes, including secondary access routes, within the development area to the required surface condition and clearances.	As required.	
Developer – Prior to Issue of Certificate of Titles for New Lots			
No.	**Implementation Action**	**Local Government Clearance**	**Bushfire Consultant Clearance**
1	Confirm the BAL-ratings of Lots within the subdivision, including confirming that a maximum BAL-29 rating can be achieved.		✓
2	Construct the public roads and no-through roads to the standards stated in the BMP.	✓	✓
3	Two access/egress options are available for each stage of the development.		✓
4	Clearing of vegetation to create the APZ to be undertaken in accordance with the BMP.		✓
5	Hydrant and water supply is in accordance with Water Corporation requirements.	✓	✓
6	Ensure that bushfire risk and mitigation is reassessed when future phases of the development proceed.		✓

5. References

AS 3959:2018 Construction of Buildings in Bushfire-Prone Areas, (2018), Standards Australia, New South Wales.

Department of Planning, Lands and Heritage (DPLH), (2019), Geomorphic Wetlands of the Swan Coastal Plain Dataset (DPLH_019), accessed via World Wide Web URL: https://catalogue.data.wa.gov.au/dataset/bush-forever-areas-2000-dop-071.

Department of Planning, Lands and Heritage (DPLH) and the Western Australian Planning Commission (WAPC), (2024a), *Planning for Bushfire Guidelines for the Implementation of State Planning Policy 3.7 Bushfire* (the Guidelines), Western Australian Planning Commission, Perth, Western Australia.

Department of Planning and Western Australian Planning Commission, (2024b) *State Planning Policy 3.7 Bushfire (SPP 3.7)*, Western Australian Planning Commission, Perth Western Australia.

Mitchell, Williams, and Desmond, (2002), *Swan Coastal Plain 2 (SWA2 – Swan Coastal Plain subregion)*, Department of Conservation and Land Management, accessed June 2025 via World Wide Web URL: https://library.dbca.wa.gov.au/static/FullTextFiles/021927.pdf.

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APPENDIX F- TRANSPORT IMPACT ASSESSMENT

Engineering a better future for over 20 years!

Lancelin South Stages 7, 8 & 9 Subdivision, Lancelin

Transport Impact Assessment

PREPARED FOR:
Williams Consulting

August 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
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Vladimir Baltic	r01a	B Bordbar	13/08/2025	Final

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Client: Williams Consulting

Project: Lancelin South Stages 7, 8 & 9 Subdivision

Document revision: r01a

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1 Summary

Transcore has prepared this Transport Impact Assessment report for the proposed Stages 7, 8 & 9 residential subdivision forming part of the Lancelin South Structure Plan in Lancelin, City of Gingin.

The subject subdivision is located at Lot 9001 Lancelin Road which is situated a short distance to the southeast of the Lancelin Road/Old Ledge Point Road intersection and approximately 3.5km southeast of Lancelin town site. The site is currently vacant and located within an aera that is currently being developed into a residential subdivision as part of the wider Lancelin South Structure Plan.

The WAPC document "*Transport Impact Assessment Guidelines for Developments, Volume 3 – Subdivision (August 2016)*", states that a supporting Transport Impact Assessment is to be prepared for all subdivisions encompassing more than 100 dwellings as part of the planning process.

Accordingly, this *Transport Impact Assessment* includes estimation of traffic that would be generated by the proposed Stages 7, 8 & 9 subdivision of the South Lancelin Strucutre Plan on the surrounding road network. A review of the proposed subdivision access system and key local intersections has been undertaken to establish the capacity of the existing and future road infrastructure to accommodate the anticipated traffic flows. The TIA also provides recommendations for any traffic management measures that may be required to ensure satisfactory traffic operations.

During the preparation of this report the following relevant reports were reviewed as part of the background information discovery process:

- *South Lancelin Stage 1 ODP: Traffic Forecast & Intersection Design (Bruce Aulabaugh Traffic Engineering & Transport Planning, 2010);*
- *Lancelin South Stage 2 Subdivision Transport Impact Statement (Cardno, 2022);*
- *Lancelin South Stage 3 and 4 Subdivision Transport Impact Assessment (Stantec, 2023); and,*
- *Lancelin South Stage 5 and 6 Subdivision Transport Impact Assessment (Stantec, 2024).*

The relevant traffic data and land use information has been sourced from these reports as needed and will be referenced as required throughout this report.

It should be noted that a TIA report was not prepared for the overall structure plan area in the past; however, the Stage 1 Outline Development Plan TIA report provides context and traffic data for the Stage 1 of the ODP which will be utilised as needed in this assessment.

2 Introduction

This Transport Impact Assessment (hereafter TIA) has been prepared by Transcore on behalf of Williams Consulting with regard to the proposed Stages 7, 8 & 9 residential subdivision of the Lancelin South Structure Plan in Lancelin, City of Gingin. Refer Figure 1 for locality map.

Figure 1: Location of the subject site

Lancelin South Structure Plan occupies land to the south of Lancelin Road and between Old Ledge Point Road and Indian Ocean Drive. The subject site (Lot 9001) is located approximately 110km northwest of Perth and about 3.5km southeast of Lancelin town centre.

The site occupies and area a short distance to the southeast of the existing Lancelin Road/Old Ledge Point Road intersection and east of the Lanelin Golf Club. The subject site is presently vacant but the locality is currently being developed into a residential subdivision as part of the wider Lancelin South Structure Plan starting from the intersection end.

3 Subdivision Proposal

The location of the proposed subdivision Stages 7, 8 & 9 within the *Local Scheme (LPS)* context is illustrated in Figure 2. The subject site is zoned as *"Future Development"* in the LPS No. 9. The LPS map identifies all roads surrounding the subject site to be local roads under care and control of the local authority.

Figure 2: Location of the subdivision within Local Planning Scheme context

The proposed residential subdivision occupies an area of approximately 30.29ha immediately south of the Stages 1 (constructed), Stage 2 (under construction), Stages 3-4 (under construction) and Stages 5-6 currently in development application status.

Stages 7-9 fronts Old Ledge Point Road along the western side and is proposed to entail an access intersection directly off this road. In addition, the subject subdivision will take access from Lancelin Road to the north through Stages 3-6.

According to the subdivision concept plan, the proposed Stages 7-9 residential subdivision contemplates provision of a total of 353 residential lots, including a Primary School site with associated P.O.S. and additional small-scale P.O.S. site at the northwest end.

The internal road network integrates with the adjacent existing and planned residential subdivision (Stages 1-6) to the north and will also seamlessly integrate with the subsequent residential subdivision stages to be developed to the south and east as part of the South Lancelin Structure Plan.

The internal subdivision road system facilitates efficient and balanced distribution of traffic within the subdivision with several road links to the adjacent parts of the structure plan area to the immediate north and provides for the future road links to the future stages to the south and northeast. An intersection access directly onto the existing external roads to the west (Old Ledge Point Road) is provided at the northwest corner of the site. Refer Figure 3 for general subdivision layout.

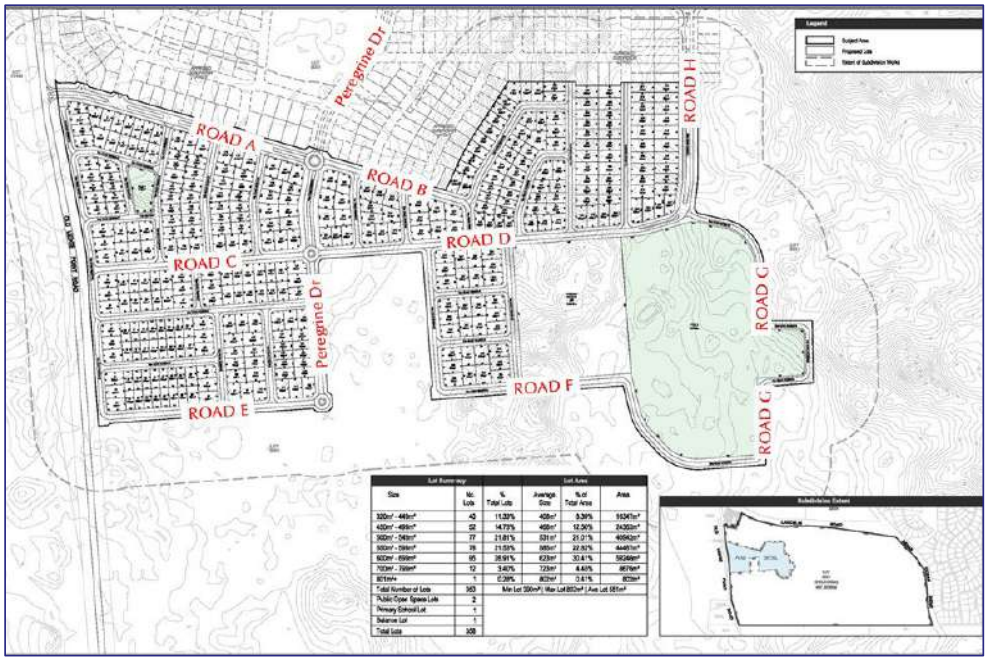


Figure 3: Subdivision layout and road anotations

For more details, refer concept Stages 7-9 subdivision plan attached in Appendix A. The proposed subdivision forms part of the Lancelin South Structure Plan as shown in Appendix B of this report.

4 Existing Situation

4.1 Existing Context

The site is bounded by the existing Stages 1-6 subdivisions of the Lancelin South SP to the immediate north, Old Ledge Point Road to the immediate west and vacant land to the immediate south and east. The subject site is presently undeveloped.

The area to the north of Lancelin Road also features as "Future Development"; however it is understood that this area will ultimately be developed into a industrial/commercial subdivision.

The nearest major retail/commercial nodes are located to the northwest, within the Lancelin town centre, approximately 3.5km to the northwest of the site. Lancelin Road provides connection at the eastern end to Indian Ocean Drive, which is the key regional road (also a State Road).

4.2 Existing Road Network

Lancelin Road provides access to Lancelin town site from the regional road network-Indian Ocean Drive. It is constructed as a single carriageway 7.2m-wide road with 6.32m wide trafficable carriageway and 0.5m wide sealed shoulders. There are no pedestrian/bicycle path in place at either side of the road, at present.

Lancelin Road is classified as *Local Distributor* in the Main Roads WA *Functional Road Hierarchy* document. Lancelin Road operates under the 90km/h speed limit regime.

Old Ledge Point Road is constructed as approximately 7.2m wide single-carriageway road for the section of about 1km south of Lancelin Road intersection. There are no pedestrian/bicycle path in place along this road at present.

Old Ledge Point Road is classified as a *Access Road* in the Main Roads WA *Functional Road Hierarchy* document. This road operates under a default built-up area speed limit regime of 50km/h.

Lancelin Road intersects with Old Ledge Point Road forming a priority-controlled, T-intersection.

Similarly, Lancelin Road forms a priority-controled T-intersection with Hamelin Avenue which provides access to the existing Stage 1-2 residential subdivision approximately 120m east of Old Ledge Point Road intersection.

4.3 Existing Traffic Volumes

According to the most up-to-date traffic data sourced from Main Roads WA (2024/25), Lancelin Road (north of Old Ledge Point Road) carried average weekday traffic volumes of about 2,630vpd with a 17.7% participation of heavy vehicles in the total traffic mix.

4.4 Heavy Vehicle Routes

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which is managed by Main Roads WA. According to Main Roads WA HVS department RAV network map, roads within the immediate vicinity of the subdivision area are currently classified as RAV Network 4, as shown Figure 4.

The RAV 4 Network classified roads are permitted to carry heavy vehicle combinations of up to 27.5m in length.

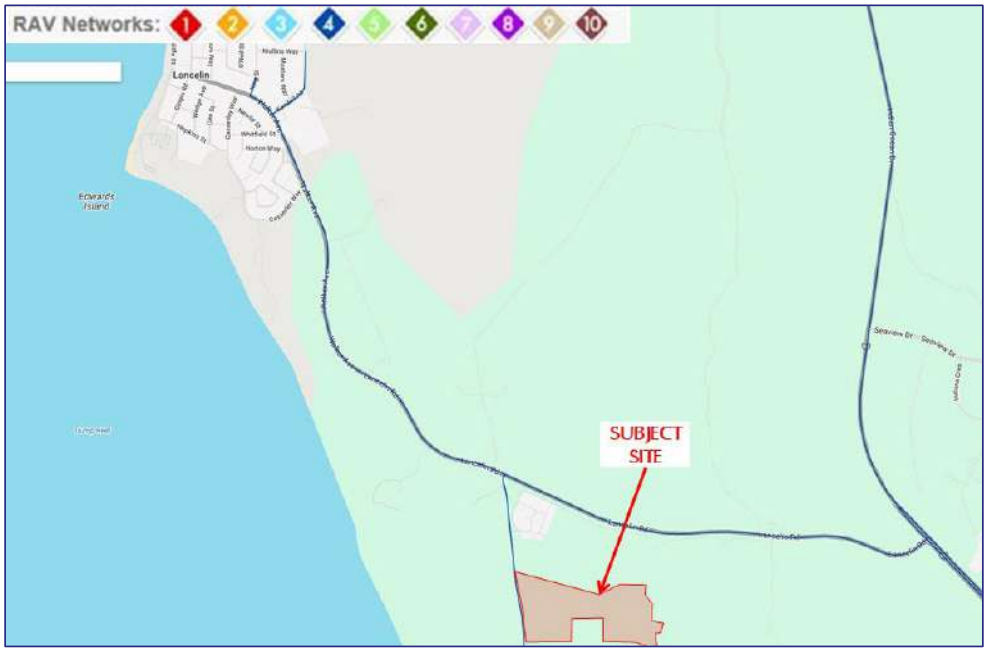


Figure 4. Existing heavy vehicle road network classification (RAV)

4.5 Public Transport

At present, the subject locality is not conveniently served by public transport options. TransWA N5 service which operates between Perth (East Perth Terminal) and

Geraldton (Geraldton Station) stopping in Lancelin town centre (on Vins Way). This stop is located >3km away from the site.

In addition, there are three school buses that call Lancelin, albeit with no stops adjacent to the subject site. These school buses operate between 6:30-9:00AM and 3:00-5:00PM.

4.6 Pedestrian and Cyclist Facilities

The subject locality is currently not accessible by formal pedestrian or bicycle paths. However, pedestrian paths are currently in place, typically on one side of the constructed roads which form aprt of the completed Stage 1-2 subdivision. It is reasonably anticipated that similar path system will be also constructed within approved Stages 3-6 subdivisions immediately adjacent to the subject site ultimately integrating with the proposed path system within the subject subdivision.

4.7 Crash Data

No crashes has been reported in the vicinity of the subject site in the last 5-year period according to Main Roads WA *Crash Map* system.

4.8 Changes to the External Transport Networks

A new priority-controlled T-intersection on Old Ledge Point Road is proposed as part of the residential subdivision proposal as part of Road A external connectivity (refer Figure 3). The new intersection is proposed to be located approximately 700m south of Lancelin Road intersection.

No other changes to the external road network are committed or proposed as part of the subvivision proposal.

4.9 Integration with Surrounding Road Network

The proposed subdivision is consistent with long-term planning for the subject locality as it forms part of the approved Lancelin South Structure Plan. The road network serving the proposed subdivision area will integrate with the existing, approved and future planned subdivisions to the north, east and south. The structure plan will ultimately comprise several primary and one secondary school, local retail centres thus forming a self sustainable community.

The proposed internal subdivision pedestrian and cyclist path network will integrate with the existing and future path network surrounding the site and will be of same standard for consistency and legibility. The proposed subdivision will be served by the existing public transport services (described in section 4.5).

4.10 Changes to Public Transport

It is understood that the PTA is considering adding a new school bus stop on Wheeler Road within the existing Stage 1-2 subdivision. This bus stop is intended to serve all three existing school bus services operating along Lancelin Road.

5 Proposed Transport Network

5.1 Road Hierarchy

The proposed Stages 7-9 subdivision represent a southern extension of the existing Stages 1-6 subdivisions, hence the internal road system is designed to fully integrate with the surrounding road network maintaining the same standard and design for consistency.

As can be seen in the subdivision plan, all internal roads are broadly in line with the WAPC *"Liveable Neighbourhoods"* road classification guidelines, with some variations to the proposed road reservations.

Accordingly, all proposed internal subdivision roads can generally be classified as *Integrator Arterial B*, *Neighbourhood Connectors A* and *B*, *Access Street C (yield or give way)* and *Access Street D (narrow yield or give way).* However, the proposed roads include modified road reservation widths to suit specific context and to integrate seamlessly with the surrounding road network. Refer Figure 5 for more details.

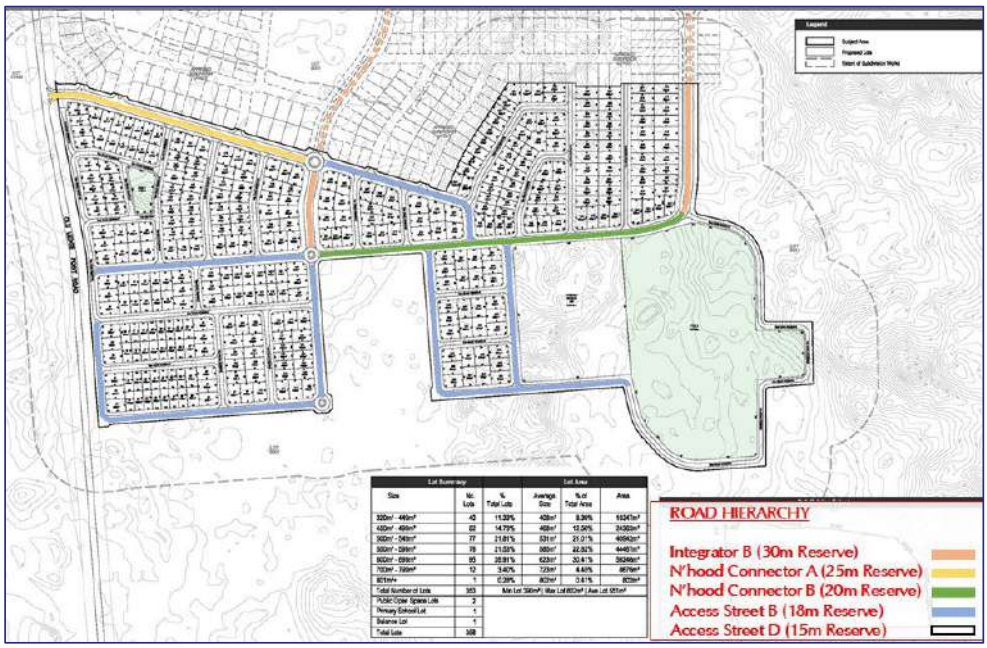


Figure 5. Proposed internal subdivision road hierarchy and reservations

The two *Integrator Arterials* extend into the site as continuations from the Stage 5-6 to the immediate north. These roads will also carry traffic from the future subdivision stages to the south and east of the site but also serve the future neighbourhood centre

which is earmarked for the site located at the southeast corner of Peregrine Drive/Road D intersection.

Similarly, Road A (section west of Peregrine Drive) is proposed to entail *Neighbourhood Connector A* standard as it is anticipated to accommodate traffic from the subject site but also stages 3-4 subdivision to the immediate north but also the future parts of the structure plan to the south.

It is proposed to upgrade the Road D to *Neighbourhood Connector B* status to facilitate the anticipated primary school-related traffic and parking activities, accommodate school buses, but also to comply with *WAPC Operational Policy 2.4 Planning for School Sites* policy school access requirements.

A system of *Access Street B* roads provide sufficient capacity collecting traffic from adjacent residential blocks and providing on-street parking opportunity for residents and visitors as well as future Neighbourhood Centre patrons.

The balance of the subdivision road network comprises Access Street D, typical residential roads, but with the increased road reservation of 15m.

Some key characteristics of typical road cross-sections, as defined in WAPC *Liveable Neighbourhoods (2009, Update 02)* publication, are outlined and discussed in more detail further in this section.

Integrator Arterial B (outside town centres) is designed as a boulevard-style two-lane road with a 6.0m wide landscaped median, on-street parking and cycling lanes and wide paths on both sides. Right-turning facilities at major intersections are accommodated within the median. With its typical 29.2m wide reservation (30m in this case) it is intended to carry daily traffic volumes of up to 15,000vpd. It is also intended to function as a bus route. Refer to Figure 6 for typical *Integrator Arterial B* cross section.

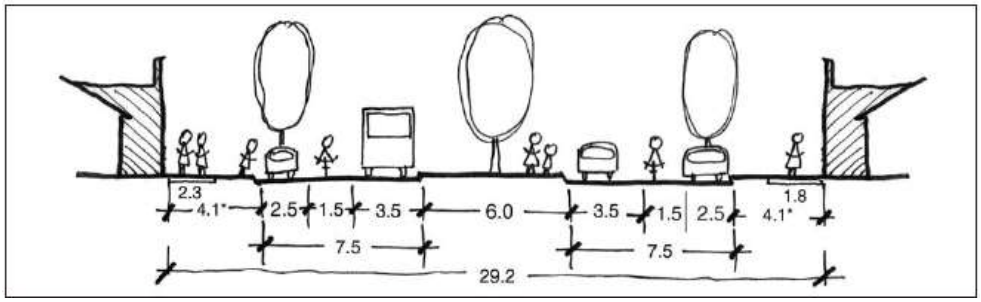


Figure 6. Integrator Arterial B (outside centres) - up to 15,000vpd and with target speed of 60 km/h

Neighbourhood Connector roads are intended to link neighbourhoods and centres and facilitate pedestrian use, calm traffic and have frequent local street connections. These roads should not attract long distance through traffic but rather provide for safe and convenient local travel.

Neighbourhood Connector A is intended to carry up to 7,000vpd with speeds of up to 50km/h and is typically designed to entail central median, cycle lanes and indented on-street parking. For larger trees or in order to accommodate a turning lane the central median can be widened to 4.0m. In this case a generous 25m reservation is proposed to serve the subdivision. Refer to Figure 7 for typical *Neighbourhood Connector A* cross section.

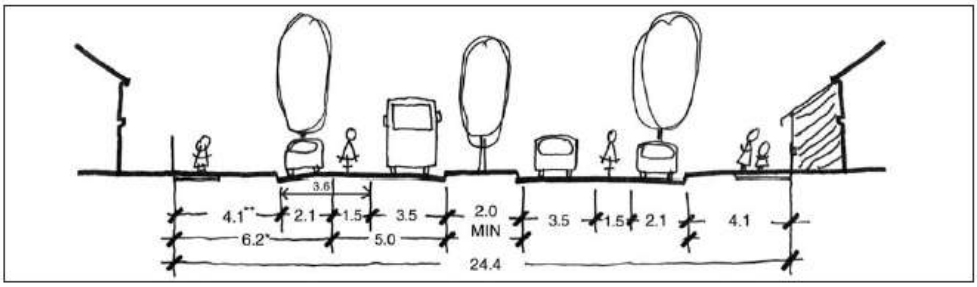


Figure 7. Neighbourhood Connector A - up to 7,000vpd and with target speed of 50 km/h (>3,000vpd preferred)

The typical *Neighbourhood Connector B* road reserve of 19.4m includes 3.7m wide trafficable lanes with 2.1m wide parking lanes in its cross-section. A shared path will be continuing along one side of the road with a footpath on the other side. In this case a generous 20m reservation is proposed to serve the subdivision. Refer Figure 8 for indicative cross section.

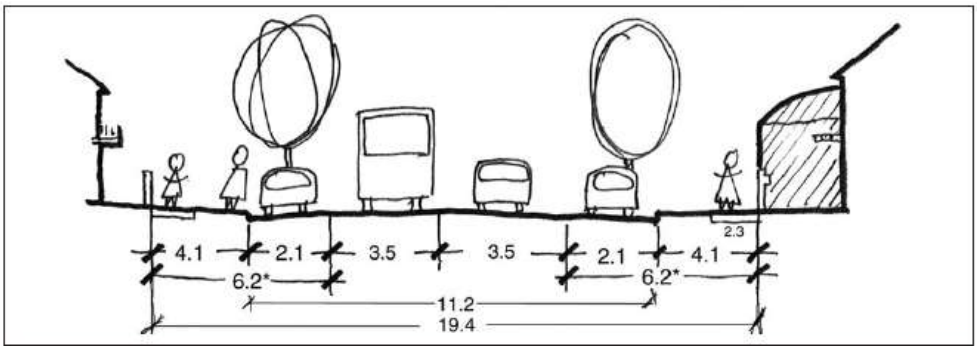


Figure 8: Neighborhood Connector B – with target speed of 50 km/h (<3,000vpd)

The *Access Street B (wider street)* is a residential street projected to carry up to 3,000vpd and is common to areas with densities of R30-R40 and in areas with high parking activity (i.e., near primary and high schools) with target speed of 40km/h. This type of road is generally not intended to accommodate buses; however, occasional school bus traffic (i.e., hired coaches for special school events) could be accommodated if required, albeit not a regular public transport service.

The cross section of *Access Street B* provides for on-street parking which would be consistent with the anticipated high parking demand associated with the adjacent

primary school site and the future neighbourhood centre. The proposed *Access Street B* cross-section allows for on-street parking on both sides of the road. Although it is expected that the future primary school will provide sufficient parking on-site to meet the demand additional on-street parking along the opposite side of perimeter roads could be also serve to address the potential car park over-flow or coaches parking and other special circumstances.

A typical road reserve of 17.9m with a carriageway width of 10.1m (trafficable carriageway + two parking lanes) is recommended by *Liveable Neighbourhoods* for an *Access Street B*. In this case a slightly wider 18m reservation is proposed to serve the subdivision. Refer to Figure 9 for the typical *Access Street B* cross section.

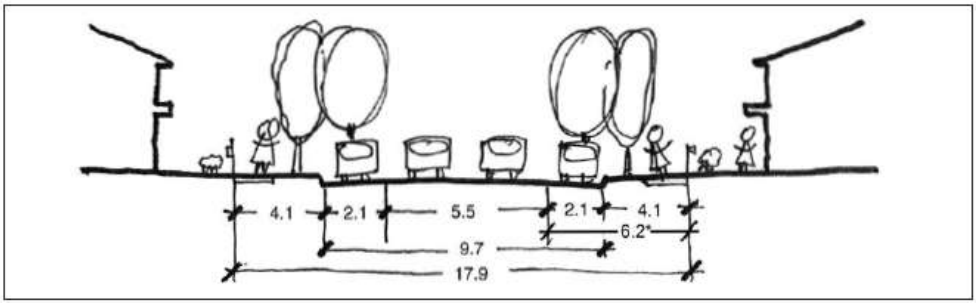


Figure 9. Access Street B (wider street) with target speed of 40 km/h (<3,000vpd)

The typical road reserve for *Access Street D (narrow yield)* in Liveable Neighbourhoods entails a road reserve width of 14.2m with 6.0m wide trafficable carriageway pavement and 4.1m wide verges on both sides. If fronting P.O.S., access street verge adjacent to P.O.S. may be reduced.

The maximum desirable daily traffic volume for this type of road is 1,000vpd with on-street staggered parking as speed-control measure. Alternatively, visitor parking can be provided within the *Access Streets* verges. In this case a widely accepted 15m road reservation is proposed for Access Street D, except at the subdivcision's western perimeter roads and the roads bounding the larger P.O.S. (i.e., Road G). The default cross-section of the *Access Street D* sourced from *"Liveable Neighbourhoods"* is illustrated in Figure 10.

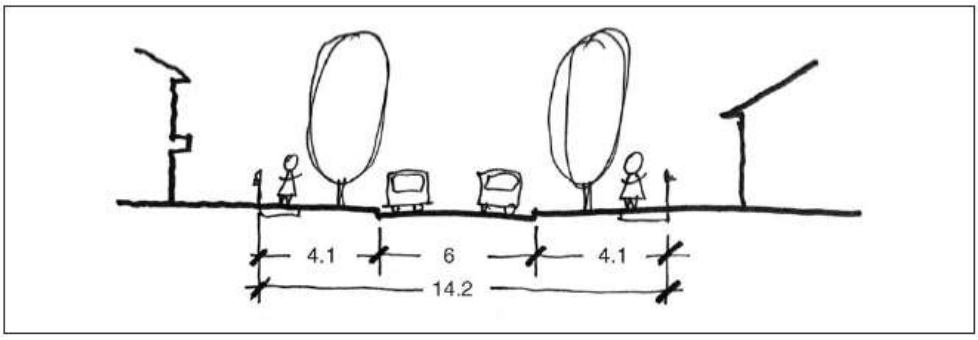


Figure 10. Access Street D (narrow yield) with target speed of 30 km/h (<1,000vpd)

5.2 Public Transport

The existing bus services at this locality are described in section 4.5 with the analysis of the future services discussed in section 4.10 of this report.

5.3 Pedestrian and Cyclist Facilities

The existing pedestrian and cyclist facilities available at this locality are discussed in previous sections (refer section 4.6 for more details).

Pursuant to the provisions of Liveable Neighbourhoods, footpaths on one side of the road are generally applicable to all *Access Streets* while a combination of pedestrian paths on one side and a shared path on the other are applied in case of Integrator Arterials, Neighbourhood Connectors, along the future neighbourhood centre and around school and large P.O.S. sites. As an exception it is also proposed to implement a shared path along the western side of the future neighbourhood centere (on Peregrine Drive) to provide for a future shared path connection to the future subdivisions to the south of the site.

All other internal subdivision roads are envisaged to incorporate a footpath on one side of the road. The Figure 11 illustrates the proposed subdivision path network.

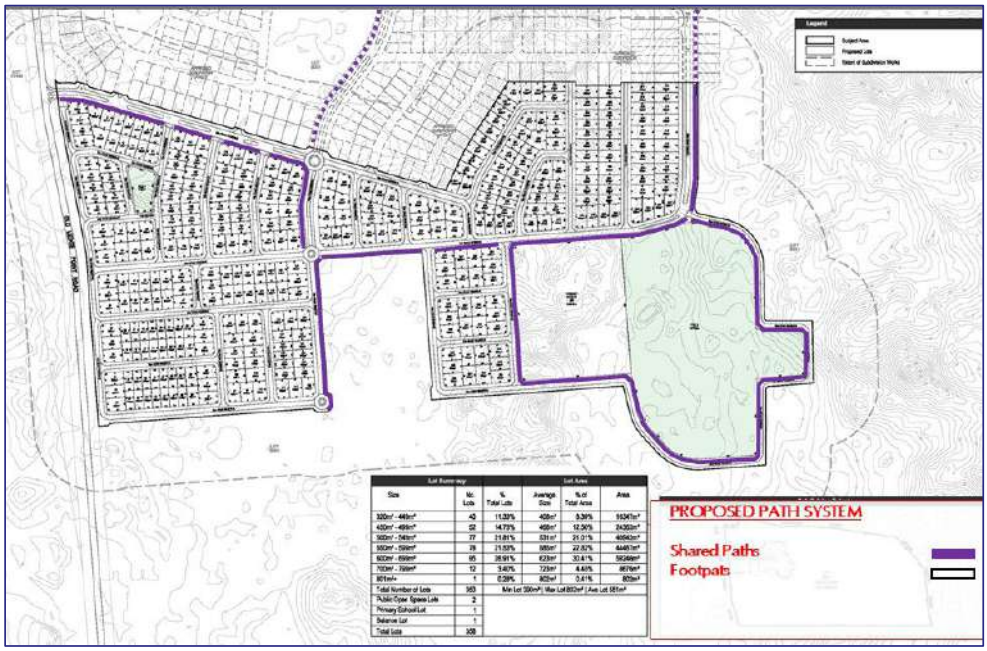


Figure 11. Proposed path network

6 Analysis of the Transport Network

6.1 Assessment Period

The assessment year that has been adopted for this analysis is post-2031 at which stage it is assumed that the subdivision will be fully built-out and occupied as well as the, now in planning and development stage, residential subdivisions to the immediate north.

A long-term scenario (assumed as year 2041) assuming full build-out of the northwestern portion of the South Lancelin SP areais estimated to comprise approximately 1,100 residential lots as discussed in *South Lancelin Stage 1 ODP: Traffic Forecast & Intersection Design (2010)* report.

Weekday morning (AM) and afternoon (PM) peak hours are typical peak traffic activity hours for the developments that are residential in nature. Hence, typical weekday AM and PM peak periods are deemed appropriate for analysis of key roads and intersections in this assessment.

Although the current traffic patterns suggest higher level of traffic activity during weekends in this locality, which is typical of holiday type of housing, it is expected that the further development of the locality and structure plan becoming increasingly self sustainable with addition of educational, employment and retail/commercial land uses the traffic pattern will become more "residential" like in the longer term. Hence, the typical weekday morning and afternoon peak hour period assessment is considered to be appropriate.

6.2 Traffic Generation

The daily traffic generation rate used for the proposed subdivision is 8.0 vehicle trips per day (vpd) per dwelling (0.8 trips during peak AM and PM periods), which corresponds to peak hour trip generation rates recommended in the WAPC *Transport Impact Assessment Guidelines Volume 3 (August 2016).*

Similarly, in line with the same guidelines, a 0.5 trips per pupil per peak hour trip rate is applied for the proposed primary school.

Accordingly, the subdivision is estimated to generate a total of approximately **3,870** total daily vehicular trips during a typical weekday and approximately **820** trips during the morning and afternoon weekday peak hour periods peak (total of inbound and outbound trips). A portion of these trips will be trips internal to the subdivision with the balance being external trips to/from the surrounding subdivisions and the external road network.

The distribution and assignment of the subdivision-generated traffic was based on the local and regional road network layout, available access routes, key local and regional attraction nodes and the actual location of the subject site.

Accordingly, the following assumptions were made for the distribution and assignment of the generated traffic to external road network:

- Approximately 40% of the traffic travelling to/from the areas west along Lancelin Road;
- Approximately 60% of the traffic travelling to/from the areas east along Lancelin Road;

6.3 Traffic Flow Forecasts

The forecast daily traffic volumes on key internal subdivision roads are shown in Figure 10. It should be noted that the remainder of the internal subdivision roads are all forecast to carry daily traffic volumes significantly less than 300vpd and are therefore not reported.

All internal subdivision roads are all projected to carry daily traffic volumes well within their respective desirable daily traffic volume thresholds with spare capacity remaining available for additional future traffic associated with the planned neighbourhood centre and future subdivisions surrounding the subject site forming part of the structure plan.

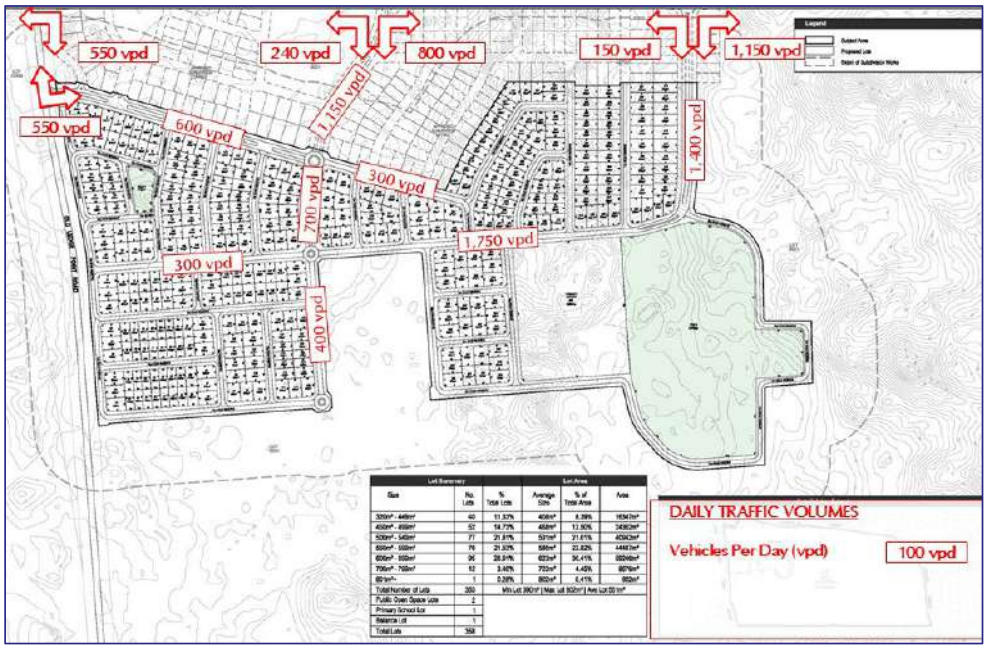


Figure 12. Daily traffic flow projections for the subdivision roads

6.4 Internal Road and Intersection Analysis

6.4.1 Road Capacity Assessment

The internal subdivision road network proposed to accommodate the projected traffic volumes, including the details of the proposed road hierarchy, has been detailed in section 5.1 of this transport assessment. The proposed road hierarchy provides sufficient capacity for the projected traffic volumes and is generally in line with the recommendations stipulated in the WAPC *Liveable Neighbourhoods (2009, Update 02)* document.

6.4.2 Intersection Capacity Assessment

The subdivision plan presented in Appendix A details the proposed intersection controls and treatments for all internal aubdivision intersections.

The type of the internal subdivision intersection traffic control is in line with AUSTROADS *"Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2020)".* As stipulated in Table 3.6 roundabouts are appropriate treatment for intersections formed by collector roads and local crossing roads based on operational and Safe System objectives.

Figure 7.7 from AUSTROADS *"Guide to Traffic Management Part 3: Traffic Studies and Analysis (2012)"* provides reasonably good indication of traffic volume conducive to the lower, typical and upper-bound capacity estimates for the operation of a single-lane roundabout. Based on the projected traffic flows at the internal subdivision four-way roundabout intersection good operational conditions are anticipated at all such intersections.

Similarly, the priority-controlled T-intersections are a suitable form of intersection control for local streets. Accordingly, this type of intersection control with give-way control on side roads are proposed for the remainder of internal subdivision intersections. The details of the proposed intersection treatments will be finalised at the subdivision design stage.

Accordingly, it is confirmed that the proposed internal subdivision road network provides for satisfactory permeability and efficient traffic distribution throughout the area with no bottlenecks or traffic congestion anticipated during typical operating conditions.

6.5 External Road and Intersection Analysis

6.5.1 Road Capacity Assessment

Lancelin Road presently carries about 2,600vpd on a regular weekday. Based on its current *Local Distributor* classification its maximum desirable threshold is in order of 6,000vpd. It is therefore likely that the full ODP Stage 1 build-out by 2041 will exceed this threshold.

It is however anticipated that with the planned development of the locality the status of Lancelin Road may be ugraded to a *Regional Distributor* class at some point in the future with appropriate upgrades.

6.5.2 Intersection Capacity Assessment

The projected 2031 daily (weekday) traffic volumes generated by the proposed subdivision on the external roads (i.e., Lancelin Road and Old Ledge Point Road) are shown in Figure 10.

Based on the projected daily traffic flows it is established that the most pronounced traffic impacts will be experienced at the Lancelin Road/Peregrine Drive and Lancelin Road/East Access Road (northbound extension of Road H). As anticipated traffic flows at the Old Ledge Point Road/West Access Road and Lancelin Road/Old Ledge Point Road intersections will be relatively low and mostly directional towards (and back from) general Lancelin town site direction, a detailed capacity assessment of these two intersections is not warranted.

In order to establish typical weekday morning and afternoon peak hour traffic volumes the projected subdivision-generated daily traffic volumes have been converted to peak hour traffic volumes based on the following principles:

- Peak hour traffic represents 10% of total daily traffic;
- AM peak hour traffic is split 25%/75% for inbound/outbound flows;
- PM peak hour traffic is split 62.5%/37.5% for inbound/outbound flows;

The estimated sundivision-generated peak hour traffic flows have been added to the projected cumulative peak hour traffic flows from Stages 3-4 subdivision to the immediate north, which have been derived from *Lancelin South Stage 5 and 6 Subdivision Transport Impact Assessment (2024)*.

Similarly, the 2041 peak hour traffic flows at the two relevant intersections have been established by compounding the projected traffic from the subject subdivision Stages 6-9 and the balance of the Stage 1 ODP area based on the same *Lancelin South Stage 5 and 6 Subdivision Transport Impact Assessment (2024)* report.

Accordingly, the projected 2031 and 2041 peak hour traffic flows at the Lancelin Road/Peregrine Drive and Lancelin Road/East Access Road intersections are summarised in Figure 13 and Figure 14, respectively.

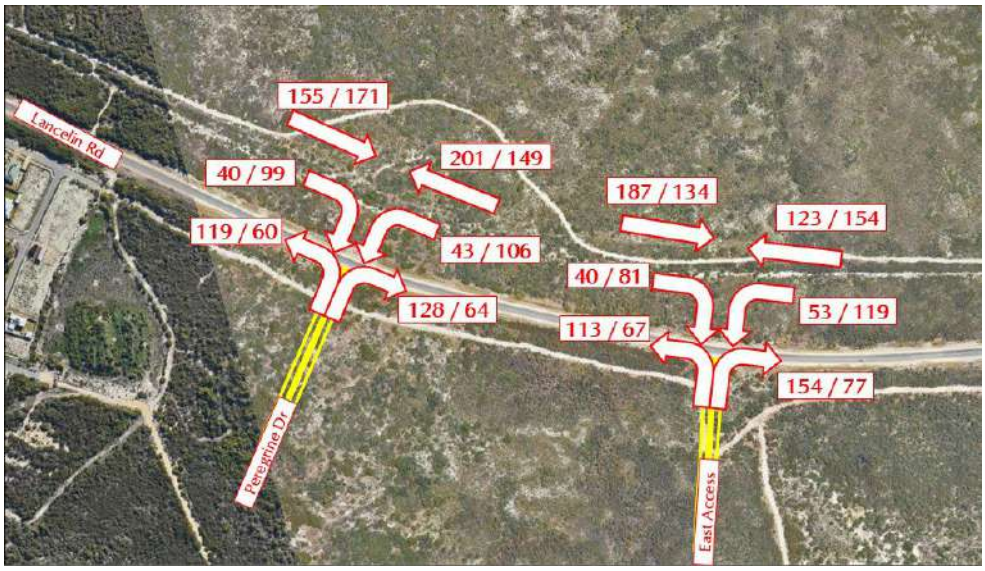


Figure 13. Weekday AM and PM trips at external Lancelin Road intersections (2031)

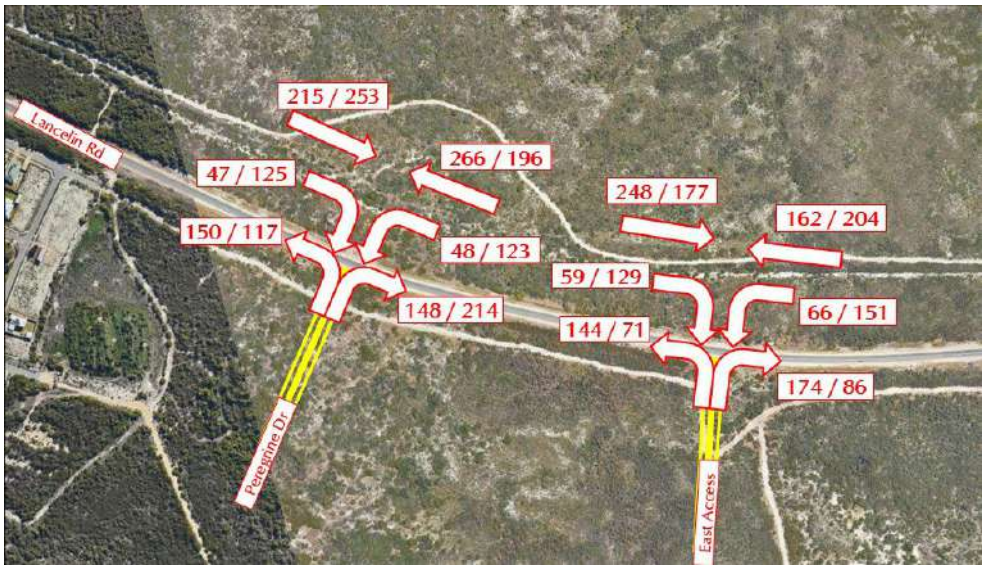


Figure 14. Weekday AM and PM trips at external Lancelin Road intersections (2041)

The two Lancelin Road intersections, expected to carry the bulk of Stages 6-7 subdivision traffic, were modelled as channelised, priority-controlled T-intersections with left-turn give way slip lane and right-turn pocket, as per concept plan illustrated in Figure 15. The 155m length of the left- and right-turn facility was derived from Austroads warrants for turning lanes on 90km/h speed limit roads.

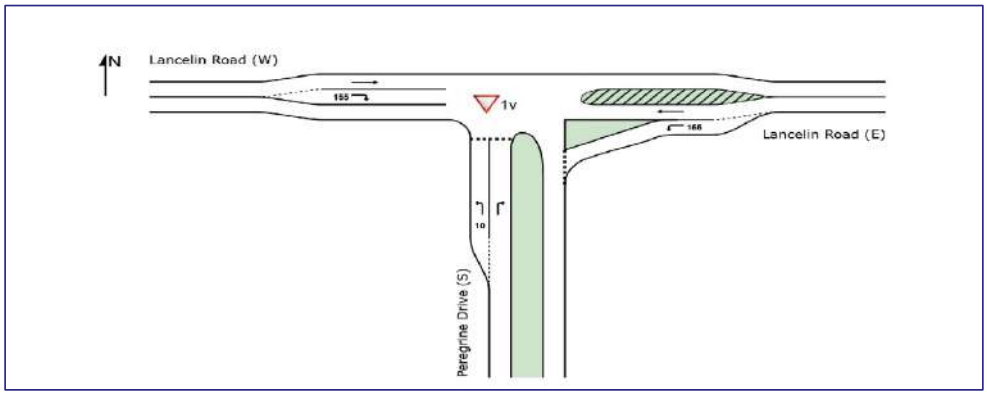


Figure 15. Lancelin Road intersection standard - concept

This type of intersection standard was previously modelled for Stages 5-6 subdivision external access intersection requirements. Hence, the addition of Stages 7-9 subdivision traffic will, as a minimum, require the same type of intersection standard to cater for additional traffic load.

The capacity analysis of the two intersections on Lancelin Road for 2031 and 2041 timelines has been undertaken using the SIDRA Network computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA capacity analysis are summarised in Appendix C and discussed in the subsequent paragraphs.

Lancelin Road/Peregrine Drive Intersection

The SIDRA analysis for year 2031 scenario indicates that this intersection will operate with overall LoS A and with ample spare capacity during both the AM and PM peak hour periods, respectively. No notable queuing or delays are reported on either of the approaches and in either of the two peak hour periods. The intersection is expected

to operate at this stage at about 21% and 12% capacity during AM and PM peak periods, respectively. Refer Table 1 and Table 2 for more details.

The 2041 SIDRA analysis indicates that this intersection will continue to operate satisfactorily during both AM and PM peak hour periods with an overall LoS A, ample spare capacity and no excessive queuing or delays. The intersection is expected to operate at this stage at about 30% and 48% capacity during AM and PM peak periods, respectively.

Accordingly, the capacity analysis undertaken confirms that the Lancelin Road/Peregine Drive intersection has the capacity to comfortably accommodate the anticipated subdivision-generated traffic including the traffic from the balance of Stage 1 ODP area. Refer Table 3 and Table 4 for more details.

Lancelin Road/East Access Road Intersection

The SIDRA analysis for year 2031 scenario indicates that this intersection is expected to operate with overall LoS A and with ample spare capacity during both the AM and PM peak hour periods, respectively. No notable queuing or delays are reported on either of the approaches and in either of the two peak hour periods. The intersection is expected to operate at this stage at about 23% and 12% capacity during AM and PM peak periods, respectively. Refer Table 5 and Table 6 for more details.

The 2041 SIDRA analysis indicates that this intersection will continue to operate satisfactorily during both AM and PM peak hour periods with an overall LoS A, ample spare capacity and no excessive queuing or delays. The intersection is expected to operate at this stage at about 33% and 18% capacity during AM and PM peak periods, respectively.

Accordingly, the capacity analysis undertaken confirms that the Lancelin Road/East Access Road intersection has the capacity to comfortably accommodate the anticipated subdivision-generated traffic including the traffic from the balance of Stage 1 ODP area. Refer Table 7 and Table 8 for more details.

6.6 Access to Frontage Properties

The WAPC *Liveable Neighbourhoods* policy requires that *"Development along Integrator B and Neighbourhood Connector streets with ultimate vehicle volumes over 5,000 vehicles per day should be designed either so vehicles entering the street can do so travelling forward, or are provided with alternative forms of vehicle access. Wider lots with paired driveways and protected reversing areas in the parking lane may be used on streets with up to 7,000 vehicles per day."*

No internal subdivision roads are projected to carry such levels of daily traffic so these requirements are not applicable in case of the proposed subdivision (refer Figure 10 for daily traffic projections).

6.7 Pedestrian and Cycle Networks

The proposed network of paths for pedestrians and cyclists is described in section 5.3 of this transport assessment. This network of paths will provide a satisfactorily level of accessibility and permeability for pedestrians and cyclists within the subdivision.

The WAPC *Transport Impact Assessment Guidelines* provides guidance on the levels of traffic volumes that are likely to affect the ability for pedestrians to cross various types of roads. Based on that guidance an undivided two-lane road should be acceptable for pedestrians crossing traffic volumes of up to approximately 1,100vph and this threshold can be increased to around 2,800vph by adding a central median or pedestrian refuge islands.

None of the roads within the subdivision will reach these levels of traffic to warrant any detailed investigation of crossing facilities at this stage.

Appropriate pedestrian crossing facilities should be placed on roads surrounding the school sites, the future neighbourhood centre and the P.O.S. to facilitate safe and easy crossing of relevant roads.

6.8 Access to Schools

The Stages 6-7 subdivision plan proposes a new primary school site at the southeast end of the site and immediately adjacent to the large P.O.S. All primary school students walking to school would need to cross Roads D and I (and ultimately Road F) on their way to and from the school. A 2.5m wide shared path is proposed on all three perimeter road.

The rule of thumb previously used by the Education Department was 0.35 primary students per dwelling but we can assume this is reduced to 0.3 students per dwelling due to Year 7 students being relocated to high schools. This corresponds to up to 36 primary school students from the subdivision area (some students may attend a private school instead). The Metro average from the Census is only about 0.25 primary students per dwelling, so the Education Department figure reflects the higher number of children in new suburban areas.

Information from the 2002-2006 Perth & Regions Travel Survey (PARTS) indicates that 25.4% of primary school students walk or cycle to school and 26.7% walk or cycle home from school. Therefore, it is estimated that a maximum of about 27 primary school students from the subdivision area catchment would walk or cycle across to school when the subdivision plan area is fully developed.

The maximum desirable daily traffic volume threshold for *Neighbourhood Connector B* road (i.e., Road D) is 3,000vpd. Assuming this level of traffic activity is ultimately reached it is concluded that traffic volumes on Road D would not affect the ability of pedestrians to cross this road so there is no need for special treatments such as grade-separated crossings or signalised crossing points. Clearly, the same principle apllies for Road I.

Based on the estimated primary school student movements across Road D the potential future mid-block or intersection pedestrian crossing potentially qualifies for a warden-controlled school crossing facility to assist primary school students to cross this road. Warrant criteria provided on the WA Police website indicate that a *Type A Children's Crossing* may be provided where a minimum of 20 students and 200 vehicle movements occur within the hour immediately before and immediately after school, for a primary school. The warrants are lower for a *Type B Children's Crossing* at 10 students and 100 vehicle movements.

In any case, such facilities can only be applied for by a school principal or the president/secretary of the relevant school/parent organisation (e.g., P&C or P&F). The anticipated numbers of primary students crossing this *Neighbourhood Connector* road would potentially meet these warrants; however, it is expected that the school would apply for this type of facility if/when future student numbers and movements meet those warrants.

6.9 Access to Public Transport

The WAPC *Transport Impact Assessment Guidelines* suggest that it is desirable for at least 90% of dwellings to be within 400m straight line distance of a bus route. It is however unlikely that the early subdivision stages will qualify for a regular public transport service. This may change once the Lancelin South SP area has been sufficiently well developed and the deman for such services meets the warrants and feasibility assessment objectives.

7 Conclusions

This Transport Impact Assessment has been prepared by Transcore on behalf of Williams Consulting for the proposed Stages 7, 8 & 9 residential subdivision of the Lancelin South Structure Plan in Lancelin, City of Gingin.

The site occupies and area a short distance to the southeast of the existing Lancelin Road/Old Ledge Point Road intersection and east of the Lanelin Golf Club. According to the subdivision concept plan, the proposed Stages 7-9 residential subdivision contemplates provision of a total of 353 residential lots, including a Primary School site with associated P.O.S. and additional small-scale P.O.S. site at the northwest end.

The internal subdivision road system is conceptually designed to comprise *Integrator Arterial B*, *Neighbourhood Connectors A* and *B*, *Access Street C (yield or give way)* and *Access Street D (narrow yield or give way)* albeit with modified road reservations to suit the specific context and integrate seamlessly with the adjacent road network. The internal road system is designed to facilitate internal vehicular, cyclist and pedestrian movements with connections to the adjacent road network to the immediate north.

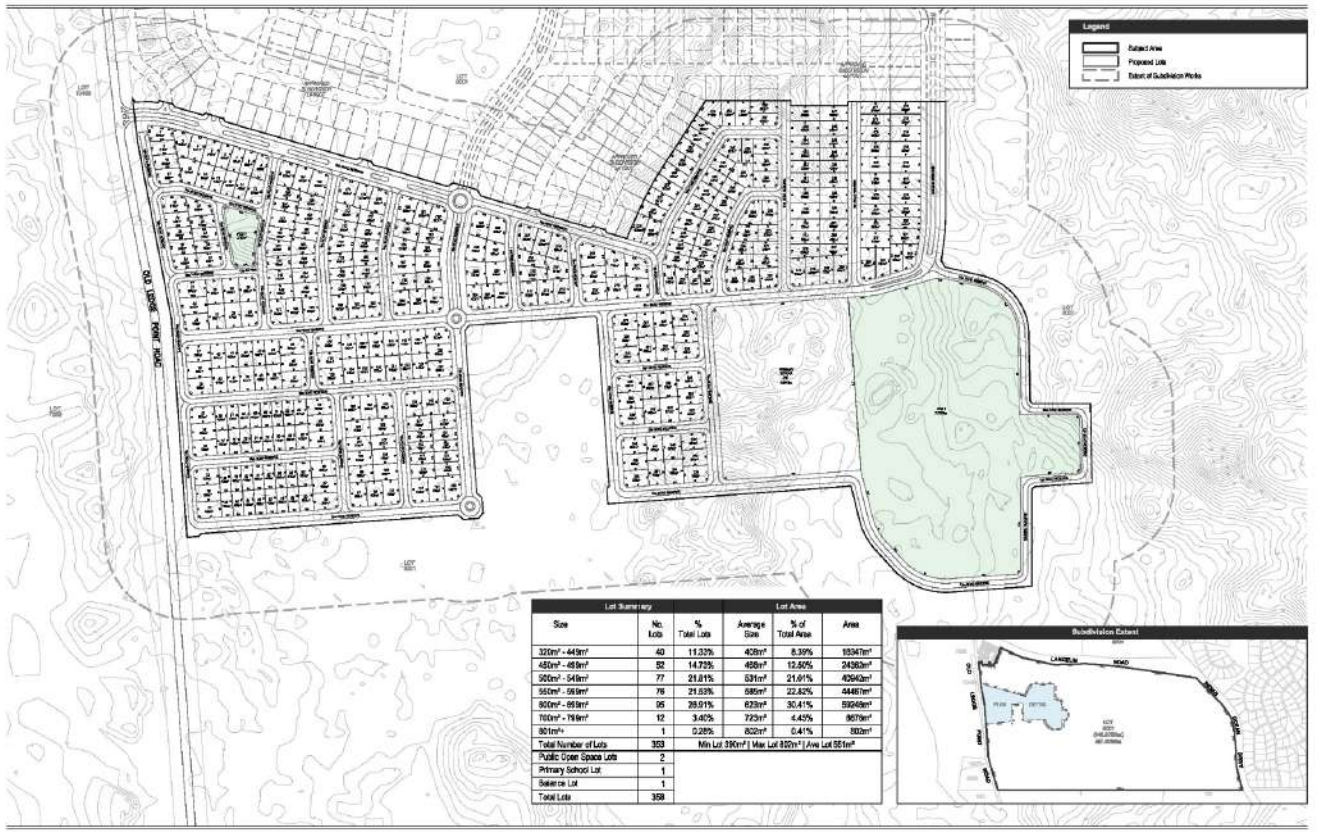
Accordingly, the subdivision is estimated to generate a total of approximately **3,870** total daily vehicular trips during a typical weekday and approximately **820** trips during the morning and afternoon weekday peak hour periods (total of inbound and outbound trips). A portion of these trips will be trips internal to the subdivision with the balance being external trips to/from the surrounding subdivisions and the external road network.

A review of the proposed road network in light of the forecast traffic generation of the subdivision suggests no capacity issues are to be expected for either the internal subdivision or external local roads and intersections. Hence, it is concluded that the local road network will have sufficient capacity to accommodate the anticipated traffic from the proposed subdivision.

The proposed subdivision also provides for a comprehensive network of paths to facilitate non-motorised movements and to seamlessly integrate with the existing path system within the immediate locality. The proposed and existing path network also provides internal connectivity to the local primary school site and the future planned neighbourhood centre.

Appendix A

PROPOSED STAGES 7, 8 & 9 SUBDIVISION PLAN


Legend
Subject Area
Proposed Lots
Extent of Subdivision Works
OLD BARK HUT ROAD
Lot Summary
Lot Area
Size
No. Lots
% Total Lots
Average Size
% of Total Area
Area
320m² - 449m²
40
11.33%
408m²
8.39%
16347m²
450m² - 499m²
52
14.73%
466m²
12.50%
24363m²
500m² - 549m²
77
21.81%
531m²
21.91%
40942m²
550m² - 599m²
76
21.53%
585m²
22.82%
44467m²
600m² - 699m²
95
26.91%
623m²
30.41%
59249m²
700m² - 799m²
12
3.40%
725m²
4.45%
8679m²
801m²+
1
0.28%
802m²
0.41%
802m²
Total Number of Lots
353
Min Lot 390m² | Max Lot 802m² | Ave Lot 561m²
Public Open Space Lots
2
Primary School Lot
1
Balance Lot
1
Total Lots
358
Subdivision Extent
CANCELIN ROAD
SUBDIVISION PLAN
LOT 9001 LANCELIN ROAD, LANCELIN
WILLIAMS CONSULTING | TOWN PLANNING & PROJECT MANAGEMENT
ph: 0418 116216 | email: sam@williamsconsulting.page
date - 23 July 2025 | ref - 24003002D
scale - 1:4000@ A3
N
ALL DIMENSIONS ARE SUBJECT TO SURVEY

Appendix B

LANCELIN SOUTH MASTERPLAN - CONCEPT

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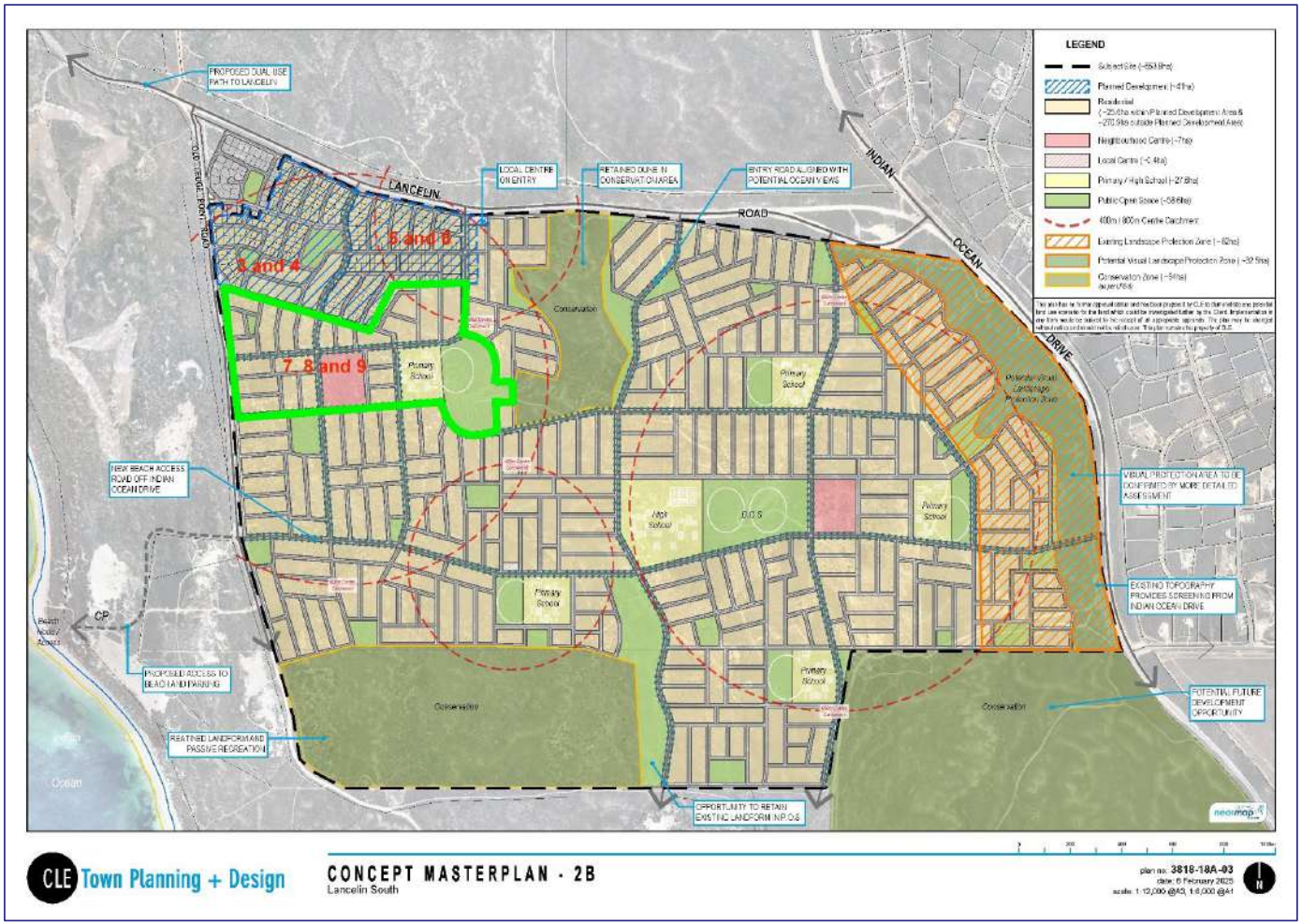
LEGEND
PROPOSED DUAL USE PATH TO LANCELIN
LANCELIN
OLD FORGE POINT ROAD
LOCAL CENTRE ON ENTRY
RETAINED DUNE IN CONSERVATION AREA
ENTRY ROAD ALIGNED WITH POTENTIAL OCEAN VIEWS
INDIAN OCEAN DRIVE
ROAD
5 and 6
3 and 4
7, 8 and 9
Conservation
Primary School
NEW BEACH ACCESS ROAD OFF INDIAN OCEAN DRIVE
VISUAL PROTECTION AREA TO BE CONFIRMED BY MORE DETAILED ASSESSMENT
EXISTING TOPOGRAPHY PROVIDES SCREENING FROM INDIAN OCEAN DRIVE
CP
PROPOSED ACCESS TO BEACH AND PARKING
RETAINED LANDFORM AND PASSIVE RECREATION
POTENTIAL FUTURE DEVELOPMENT OPPORTUNITY
OPPORTUNITY TO RETAIN EXISTING LANDFORM IN POS
Ocean
CLE Town Planning + Design
CONCEPT MASTERPLAN - 2B
Lancelin South
plan no. 3818-18A-03
date: 6 February 2025

Appendix C

SIDRA RESULTS

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Table 1: SIDRA results for the Lancelin Road/Peregrine Drive Intersection - AM peak (year 2031)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peregrine Drive (S)															
4	L2	All MCs	125	2.0	125	2.0	0.095	5.4	LOS A	0.4	2.9	0.33	0.55	0.33	53.6
6	R2	All MCs	135	2.0	135	2.0	0.205	8.3	LOS A	0.8	6.2	0.55	0.72	0.55	51.9
Approach			260	2.0	260	2.0	0.205	6.9	LOS A	0.8	6.2	0.44	0.64	0.44	52.7
East: Lancelin Road (E)															
7	L2	All MCs	45	2.0	45	2.0	0.029	8.0	LOS A	0.1	0.9	0.11	0.59	0.11	55.0
8	T1	All MCs	212	19.8	212	19.8	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			257	16.7	257	16.7	0.131	1.4	LOS A	0.1	0.9	0.02	0.10	0.02	80.9
West: Lancelin Road (W)															
2	T1	All MCs	163	22.7	163	22.7	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	42	2.0	42	2.0	0.029	8.5	LOS A	0.1	1.0	0.33	0.60	0.33	54.2
Approach			205	18.5	205	18.5	0.108	1.8	NA	0.1	1.0	0.07	0.12	0.07	79.2
All Vehicles			722	11.9	722	11.9	0.205	3.5	NA	0.8	6.2	0.19	0.30	0.19	67.5

Table 2: SIDRA results for the Lancelin Road/Peregrine Drive Intersection - PM peak (year 2031)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peregrine Drive (S)															
4	L2	All MCs	63	2.0	63	2.0	0.045	5.1	LOS A	0.2	1.4	0.26	0.52	0.26	53.8
6	R2	All MCs	67	2.0	67	2.0	0.109	8.5	LOS A	0.4	3.1	0.55	0.73	0.55	51.7
Approach			131	2.0	131	2.0	0.109	6.9	LOS A	0.4	3.1	0.41	0.63	0.41	52.7
East: Lancelin Road (E)															
7	L2	All MCs	112	2.0	112	2.0	0.075	8.2	LOS A	0.3	2.3	0.20	0.59	0.20	54.7
8	T1	All MCs	157	19.8	157	19.8	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			268	12.4	268	12.4	0.097	3.4	LOS A	0.3	2.3	0.08	0.25	0.08	70.9
West: Lancelin Road (W)															
2	T1	All MCs	180	22.7	180	22.7	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	104	2.0	104	2.0	0.068	8.3	LOS A	0.3	2.3	0.29	0.60	0.29	54.4
Approach			284	15.1	284	15.1	0.120	3.1	NA	0.3	2.3	0.11	0.22	0.11	72.5
All Vehicles			683	11.5	683	11.5	0.120	3.9	NA	0.4	3.1	0.16	0.31	0.16	67.1

Table 3: SIDRA results for the Lancelin Road/Peregrine Drive Intersection - AM peak (year 2041)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peregrine Drive (S)															
4	L2	All MCs	158	2.0	158	2.0	0.130	5.8	LOS A	0.5	4.0	0.39	0.60	0.39	53.4
6	R2	All MCs	156	2.0	156	2.0	0.296	11.0	LOS B	1.3	9.8	0.64	0.86	0.76	50.0
Approach			314	2.0	314	2.0	0.296	8.4	LOS A	1.3	9.8	0.51	0.73	0.57	51.6
East: Lancelin Road (E)															
7	L2	All MCs	51	2.0	51	2.0	0.033	8.1	LOS A	0.1	1.0	0.13	0.59	0.13	55.0
8	T1	All MCs	280	19.8	280	19.8	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			331	17.1	331	17.1	0.174	1.3	LOS A	0.1	1.0	0.02	0.09	0.02	81.9
West: Lancelin Road (W)															
2	T1	All MCs	226	22.7	226	22.7	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	49	2.0	49	2.0	0.037	8.8	LOS A	0.2	1.2	0.39	0.62	0.39	54.0
Approach			276	19.0	276	19.0	0.150	1.6	NA	0.2	1.2	0.07	0.11	0.07	80.3
All Vehicles			920	12.5	920	12.5	0.296	3.8	NA	1.3	9.8	0.20	0.31	0.22	68.0

Table 4: SIDRA results for the Lancelin Road/Peregrine Drive Intersection - PM peak (year 2041)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Peregrine Drive (S)															
4	L2	All MCs	123	2.0	123	2.0	0.093	5.4	LOS A	0.4	2.8	0.32	0.55	0.32	53.6
6	R2	All MCs	225	2.0	225	2.0	0.482	14.6	LOS B	2.6	19.8	0.75	1.01	1.12	47.7
Approach			348	2.0	348	2.0	0.482	11.3	LOS B	2.6	19.8	0.60	0.85	0.84	49.6
East: Lancelin Road (E)															
7	L2	All MCs	129	2.0	129	2.0	0.090	8.3	LOS A	0.4	2.8	0.23	0.60	0.23	54.6
8	T1	All MCs	206	19.8	206	19.8	0.128	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			336	12.9	336	12.9	0.128	3.2	LOS A	0.4	2.8	0.09	0.23	0.09	71.9
West: Lancelin Road (W)															
2	T1	All MCs	266	22.7	266	22.7	0.177	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	132	2.0	132	2.0	0.091	8.6	LOS A	0.4	3.1	0.34	0.62	0.34	54.2
Approach			398	15.9	398	15.9	0.177	2.9	NA	0.4	3.1	0.11	0.20	0.11	73.8
All Vehicles			1082	10.5	1082	10.5	0.482	5.7	NA	2.6	19.8	0.26	0.42	0.34	63.4

Table 5: SIDRA results for the Lancelin Road/East Access Road Intersection - AM peak (year 2031)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: East Access Road (S)																
4	L2	All MCs	119	2.0	119	2.0	0.083	5.0	LOS A	0.3	2.6	0.24	0.52	0.24	53.9
6	R2	All MCs	162	2.0	162	2.0	0.232	8.0	LOS A	1.0	7.2	0.54	0.70	0.54	52.2
Approach			281	2.0	281	2.0	0.232	6.7	LOS A	1.0	7.2	0.41	0.63	0.41	52.9
East: Lancelin Road (E)																
7	L2	All MCs	56	2.0	56	2.0	0.036	8.0	LOS A	0.1	1.1	0.11	0.59	0.11	55.0
8	T1	All MCs	129	19.8	129	19.8	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	90.0
Approach			185	14.4	185	14.4	0.080	2.4	LOS A	0.1	1.1	0.03	0.18	0.03	75.5
West: Lancelin Road (W)																
2	T1	All MCs	197	22.7	197	22.7	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	42	2.0	42	2.0	0.027	8.2	LOS A	0.1	0.9	0.25	0.58	0.25	54.5
Approach			239	19.1	239	19.1	0.131	1.5	NA	0.1	0.9	0.04	0.10	0.04	80.7
All Vehicles			705	11.0	705	11.0	0.232	3.8	NA	1.0	7.2	0.19	0.33	0.19	65.7

Table 6: SIDRA results for the Lancelin Road/East Access Road Intersection - PM peak (year 2031)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: East Access Road (S)																
4	L2	All MCs	60	2.0	60	2.0	0.043	5.1	LOS A	0.2	1.3	0.27	0.52	0.27	53.8
6	R2	All MCs	81	2.0	81	2.0	0.123	8.1	LOS A	0.5	3.5	0.53	0.71	0.53	52.1
Approach			141	2.0	141	2.0	0.123	6.8	LOS A	0.5	3.5	0.42	0.63	0.42	52.8
East: Lancelin Road (E)																
7	L2	All MCs	125	2.0	125	2.0	0.083	8.2	LOS A	0.3	2.6	0.18	0.59	0.18	54.8
8	T1	All MCs	162	19.8	162	19.8	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			287	12.0	287	12.0	0.101	3.6	LOS A	0.3	2.6	0.08	0.26	0.08	70.3
West: Lancelin Road (W)																
2	T1	All MCs	141	22.7	141	22.7	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	85	2.0	85	2.0	0.056	8.4	LOS A	0.3	1.9	0.29	0.60	0.29	54.4
Approach			226	14.9	226	14.9	0.094	3.2	NA	0.3	1.9	0.11	0.22	0.11	72.2
All Vehicles			655	10.9	655	10.9	0.123	4.1	NA	0.5	3.5	0.16	0.33	0.16	66.2

Table 7: SIDRA results for the Lancelin Road/East Access Road Intersection - AM peak (year 2041)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: East Access Road (S)															
4	L2	All MCs	152	2.0	152	2.0	0.111	5.2	LOS A	0.5	3.5	0.29	0.54	0.29	53.7
6	R2	All MCs	185	2.0	185	2.0	0.325	10.5	LOS B	1.5	11.5	0.63	0.85	0.76	50.4
Approach			337	2.0	337	2.0	0.325	8.1	LOS A	1.5	11.5	0.48	0.71	0.55	51.8
East: Lancelin Road (E)															
7	L2	All MCs	69	2.0	69	2.0	0.045	8.1	LOS A	0.2	1.4	0.15	0.59	0.15	54.9
8	T1	All MCs	171	19.8	171	19.8	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			240	14.6	240	14.6	0.106	2.4	LOS A	0.2	1.4	0.04	0.17	0.04	75.9
West: Lancelin Road (W)															
2	T1	All MCs	261	22.7	261	22.7	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	62	2.0	62	2.0	0.041	8.4	LOS A	0.2	1.4	0.30	0.59	0.30	54.4
Approach			323	18.7	323	18.7	0.173	1.6	NA	0.2	1.4	0.06	0.11	0.06	79.8
All Vehicles			900	11.4	900	11.4	0.325	4.3	NA	1.5	11.5	0.21	0.35	0.24	65.6

Table 8: SIDRA results for the Lancelin Road/East Access Road Intersection - PM peak (year 2041)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: East Access Road (S)															
4	L2	All MCs	75	2.0	75	2.0	0.057	5.4	LOS A	0.2	1.7	0.32	0.54	0.32	53.6
6	R2	All MCs	91	2.0	91	2.0	0.175	10.2	LOS B	0.7	4.9	0.61	0.80	0.61	50.6
Approach			165	2.0	165	2.0	0.175	8.0	LOS A	0.7	4.9	0.48	0.69	0.48	51.9
East: Lancelin Road (E)															
7	L2	All MCs	159	2.0	159	2.0	0.110	8.4	LOS A	0.5	3.5	0.24	0.60	0.24	54.6
8	T1	All MCs	215	19.8	215	19.8	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
Approach			374	12.2	374	12.2	0.133	3.6	LOS A	0.5	3.5	0.10	0.25	0.10	70.5
West: Lancelin Road (W)															
2	T1	All MCs	186	22.7	186	22.7	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	89.9
3	R2	All MCs	136	2.0	136	2.0	0.095	8.6	LOS A	0.4	3.3	0.35	0.62	0.35	54.2
Approach			322	14.0	322	14.0	0.124	3.6	NA	0.4	3.3	0.15	0.26	0.15	70.3
All Vehicles			861	10.9	861	10.9	0.175	4.4	NA	0.7	4.9	0.19	0.34	0.19	65.9

16.5 ROAD NAMING - LOT 9501 CHERITON ROAD, GINGIN

File	LND/136
Applicant	Harley Dykstra
Location	Lot 9501 Cheriton Road, Ginginup
Owner	Vernon Schofield
Zoning	Rural Living
WAPC No	NA
Author	Ross Harper - Planning Officer
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	19 August 2025 – Item 14.3
Appendices	1. Aerial Image [**16.5.1** - 1 page] 2. Location Plan [**16.5.2** - 1 page] 3. Applicant's Proposal [**16.5.3** - 5 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider and endorse a road name for the subdivision of Lot 9501 Cheriton Road, Ginginup.

BACKGROUND

On 4 March 2025 the Western Australian Planning Commission (WAPC) granted conditional approval for subdivision of Lot 9501 Cheriton Road to create 12 rural living lots. The subdivision includes one new access road from Cheriton Road, terminating before Sloans Road.

Road names are endorsed by the Minister for Lands through the Department of Land Information's Geographic Naming Committee (GNC).

Council at its Ordinary Meeting on 19 August 2025 considered a road name for this subdivision and resolved as follows:

That Council advise the applicant that it does not support the road name 'Ecosse' related to subdivision of Lot 9501 Cheriton Road, Ginginup.

In response to the above resolution, the applicant now proposes the following naming options:

Proposed Name	Proposed Suffix	Meaning
Heversham	Drive/View/Crescent	Heversham is a village and civil parish in the Westmorland and Furness unitary authority area of Cumbria, England.
Lazonby	Drive/Crescent	Lazonby is a village and civil parish in the Lower Eden Valley of Cumbria. Traditionally part of the historic county of Cumberland, it is now within the Westmorland and Furness unitary authority area.

The applicant advises that the proposed road names are derived from villages within the United Kingdom, which aligns with themes of surrounding road names such as Cheriton, Rackenford and Sloans Road.

A location plan, aerial image, Applicant's Proposal, and Road Name Layout Plan are provided (**see appendices**).

COMMENT

In Western Australia the practice of officially naming features, localities and roads is covered under Sections 26 and 26A of the *Land Administration Act 1997*. The legislation is supported by policies and processes which provide guidance on the naming of roads. In this instance *Policies and Standards for Geographical Naming in Western Australia* outlines how the GNC approves names and what principles guide the Committee's decisions.

The abovementioned policy is rather extensive, however suitable names are generally those that are not duplicated, discriminatory or contentious and that relate to a theme relevant to the local area. The theme 'Village Names in the UK' has produced the proposed names. The officer is of the view that the proposed names are generally consistent with Landgate's policy requirements and present no duplication or cultural sensitivity issues.

The officer is of the view that Heversham Drive is the preferred option, noting its stronger alignment with nearby names.

Summary

In view of the above, it is considered appropriate to support the road name Heversham Drive submitted by the applicant.

RISK IMPLICATIONS

Nil

STATUTORY/LOCAL LAW IMPLICATIONS

Land Administration Act, 1997
Part 2 – General administrative
Division 3 – General
S.26 - Land districts and townsites, constitution etc. Of
S26A – Names of roads and areas in new subdivision

POLICY IMPLICATIONS

Landgate – Policies and standards for geographical naming in Western Australia.

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

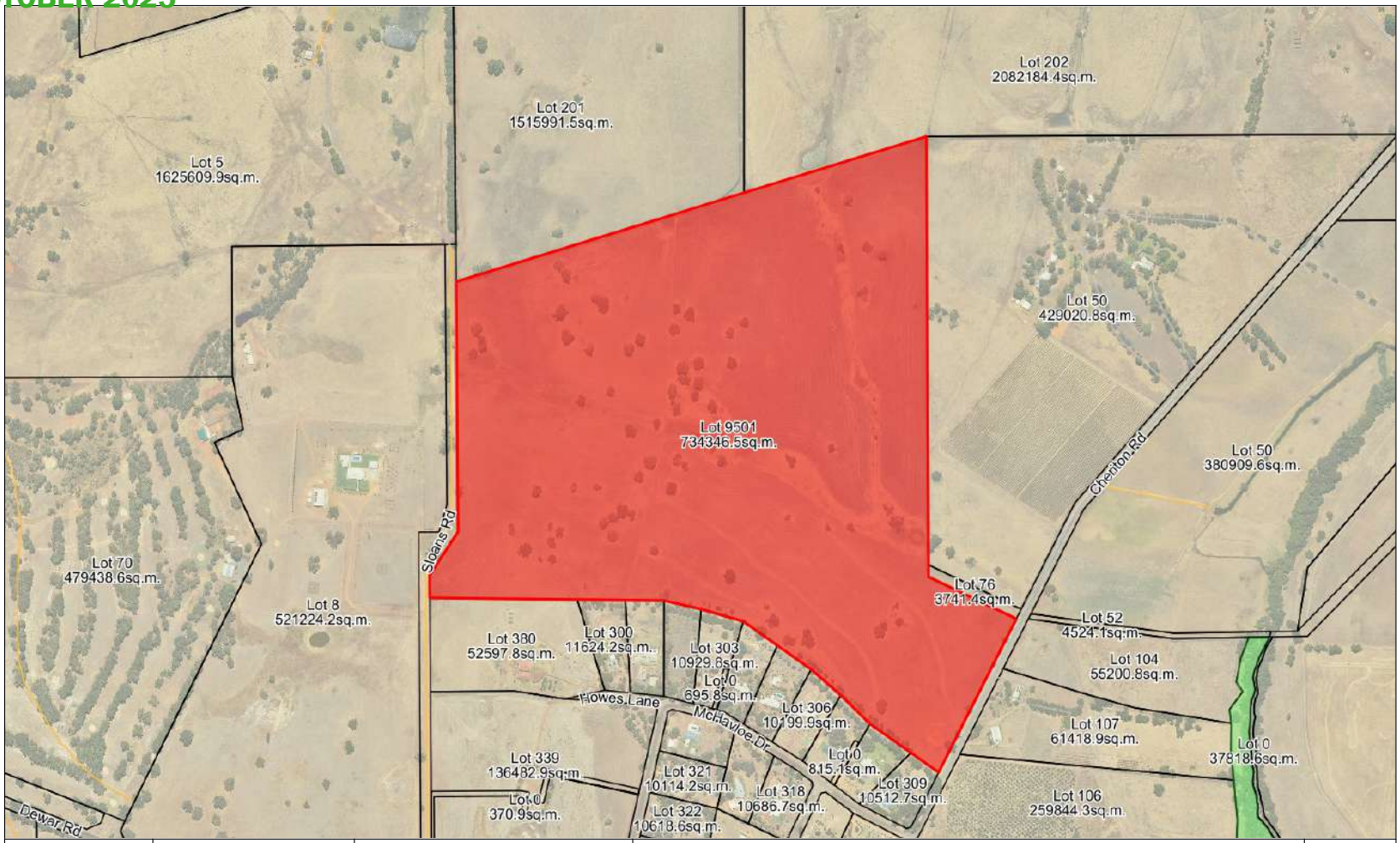
MOVED: Councillor Kestel SECONDED: Councillor Woods

That Council endorse the road name for Lot 9501 Cheriton Road, Ginginup as outlined below:

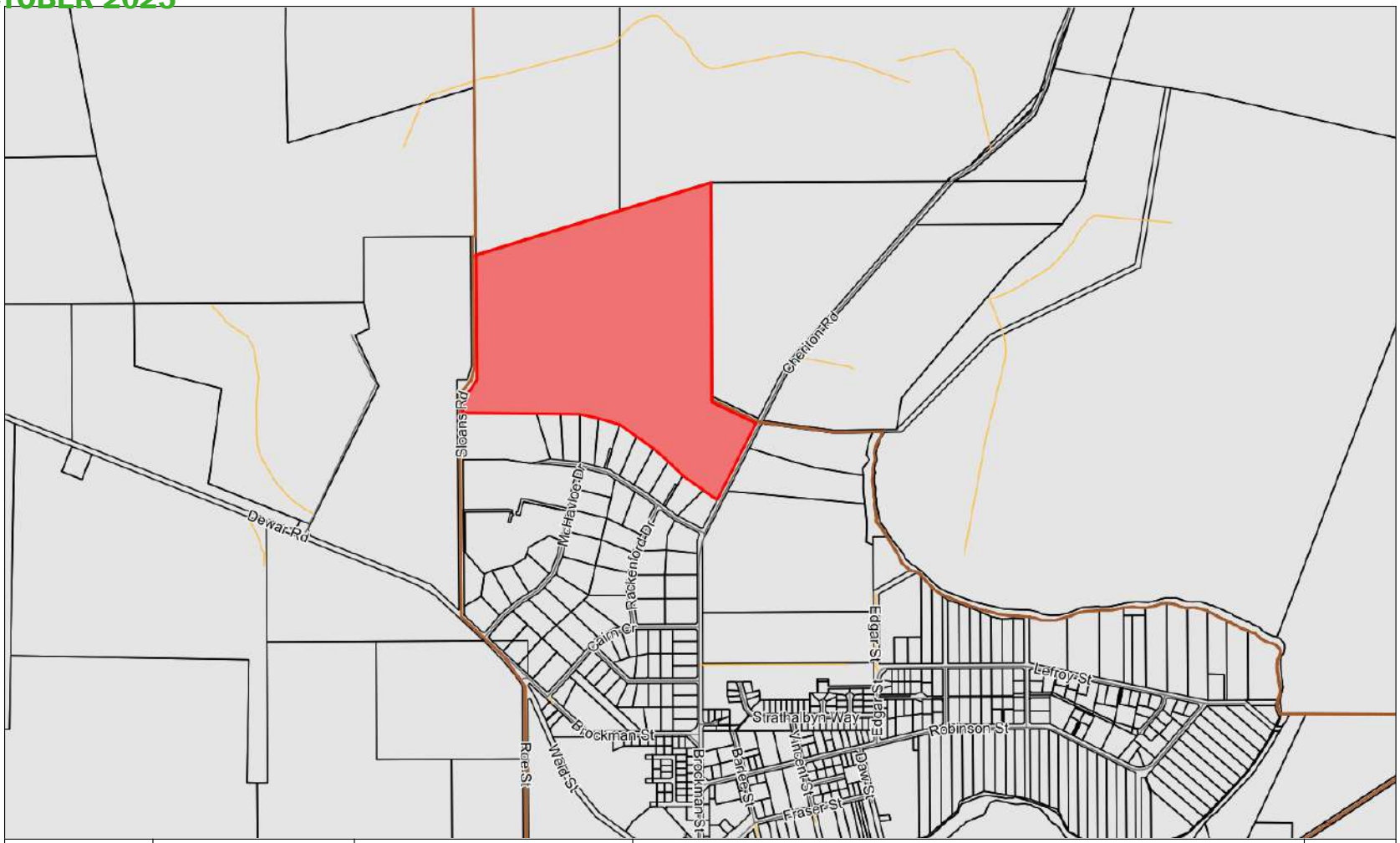
Proposed Name	Proposed Suffix	Meaning
Heversham	Drive	Heversham is a village and civil parish in the Westmorland and Furness unitary authority area of Cumbria, England.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*
AGAINST: *Nil*



SHIRE OF GINGIN HISTORY | BEAUTY | PROSPERITY	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Aerial Image - Lot 9501 Cheriton Road, Ginginup Scale: 1:10000 | Date: 07/08/2025	N



SHIRE OF GINGIN
HISTORY | BEAUTY | PROSPERITY

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Location Plan - Lot 9501 Cheriton Road, Ginginup

Scale: 1:20000

Date: 07/08/2025

N

Our Ref: 20213 - Road Name Application for: Lot 9501 Cheriton Rd, Gingin
WAPC#201138
issued on 11/10/2022
Theme: Village Names in the UK

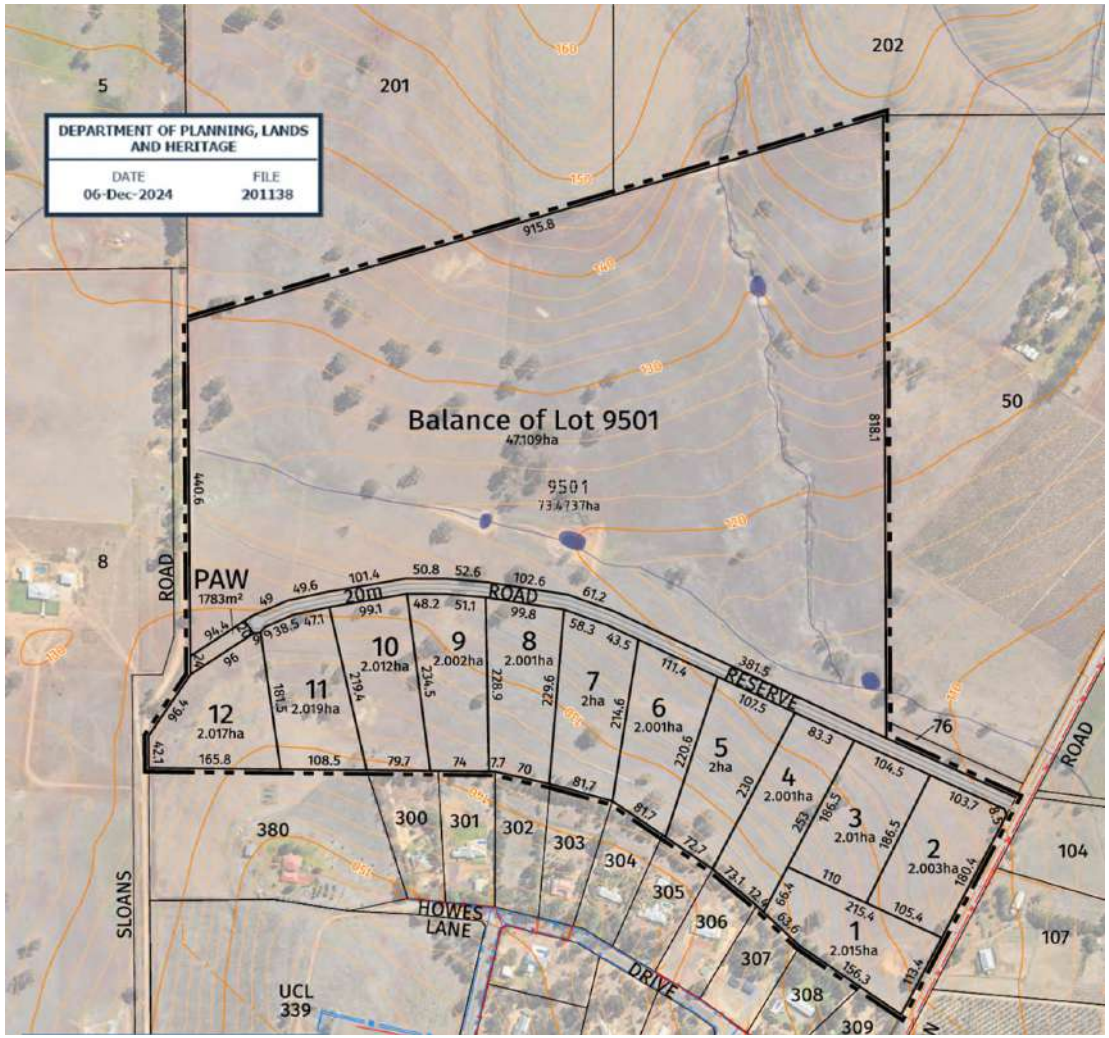
Road Number Reference: (see attached plan)	Preference order:	Proposed Name	Proposed Suffix	Source of info	Background/origin/meaning/justification
1	1	Heversham	Drive/View/Crescent	https://en.wikipedia.org/wiki/Heversham	Heversham is a village and civil parish in the Westmorland and Furness unitary authority area of Cumbria, England
	2	Lazonby	Drive/Crescent	https://en.wikipedia.org/wiki/Lazonby	**Lazonby** is a village and civil parish in the Lower Eden Valley of Cumbria; it is located about 8 miles (13 km) north-north-east of Penrith and 24 miles (38 km) south of the Scottish Borders. Traditionally part of the historic county of Cumberland, it is now within the Westmorland and Furness unitary authority area.

Landgate Available Road Names:

			Validation
New	heversham	Drive	Passed Preliminary Validation
New	heversham	View	Passed Preliminary Validation
New	lazonby	Drive	Passed Preliminary Validation

Proposed Road Layout.

Plan of Subdivision



Surrounding Roads/Streets.

Surrounding Streets/Road Names:

Howes Lane

McHavloe Drive

Rachenford Drive (Rachenford village in UK)

Shanks Pony Lane

Sloans Rd (Sloans village in Scotland UK)

Brockman Street

Cheriton Road (Cheriton is a village in England)

16.6 APPLICATION FOR RETROSPECTIVE DEVELOPMENT APPROVAL - PROPOSED SEA CONTAINER ON LOT 69 TAMARISK DRIVE, GABBADAH

File	BLD/8021
Applicant	Richard Silver & Rachel Pomare
Location	Lot 69 Tamarisk Drive, Gabbadah
Owner	Richard Silver & Rachel Pomare
Zoning	Rural Residential
WAPC No	N/A
Author	Riaan Stassen – Planning Officer
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Location Plan [**16.6.1** - 1 page] 2. Aerial Image [**16.6.2** - 1 page] 3. Applicant's Proposal [**16.6.3** - 6 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider a retrospective Application for Development Approval for a Sea Container on Lot 69 Tamarisk Drive, Gabbadah.

BACKGROUND

The subject property is located within the Redfield Park Rural Living estate and is 2 hectares in area. The land currently contains a shed (approved in 1999) and two unauthorised sea containers.

The Shire's 'Local Planning Policy 1.9 - Sea Containers' (LPP 1.9) provides for 1 sea container on Rural Living zoned land. The officer does not have delegation to refuse applications, and on that basis Council consideration is required.

The landowner acquired the property in 2011 and on 9 July 2012 obtained approval from the Shire's Health and Building team for a toilet, shower and septic system. In May 2016 the Shire received a complaint regarding the shed being used for human habitation.

Aerial imagery confirms that the 2 sea containers were placed on the property in 2019.

The Shire advised the landowners in October 2021 that the sea containers were unauthorised and that development approval was required.

The Shire inspected the property in January 2023 and again in February 2025 which confirmed the status quo, being that the containers remained onsite. The landowners were again advised that approval was required, or removal of the structures from the land.

On 11 July 2025 the Shire received a retrospective application to permanently retain 1 of the sea containers, and advise that 1 would be removed from the property. At the time of writing this report, both sea containers remain onsite.

A location plan and aerial image is provided **(see appendices)**.

A copy of the Applicant's Proposal is provided **(see appendices).**

COMMENT

Stakeholder Consultation

Given the assessment, property history and officers' recommendation, no advertising was undertaken.

PLANNING FRAMEWORK

Local Planning Scheme No. 9 (LPS 9) Planning Assessment

The subject lot is zoned Rural Living under LPS 9, the objectives of which are:

(a) Protect the rural environment and landscape;

(b) Accommodate single dwellings at very low densities on individual allotments beyond urban areas;

(c) Restrict and limit the removal of natural vegetation and encourage revegetation where appropriate;

(d) Prevent threats to the amenity of the zone and impacts on wildlife and native vegetation caused by the grazing of livestock; and

(e) Provide for a suitable level of physical and community infrastructure.

There is currently no approved dwelling on the property and no application before the Shire for such. The intent of the zone, being to provide for low density housing, is compromised when standalone storage structures remain the predominant use of the land. The proposal is not viewed as aligning with the objectives and intent of the Rural Living zone.

Local Planning Policy 1.9 – Sea Containers (LPP 1.9)

LPP 1.9 was developed to ensure there is a balanced approach between providing flexibility to use sea containers as storage for residents and safeguarding the amenity and landscape quality of the Shire in accordance with LPS 9.

The objectives of this Policy are:

(a) To preserve visual amenity and enhance landscape quality within the Shire.

(b) To provide flexibility when using a sea container on a temporary basis.

*(c) **To discourage alternative use of sea containers, particularly where they might become permanent fixtures in the landscape,** and*

(d) To allow the use of sea containers for shipping.

Clause 5 - General Requirements for Sea Containers states:

Unless exempt from Planning Consent requirements as specified in Clause 4 above:

(a) Approval is required for use of all Sea Containers;

(b) Sea Containers are not to be in setback areas, as specified in Local Planning Scheme No. 9 Table 2 Site Requirements and in firebreaks as specified by Shire of Gingin Firebreak Order (as amended);

(c) Sea Containers in direct view of neighbouring properties and public places must be screened with walls, fencing, landscaping or other means approved by the Chief Executive Officer;

(d) Sea Containers are to be painted a neutral colour that is consistent with the existing buildings and kept in good condition; and

(e) No advertising or logos are permitted on Sea Containers unless they are visually acceptable as determined by the Chief Executive Officer.

Clause 6 - Temporary Use of Sea Containers states:

(a) The lot has approved building plans (for a dwelling) with a constructed slab or footings; or

(b) The requirements of 5 (a) above are satisfied and the Sea Container is sited at the rear of the property, behind the dwelling under construction and in a location that will allow the Sea Container to be easily removed; and

(c) At the end of the approved period the Sea Container will be removed from the lot, unless an extension time is granted by Council.

Clause 7 - Permanent Use of Sea Containers states:

(a) Permanent use of Sea Containers is not permitted on Tourism, Residential, and Town Centre zoned land.

(b) Permanent use of Sea Containers is permitted on General Rural and Mixed Business zoned land, subject to the requirements listed in Clause 5 above.

(c) Permanent use of a single Sea Container in Rural Living zoned land subject to the requirements listed in Clause 5 above.

(d) Permanent use of all Sea Containers will require a Building Permit.

Officer Comment:

This Policy aims to preserve the rural living amenity of the estate with residential uses as the primary use. The purpose of the Policy is to accommodate a sea container for storage purposes when associated with the construction of a dwelling and identify that it may be capable of permanent approval subject to visual amenity considerations.

The unauthorised sea containers do not align with the above provisions. If a dwelling was present onsite, and the structure was adequately screened from view, then the application may be capable of support. In the circumstances, this proposal is viewed as setting an undesirable precedent and does not align with LPP 1.9.

Summary

The officer is of the view that the application should be refused. The planning framework seeks to avoid the exact scenario applied for, being that storage structures become a standalone and permanent fixture on land intended to be used for residential purposes.

RISK IMPLICATIONS

Approval will create an undesirable precedent. Further, approval may be viewed as sanctioning the existence of storage structures as standalone fixtures on land intended for residential purposes.

STATUTORY/LOCAL LAW IMPLICATIONS

Planning and Development (Local Planning Scheme) Regulations 2015

Shire of Gingin Local Planning Scheme No. 9

POLICY IMPLICATIONS

Local Planning Policy 1.9 - Sea Containers

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis SECONDED: Councillor Weeks

That Council refuse Development Approval for a Sea Container on Lot 69 Tamarisk Drive, Gabbadah in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, for the following reasons:

1. **Having regard to clause 67(2)(a), (b), (g) and (w) of the Deemed Provisions, the proposed development is considered unacceptable given:**
   a. **The proposal does not satisfy Local Planning Policy 1.9 - Sea Containers;**
   b. **There is no planning basis to depart from the local planning framework; and**
   c. **The development would set an undesirable precedent.**

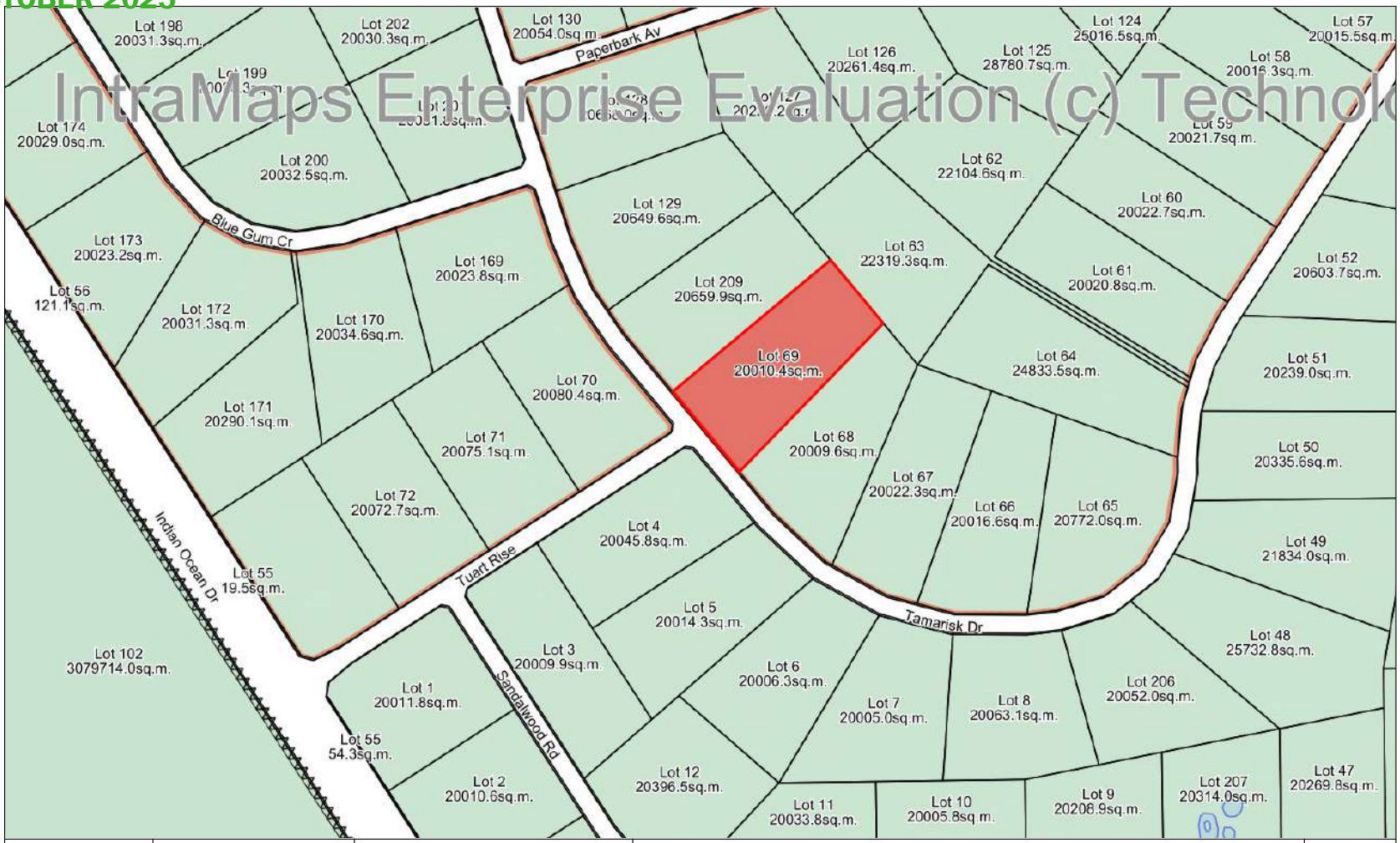
Advice Notes:

1. **If you are aggrieved by the conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision under Part 14 of the *Planning and Development Act 2005*.**

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*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Lot 66
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Lot 65
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Lot 4
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Lot 49
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Indian Ocean Dr
Tuart Rise
Lot 55
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Lot 5
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Lot 3
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Lot 6
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Lot 206
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Lot 1
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Sandalwood Rd
Lot 7
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Lot 12
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Lot 10
20005.8sq.m.
Lot 9
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SHIRE OF GINGIN
HISTORY | BEAUTY | PROSPERITY
7 Brockman St
Gingin WA 6503
P: 08 9575 5100
255 Vins Way
Lancelin WA 6044
P: 08 9575 5155
E: mail@gingin.wa.gov.au
Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.
Location Plan - Lot 69 Tamarisk Drive, GABBADAH
Scale: 1:5487
Date: 01/10/2025
N

SHIRE OF GINGIN	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Aerial Image - Lot 69 Tamarisk Drive, Gabbadah	N
			Scale: 1:1372	Date: 01/10/2025

Via Phone,

Richard Silver & Rachel Pomare

Lot 69 Tamarisk Dr, Gabbadah.

[redacted]

Compliance Officer

Shire of Gingin

7 Brockman Street,

Gingin WA 6503

Dear Sharon Smith,

This letter is advising you of attached building application request for installation of a quality condition sea container on our property in Gabbadah. Namely Lot 69 Tamarisk Dr. To be used for weather free, rodent free and secure storage of personal gear. Our intention is still to build dwelling on property and move there.

As per previous email correspondence and you bringing to our attention that we are only permitted to have 1 approved sea container on our property, we have emptied the second container and is up for sale. Will be removed asap as per requirement.

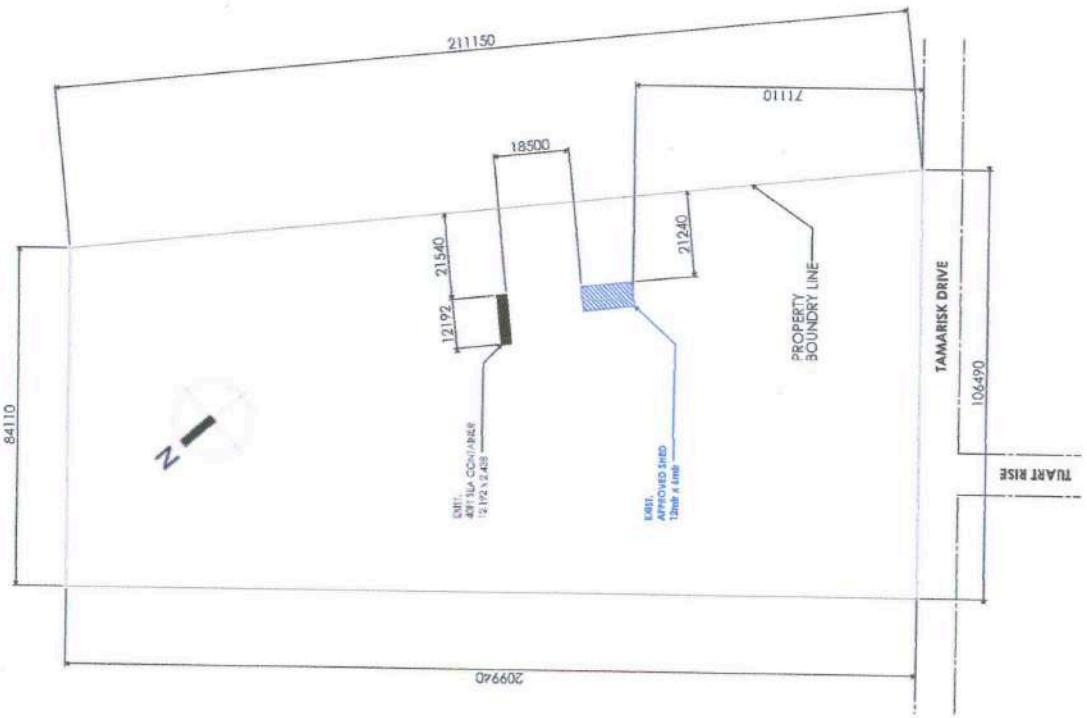
If there is anything missing from our application we will endeavor to rectify and provide in a timely manner. We have an electronic copy if you prefer larger scale of drawings.

Apologies for any inconvenience for not having submitted approval request as we didn't realise required as didn't think of as a secure fixed structure. We would like to move to this property and be in harmony with the shire.

Sincerely,

Richard Silver & Rachel Pomare

EXIST.
40FT CONTAINER
TO BE REMOVED



CLIENT DETAILS			
OWNER:	RICHARD SILVER	EMAIL:	[redacted]
OWNER:	RACHEAL POMARE		
ADDRESS:	[redacted]		
MOBILE:			

DRAWING No:	-
DETAIL:	DEVELOPMENT APPROVAL (LPS 9)

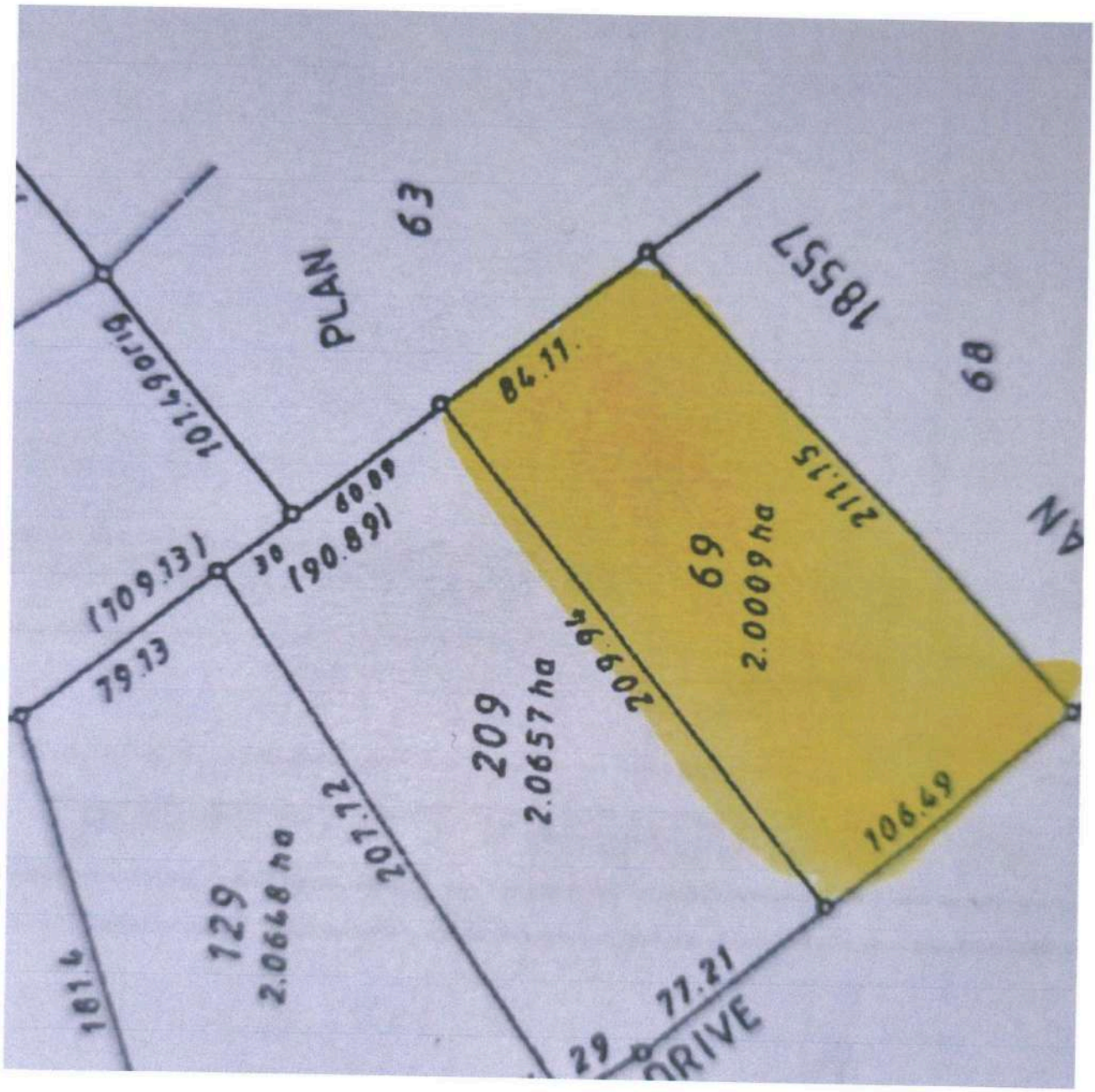
TITLE
LOT 69 / TAMARISK DRIVE
GABBADAH

REV:	DATE:	ISSUED FOR:
-	-	-
A	27.05.25	APPROVAL
-	-	-
-	-	-
-	-	-

DRAFTING DETAILS	
DRAWN BY:	RAY, VAVAV
DATE DRAWN:	27.05.25
REV DATE:	27.05.25
REVISION:	A
PAGE:	SHEET 1 OF 1

DO NOT SCALE FROM DRAWING

PLEASE NOTE: THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF CRL SOLDWORX. ANY REPRODUCTION, DISCLOSURE OR USE OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF CRL SOLDWORX IS STRICTLY PROHIBITED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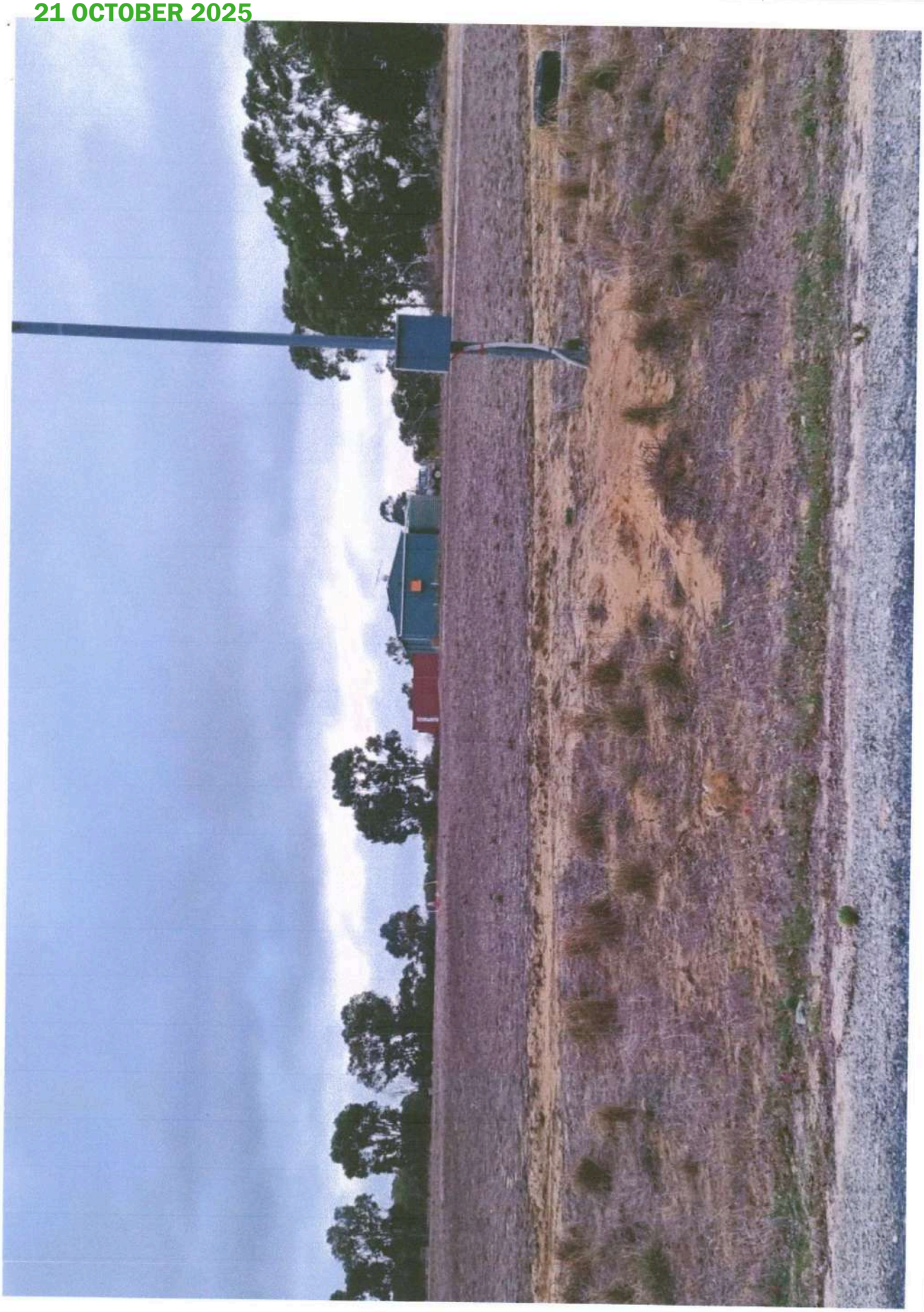

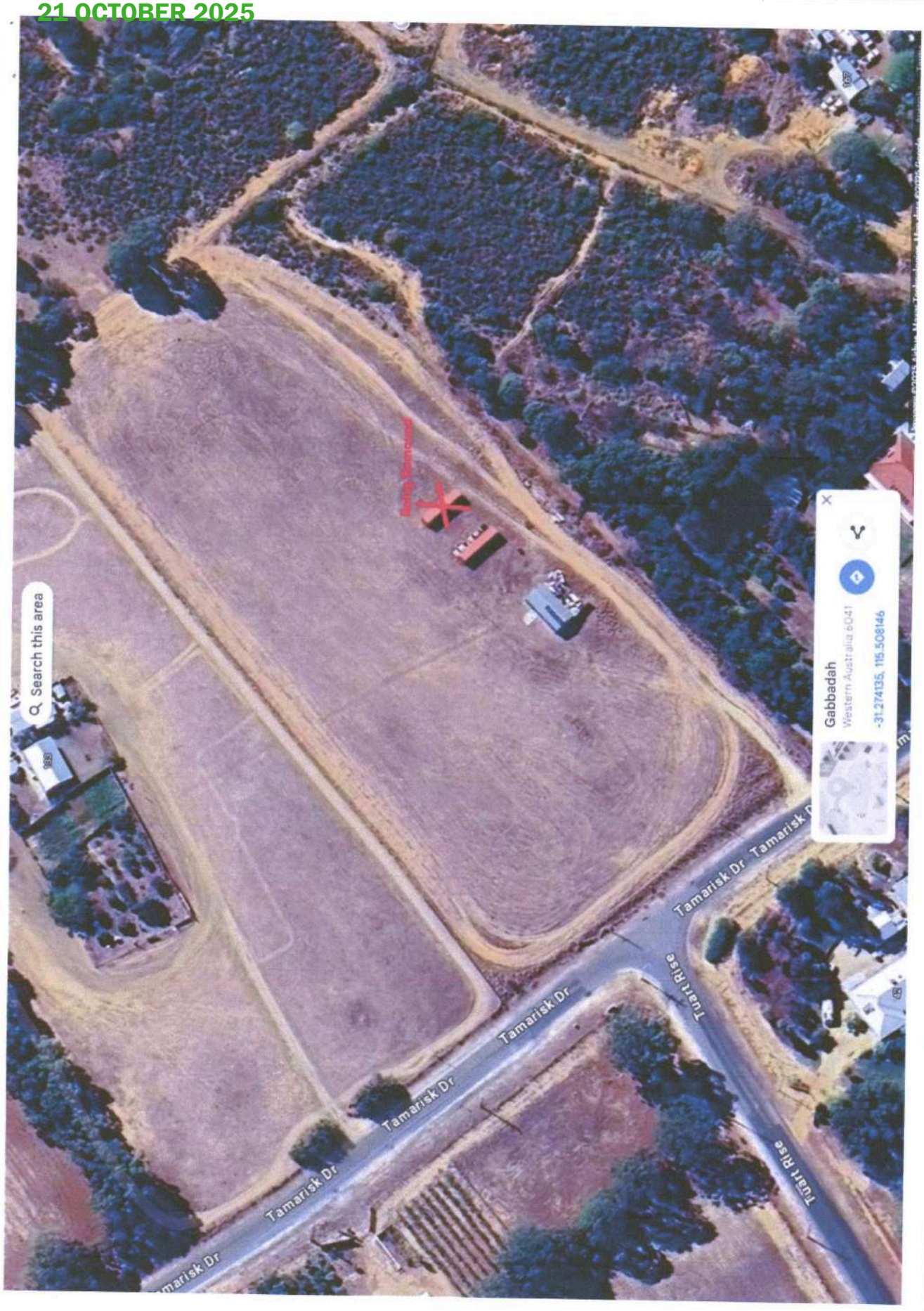
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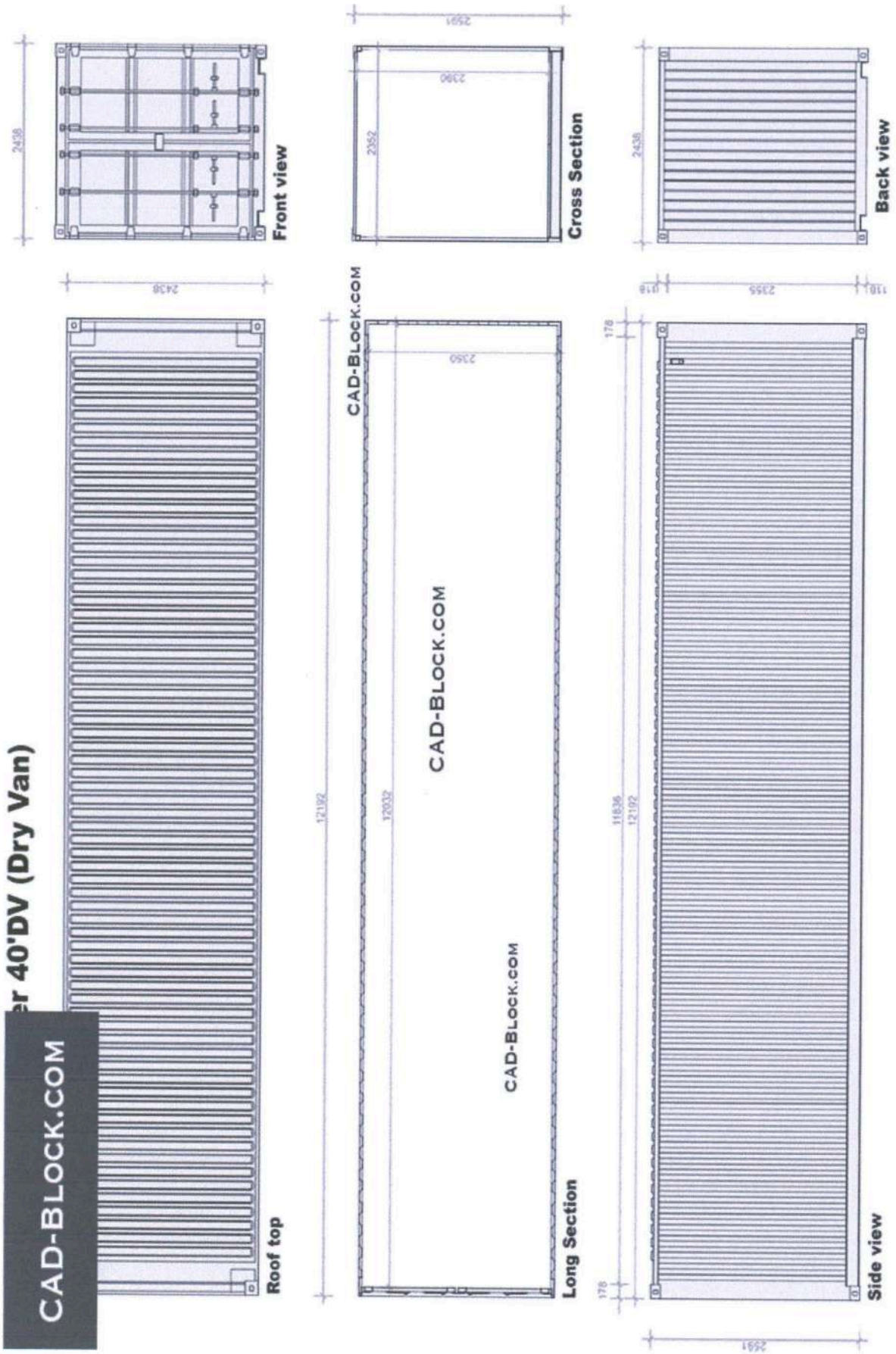
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16.7 APPLICATION FOR DEVELOPMENT APPROVAL - PROPOSED USE NOT LIST (INDUSTRY) - LOT 14 (32) GINGIN BROOK ROAD, COONABIDGEE

File	BLD/3732
Applicant	Baru Investments Group Pty Ltd
Location	Lot 14 (23) Gingin Brook Road, Coonabidgee
Owner	Baru Investments Group Pty Ltd
Zoning	Rural Industry
WAPC No	N/A
Author	Ross Harper – Planning Officer
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Aerial Image [**16.7.1** - 1 page] 2. Location Plan [**16.7.2** - 1 page] 3. Applicant's Proposal [**16.7.3** - 9 pages] 4. Schedule of Submissions and Recommended Responses [**16.7.4** - 1 page]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider an Application for Development Approval for a Use Not Listed (Industry) on Lot 14 (23) Gingin Brook Road, Coonabidgee.

The subject property is located on the corner of Gingin Brook Road and Brand Highway and historically has been used for storage purposes. The property contains two existing storage sheds, one large open style design and one which has recently been enclosed. An existing dwelling has been removed from the property.

The landowner has commenced the installation of crushed limestone hardstand over a large extent of the property and has partially installed a new garrison style fence and gate along the Gingin Brook Road frontage. Unauthorised sea containers displaying an advertising sign have been installed, and this is being addressed with the landowner to ensure onsite signage is appropriately located and aligns with Local Planning Policy 1.12 – Advertising Signs.

The proposed development includes the installation of an additional storage shed (workshop) and office, associated parking and hardstand. The use generally relates to the storage and distribution of concrete formwork and other industrial related products such as trailer mounted pressure washers and small plant. The equipment is generally delivered within sea containers that are temporarily stored onsite, unloaded and then removed. The proposed operating hours are between 6:00am and 4:00pm with up to 7 workers onsite.

The workshop and office building has a combined floor area of 639m^2, being 41 metres in length and 15.4 metres in width. The workshop is proposed with a wall height of 6.0 metres tapering to an overall height of 7.5 metres. This is a large structure that will be clearly visible from surrounds, on a prominent site visible to motorists using the Brand Highway.

Council consideration is required given the use (Industry) is not provided for in the zoning table, notwithstanding Local Planning Scheme No. 9 (LPS 9) includes a definition.

A location plan and aerial photograph are provided **(see appendices)**.

A copy of the applicant's proposal is provided **(see appendices)**.

COMMENT

Stakeholder Consultation

The application was advertised in accordance with clause 64 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (Deemed Provisions). This included advertising to surrounding landowners for a period of 21 days. Two comments were received in support of the proposal.

A copy of the Schedule of Submissions and Recommend Responses is provided **(see appendices)**.

PLANNING FRAMEWORK

Local Planning Scheme No. 9 (LPS 9) Planning Assessment

The subject lot is zoned Rural Industry under LPS 9, the objective of which is:

a) Provide for a range of industrial land uses on rural-living sized lots where people can work and live on the same property.

The development generally aligns with the abovementioned objective.

Use Class

'Industry' is defined under LPS 9 as follows:

Means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes premises on the same land used for-

(a) the storage or goods;
(b) the work of administration or accounting
(c) the selling of goods by wholesale or retail; or
(d) the provision of amenities for employees, incidental to any of those industrial operations

The above use class does not have a permissibility within the zone as the term is not included within the Zoning Table. This seems to be a legacy oversight of LPS 9. The development has therefore been processed as a 'Use Not Listed'.

Clause 3.4.2 outlines the process for dealing with land uses that are not listed in the zoning table as provided below:

If a person proposes to carry out on land any use that is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category the local government may –

(a) Determine that the use is consistent with the objectives of the particular zone and is therefore permitted;

(b) Determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of clause 9.4 in considering an application for planning approval; or

(c) Determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.

Officer Comment

The officer is of the view that the use is generally consistent with the objectives of the zone, and as such appropriate advertising was undertaken in accordance with clause 3.4.2 (b) referenced above.

Table 2 – Site Requirements below outlines application development standards:

Table 2 – Site Requirements						
Zone	**Minimum Setback**			**Maximum Plot Ratio**	**Maximum Site Coverage**	**Minimum Landscaping**
	Front	**Side**	**Rear**			
Rural Industry	Permitted: 20m Provided: 20m	Permitted: 20m Provided: 6m	Provided: 20m Provided: N/A	Permitted: 0.5 Provided: <0.5	Permitted: 50% Provided:< 50%	5% of site area – screening of non-residential uses from street is required.
Officer Comment	Complies	Non-Compliant 6m	Complies	Complies	Complies	Provided: Landscaping to northern boundary.

4.8.4 – Rural Industry Zone

The relevant provisions are outlines below:

4.8.4.3 *All development shall provide at least one refuse storage area readily accessible to service vehicles and screened from view from a public street by a close fence, wall or screen landscaping no less than 1.8 metres in height.*

4.8.4.4 *A person shall not use land for open storage purposes unless it is screened from public view by a fence or wall to the satisfaction of the local government*

Officer Comment

The applicant has not specifically identified the location of a refuse storage area on the submitted plans. A condition of approval is therefore suggested to be applied requiring a dedicated refuse storage area.

The development includes open storage on the hardstand areas, which will be viewable from the streetscape. The new garrison style fencing is permeable, and the applicant has delineated landscaping along a portion of the road frontage. The officer is of the view that the landscaping should extend for the length of the frontage to soften the visual appearance of the overall development. This position is secured by a recommended condition.

Parking

Table 3 – Parking Requirements calculates the number of parking bays required based on the gross leasable area of the proposed development. The relevant land uses applied are 'Industry' and 'Office', which require parking at the following rates:

- Industry – 1 bay per 100m² of gross leasable area.
- Office – 1 bay per 40m² of gross leasable area.

Based on the above, a total of 8 car parking bays are required. The development provides 8 bays, including 1 accessible bay, thereby satisfying this element.

Clause 4.7.2.1 provides provisions for parking and access for loading and unloading of vehicles, with an extract of the applicable points outlined below:

(a) No land or buildings shall be developed unless provision is made for an area clear of the street for the purpose of loading or unloading goods or materials.

(b) The local government will see to ensure that the majority of servicing vehicles will be able to leave and enter the street in a forward direction.

(c) Parking, loading and unloading and access, complete with necessary drainage, signs and marking as required by the local government, shall be provided prior to any occupation of the development or at such time as may be agreed.

(d) External servicing areas shall be established and maintained to the satisfaction of the local government.

Officer Comment

The applicant has submitted a plan illustrating a vehicle movement path, which demonstrates that vehicles are able to enter and exit the site in forward gear and safely maneuver around the buildings. Loading and unloading activities are proposed to occur adjacent to and within the building.

Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions)

In accordance with Schedule 2, Part 9, Clause 67 of the Deemed Provisions, the local government is to have due regard to matters to the extent that, in the opinion the local government, those matters are relevant to the development the subject of the application. In this instance, the following is considered to be relevant:

S) The adequacy of –
(i) the proposed means of access to and egress from the site;

Officer Comment

The applicant/owner will be required to install a new crossover in accordance with Crossover Specification Drawing Number SoG/STD-01 – Type A dated January 2021. Again, this is to be captured via a recommended condition.

Summary

In view of the above assessment, the officer supports the development subject to conditions.

RISK IMPLICATIONS

Nil

STATUTORY/LOCAL LAW IMPLICATIONS

Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions)

Planning and Development Act 2005

Local Planning Scheme No. 9

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Kestel SECONDED: Councillor Vis

That Council grant Development Approval for a Use Not Listed – Industry on Lot 14 (230) Gingin Brook Road, Coonabidgee subject to the following conditions:

1. The land use and development shall be undertaken in accordance with the approved plans and specifications, including the directions written in red ink by the Shire, unless otherwise conditioned in this Approval;

2. This approval is for a Use Not Listed (Industry) only as indicated on the approved plans;

3. The finished floor level of the Workshop/Storage Shed and Office must be set at the existing average natural ground level to the satisfaction of the Shire of Gingin.

4. The Workshop/Storage Shed shall not be used for human habitation or any other industrial or commercial use other than that approved as part of this application.

5. The Workshop/Storage Shed is to be constructed using new materials and be of a consistent colour scheme;

6. Prior to the commencement of the approved use, the landowner/applicant is required to submit an Operating Strategy to the Shire of Gingin for approval, that at a minimum includes the following:

   a. Loading / unloading procedures and locations;
   b. Dust Management Plan;
   c. Noise Management Plan; and
   d. Traffic Statement (type of heavy vehicles).

   The approved Operating Strategy is to be implemented and adhered to thereafter for the life of the development, to the satisfaction of the Shire of Gingin.

7. The approved operating hours are 6am – 7pm Monday to Saturday and 9am – 5pm on Sundays and Public Holidays.

8. Stormwater from all roofed, driveway and hardstand areas shall not enter adjoining properties and is to be collected and contained onsite to the satisfaction of the Shire of Gingin.

9. Goods and materials must not be stored within areas dedicated to parking, vehicle manoeuvring and access driveways, or in an unscreened area considered as open storage, to the satisfaction of the Shire of Gingin.

10. Prior to the commencement of the approved use, the landowner/operator shall install a new crossover to service the development in accordance with Shire of Gingin Crossover Specifications - SoG/STD-01 – type A dated January 2021. The landowner/operator shall be responsible for all costs associated with the crossover installation. The landowner/operator shall maintain the crossover in a good condition thereafter to the satisfaction of the Shire of Gingin.

11. Prior to the commencement of site works, a Landscaping Plan shall be submitted to and approved by the Shire of Gingin that includes, at a minimum:

    a. Location and extent of vegetation (extending the length of the street frontage);

    b. The flora species and spacings;

    c. Irrigation Management (if required);

    d. Replanting contingency for flora mortality; and

    e. Ongoing maintenance.

12. Prior to the commencement of the approved use, the landscaping as detailed in the Landscaping Plan shall be implemented and thereafter maintained in good condition for the life of the development, to the satisfaction of the Shire of Gingin.

13. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Shire of Gingin. Any lighting should be consistent with DarkSky International's LED Practical Guide.

Advice Notes:

Note 1: If you are aggrieved by the conditions of this approval, you have the right to request that the State Administrative Tribunal (SAT) review the decision, under Part 14 of the *Planning and Development Act 2005.*

Note 2: If the development subject to this approval is not substantially commenced within a period of two years, the approval shall lapse and have no further effect.

Note 3: Where an approval has so lapsed, no development may be carried out without further approval from the local government having first been sought and obtained.

Note 4:	Further to this approval, the applicant is required to submit working drawings and specifications to comply with the requirements of the *Building Act 2011* and *Health Act 2016,* which are to be approved by the Shire of Gingin.
Note 5:	This approval is not a building permit or an approval under any law other than the *Planning and Development Act 2005.* It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
Note 6:	The operation will be required to comply with the *Environmental Protection (Noise) Regulations 1997.*
Note 7:	Prior to installation of the crossover, an application is to be made to the Shire of Gingin's Operations and Assets Department. The necessary application form can be found on the Shire's website at the following link: https://www.gingin.wa.gov.au/roads-driveways-and-crossovers.
Note 8:	All proposed signage must comply with the Shire of Gingin's Local Planning Policy 1.12 – Advertising Signs. This approval does not constitute approval for any signage, and a separate development application may be required.

CARRIED UNANIMOUSLY
9 / 0

FOR:	*Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*
AGAINST:	*Nil*

SHIRE OF GINGIN	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Aerial Image - Development Application - Use Not Listed - Industry	N
			Scale: 1:2500	Date: 03/09/2025

SHIRE OF GINGIN	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Location Plan - Development Application - Use Not Listed - Industry	N
			Scale: 1:2500	Date: 03/09/2025

Shire of Gingin,
7 Brockman Street,
Gingin, WA 6503.

Attn: Planning Department

To Whom It May Concern,

Please find attached the Development Application submitted on behalf of **Baru Investments Group Pty Ltd** for the proposed construction of a **Workshop and associated Office** at **Lot 14 (23) Gingin Brook Road, Coonabidgee, WA 6503**. The development is intended to support and complement the business's existing **primary production operations**.

The proposed Workshop will be located at least **50 metres from any natural creek line**, with **vehicular access via the northern boundary** of the site from Gingin Brook Road, as illustrated in the attached site plan.

Development Overview:

- **Workshop Dimensions:** 32m (length) x 15m (width) x 7m (height to gutter)
- **Cantilever Canopy:** 32m (length) x 7m (width) x 6m (height), located on the eastern side
- **Construction Materials:** Fabricated structural steel frame with **Colorbond (Surf Mist)** Trimdek cladding to walls and roof
- **Stormwater Management:** Industrial tapered gutters directing runoff to **two on-site rainwater tanks** (shown in attached site plan)

Site Layout:

- The **Workshop** is positioned to the **west** of the lot
- The **Office** is located to the **north**
- The **Canopy** is to the **east**
- **Car parking**, including **one accessible (disabled) bay**, and **landscaping** have been provided at the front of the site

Usage and Operations:

- The Workshop will be used for **parking forklifts**, **concrete reinforcement**, and **formwork activities**
- The structure will be **fully enclosed**, with:
  - One **personnel door** to the south
  - One **personnel door** and **two roller doors** to the east
- **Staffing:** No more than **six persons** will access the shed; the office will accommodate up to **three persons**

1300 271 220 sales@auspangroup.com.au AUSPANGROUP.COM.AU

15 Corbett Street
Gnowangerup, WA 6335

169 Chesterpass Road
Milpara, WA 6330

5 Martin Place
Canning Vale, WA 6155

105 Stirling Terrace
Toodyay, WA 6566

- **Operating Hours:** Monday to Friday, **6:00 AM to 4:00 PM**

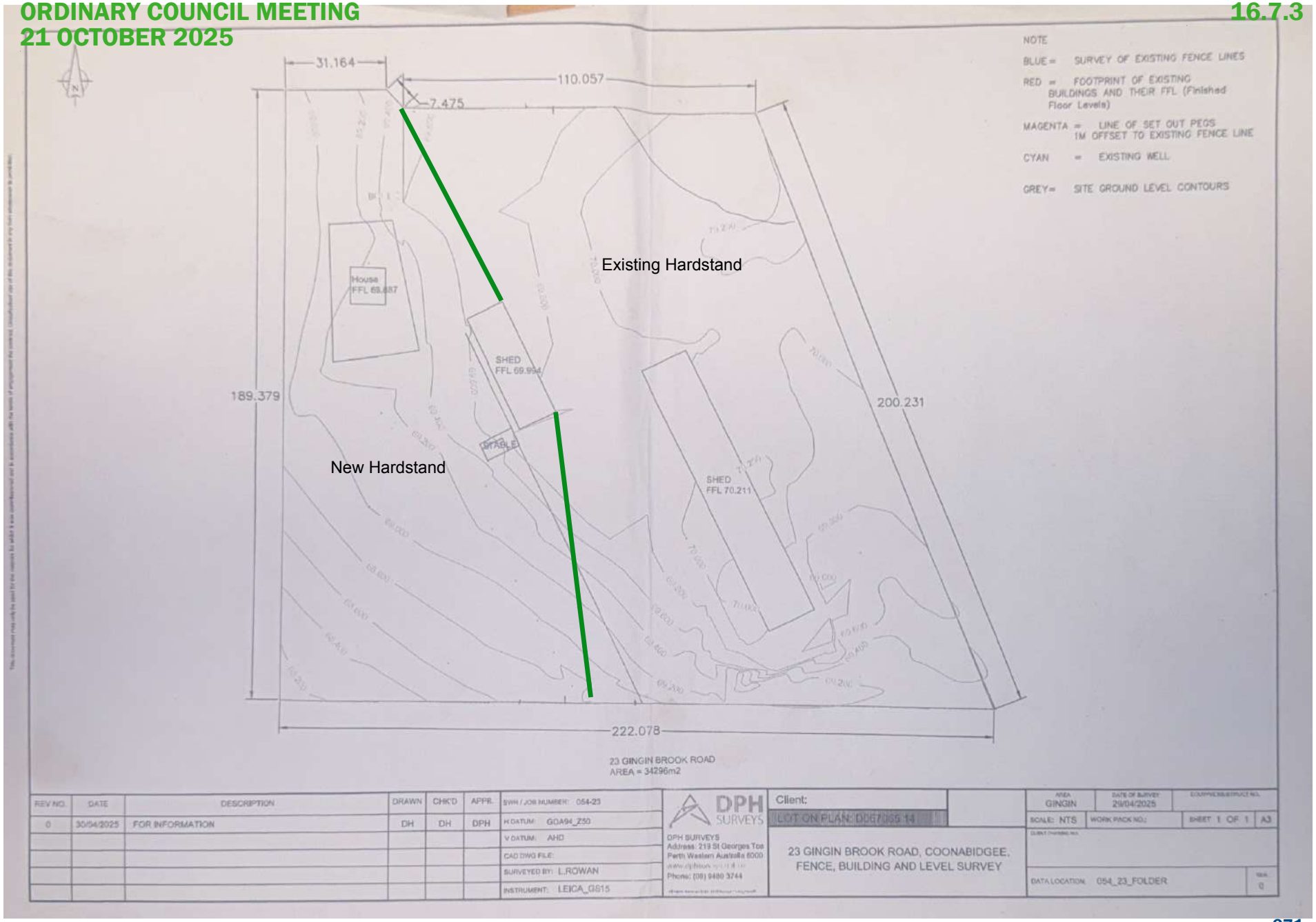
Environmental & Traffic Considerations:

- The development **does not require vegetation clearing**, nor does it pose a threat to any nearby natural vegetation
- The proposal will **not result in an increase in traffic** to or from the site

We trust this application meets the requirements of your assessment. Should you have any questions, or require further clarification or additional documentation, please do not hesitate to contact us.

We look forward to your favourable consideration and a prompt approval of this development.

Kind regards,
Tenisca Bushell
Project Coordinator | Auspan Group
0448 347 991

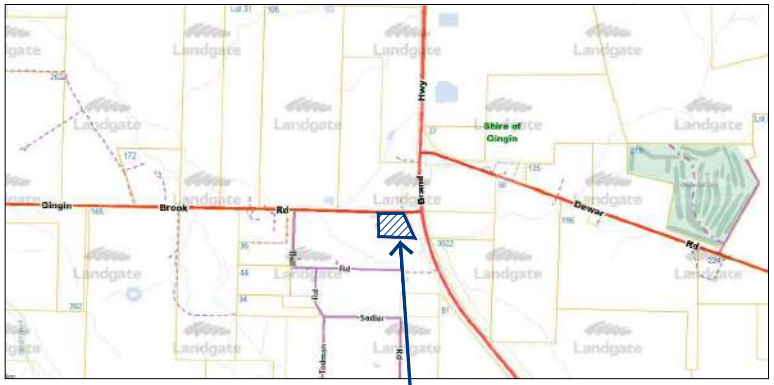

NOTE
BLUE = SURVEY OF EXISTING FENCE LINES
RED = FOOTPRINT OF EXISTING BUILDINGS AND THEIR FFL (Finished Floor Levels)
MAGENTA = LINE OF SET OUT PEGS 1M OFFSET TO EXISTING FENCE LINE
CYAN = EXISTING WELL
GREY = SITE GROUND LEVEL CONTOURS
31.164
110.057
7.475
House FFL 69.887
SHED FFL 69.994
GABLE
Existing Hardstand
New Hardstand
189.379
200.231
SHED FFL 70.211
222.078
23 GINGIN BROOK ROAD
AREA = 34296m2
REV NO. | DATE | DESCRIPTION | DRAWN | CHK'D | APPR.
0 | 30/04/2025 | FOR INFORMATION | DH | DH | DPH
SVY / JOB NUMBER: 054-23
H DATUM: GDA94_Z50
V DATUM: AHD
CAD DWG FILE:
SURVEYED BY: L.ROWAN
INSTRUMENT: LEICA_GS15
DPH SURVEYS
DPH SURVEYS
Address: 219 St Georges Tce
Perth Western Australia 6000
Phone: (08) 9480 3744
Client:
LOT ON PLAN: D067 055 14
23 GINGIN BROOK ROAD, COONABIDGEE.
FENCE, BUILDING AND LEVEL SURVEY
AREA GINGIN
DATE OF SURVEY 29/04/2025
SCALE: NTS
WORK PACK NO.:
SHEET 1 OF 1
A3
DATA LOCATION 054_23_FOLDER

CLIENT:
BARU INVESTMENT GROUP PTY LTD

PROJECT:
Proposed Workshop
& associated Office

SITE ADDRESS:
Lot 14 (23) Gingin Brook Road
Coonabridgee WA 6503

ARCHITECTURAL DRAWINGS			
DWG#	**PAGE NAME**	**REV**	**DATE**
A100	COVER PAGE	C	22/07/2025
A101	SITE SURVEY	C	22/07/2025
A102	SITE PLAN	C	22/07/2025
A103	PLAN VIEW	C	22/07/2025
A104	ELEVATIONS	C	22/07/2025
A105	SECTIONS	C	22/07/2025



LOCALITY PLAN

PROPOSED SITE

BUSHFIRE ZONE PLAN SITE IS WITHIN A BUSHFIRE ZONE

DESIGNER:
AUSPAN

Perth
2 Bannister Road
Canningvale, WA 6155

Albany
169 Chesterpass Road
Milpara, WA 6330

Gnowangerup
41 Quinn Street
Gnowangerup, WA 6335

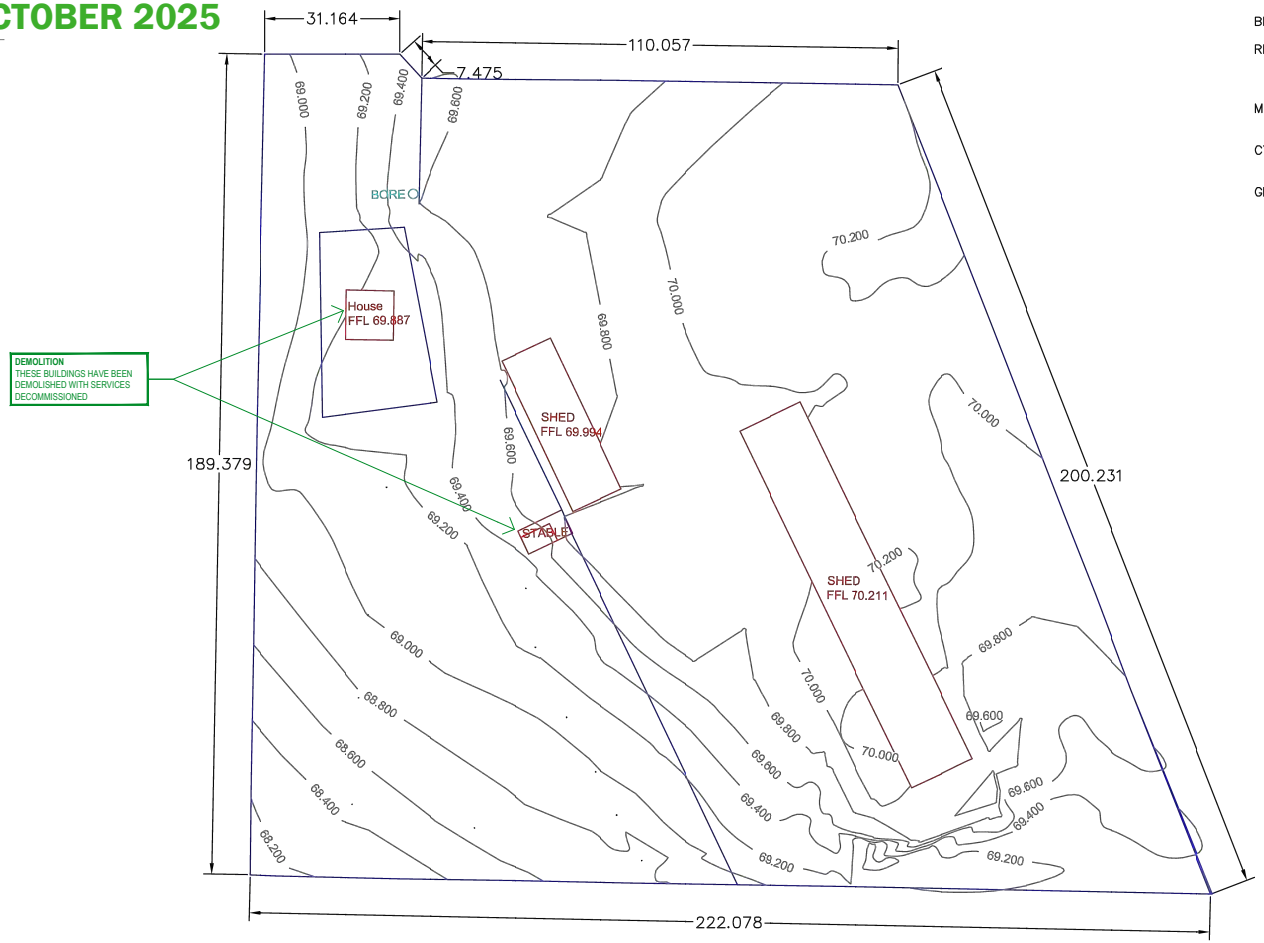
Phone: 1300 271 220

PROJECT No.
AS1774

DA SUBMISSION DRAWINGS

ISSUED 22.07.25

A100 REVISION: C



NOTE

BLUE = SURVEY OF EXISTING FENCE LINES

RED = FOOTPRINT OF EXISTING BUILDINGS AND THEIR FFL (Finished Floor Levels)

MAGENTA = LINE OF SET OUT PEGS 1M OFFSET TO EXISTING FENCE LINE

CYAN = EXISTING WELL

GREY= SITE GROUND LEVEL CONTOURS

23 GINGIN BROOK ROAD
AREA = 34296m2

REV NO.	DATE	DESCRIPTION	DRAWN	CHK'D	APPR.
0	30/04/2025	FOR INFORMATION	DH	DH	DPH

SWR / JOB NUMBER: 054-23
H DATUM: GDA94_Z50
V DATUM: AHD
CAD DWG FILE:
SURVEYED BY: L.ROWAN
INSTRUMENT: LEICA_GS15

DPH SURVEYS
Address: 219 St Georges Tce
Perth Western Australia 6000
www.dphsurveys.net.au
Phone: (08) 9480 3744

All Rights Reserved 2021 - DPH Surveys I:\dwt_Rev005

Client:
LOT ON PLAN: D067085 14

23 GINGIN BROOK ROAD, COONABIDGEE.
FENCE, BUILDING AND LEVEL SURVEY

AREA	DATE OF SURVEY	EQUIP/VESS/STRUCT NO.
GINGIN	29/04/2025	

SCALE: NTS | WORK PACK NO.: | SHEET 1 OF 1 | A3

CLIENT DRAWING NO:

DATA LOCATION: 054_23_FOLDER

REV. 0

DA SUBMISSION DRAWINGS

DATE	REV	AMENDMENT	BY
22/07/2025	C	FURTHER REVISIONS FOR CLIENT	JvdL
16/07/2025	B	REVISED FOR CLIENT	JvdL
08/07/2025	A	PREPARED FOR DA SUBMISSION	JvdL

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Milpara, WA 6330

Geraldton
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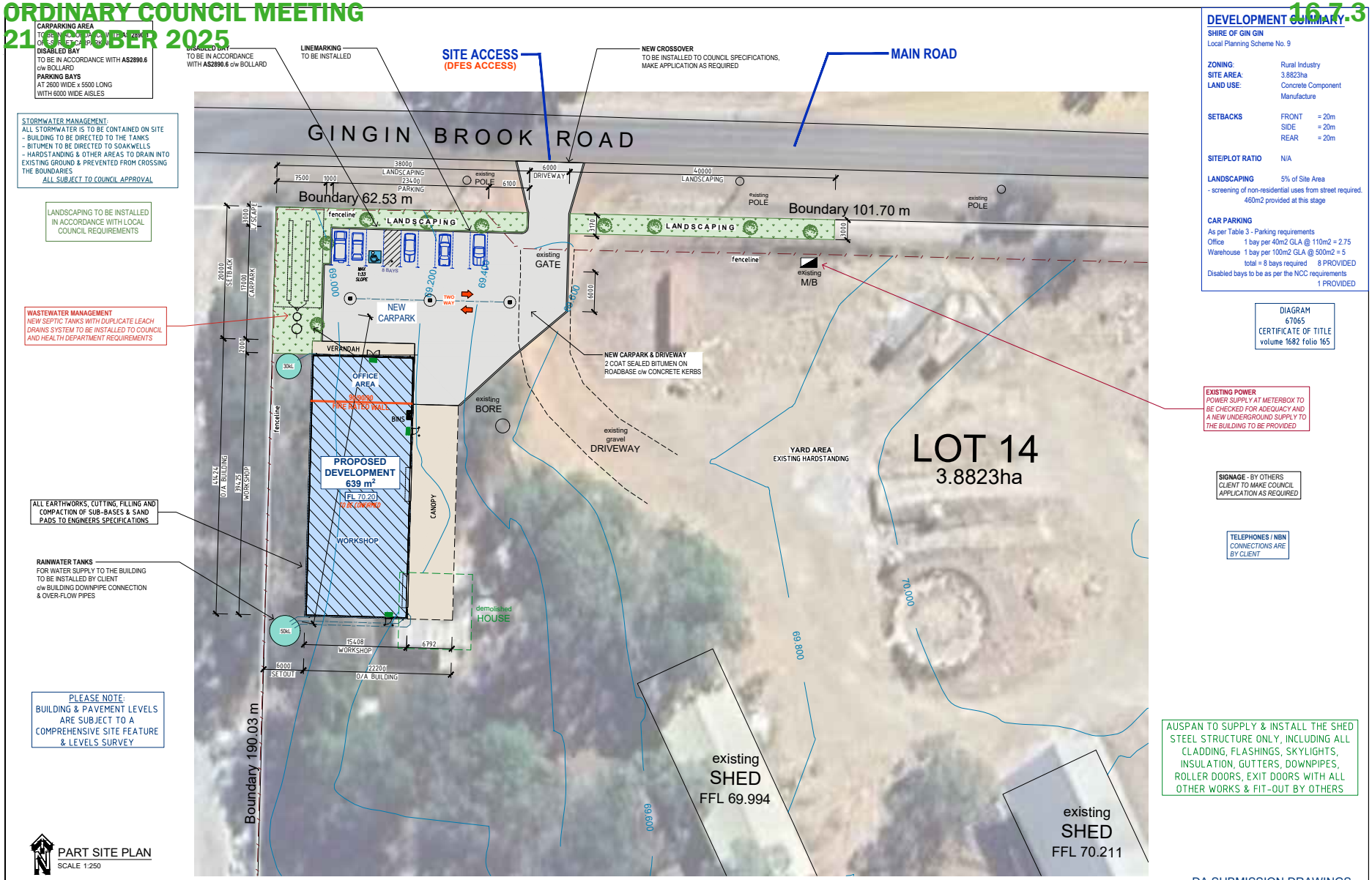
Geraldton, WA 6530

Phone: 1300 277 229

CLIENT: BARU INVESTMENT GROUP PTY LTD
SITE ADDRESS: Lot 14 (23) Gingin Brook Road Coonabridgee WA 6503
PROJECT: Proposed Workshop & associated Office
ARCHITECTURAL DRAWINGS
DRAWING TITLE: SITE SURVEY

SCALE:	AS NOTED
SHEET SIZE:	A1
DATE:	08.07.2025
DESIGNED:	
DRAWN:	JvdLaan
CHECKED:	

PROJECT NUMBER: AS1774
DRAWING NUMBER: A101
REVISION: C
NORTH



DEVELOPMENT SUMMARY

SHIRE OF GIN GIN
Local Planning Scheme No. 9

ZONING:	Rural Industry
SITE AREA:	3.8823ha
LAND USE:	Concrete Component Manufacture
SETBACKS	FRONT = 20m SIDE = 20m REAR = 20m
SITE/PLOT RATIO	N/A
LANDSCAPING	5% of Site Area - screening of non-residential uses from street required. 460m2 provided at this stage

CAR PARKING
As per Table 3 - Parking requirements
Office 1 bay per 40m2 GLA @ 110m2 = 2.75
Warehouse 1 bay per 100m2 GLA @ 500m2 = 5
total = 8 bays required 8 PROVIDED
Disabled bays to be as per the NCC requirements 1 PROVIDED

PART SITE PLAN
SCALE 1:250

DA SUBMISSION DRAWINGS

DATE	REV	AMENDMENT	BY
22/07/2025	C	FURTHER REVISIONS FOR CLIENT	JvdL
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08/07/2025	A	PREPARED FOR DA SUBMISSION	JvdL

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Geraldton 41 Quinn Street Geraldton, WA 6530
Phone: 1300 271 220

CLIENT: **BARU INVESTMENT GROUP PTY LTD**
SITE ADDRESS: Lot 14 (23) Gingin Brook Road Coonabridgee WA 6503
ARCHITECTURAL DRAWINGS
PROJECT: **Proposed Workshop & associated Office**
DRAWING TITLE: PART SITE PLAN
SCALE: AS NOTED
SHEET SIZE: A1
DATE: 08.07.2025
DESIGNED:
DRAWN: JvdLaan
CHECKED:
PROJECT NUMBER: **AS1774**
DRAWING NUMBER: A102
REVISION: **C**
NORTH

AUSPAN TO SUPPLY & INSTALL THE SHED STEEL STRUCTURE ONLY, INCLUDING ALL CLADDING, FLASHINGS, SKYLIGHTS, INSULATION, GUTTERS, DOWNPIPES, ROLLER DOORS, EXIT DOORS WITH ALL OTHER WORKS & FIT-OUT BY OTHERS

OFFICE INSULATION *TO BE CONFIRMED*
OFFICE ROOF - R1.3 60mm FOIL FACED BUILDING BLANKET ON SAFETY MESH
OFFICE CEILING - R3.5 BULK CEILING BATTS
OFFICE EXT WALLS - R2.0 BULK WALL BATTS & FOIL WRAP TO WALL GIRTS
INTERNAL WALLS - R1.5 BULK WALL & ACOUSTIC BATTS WHERE REQUIRED

ENERGY EFFICIENCY AIR-CONDITIONED SPACES TO COMPLY WITH NCC REQUIREMENTS

DIMENSIONS ARE OVERALL WALL LININGS

EMERGENCY LIGHTING
BY CLIENT
TO COMPLY WITH AS 2293.1

ILLUMINATED EXIT SIGNS
BY CLIENT
TO COMPLY WITH AS 2293.1

FIRE EXTINGUISHERS
BY CLIENT
TO BE AS PER NCC CLAUSE E1D14

NCC BUILDING CODE OF AUSTRALIA

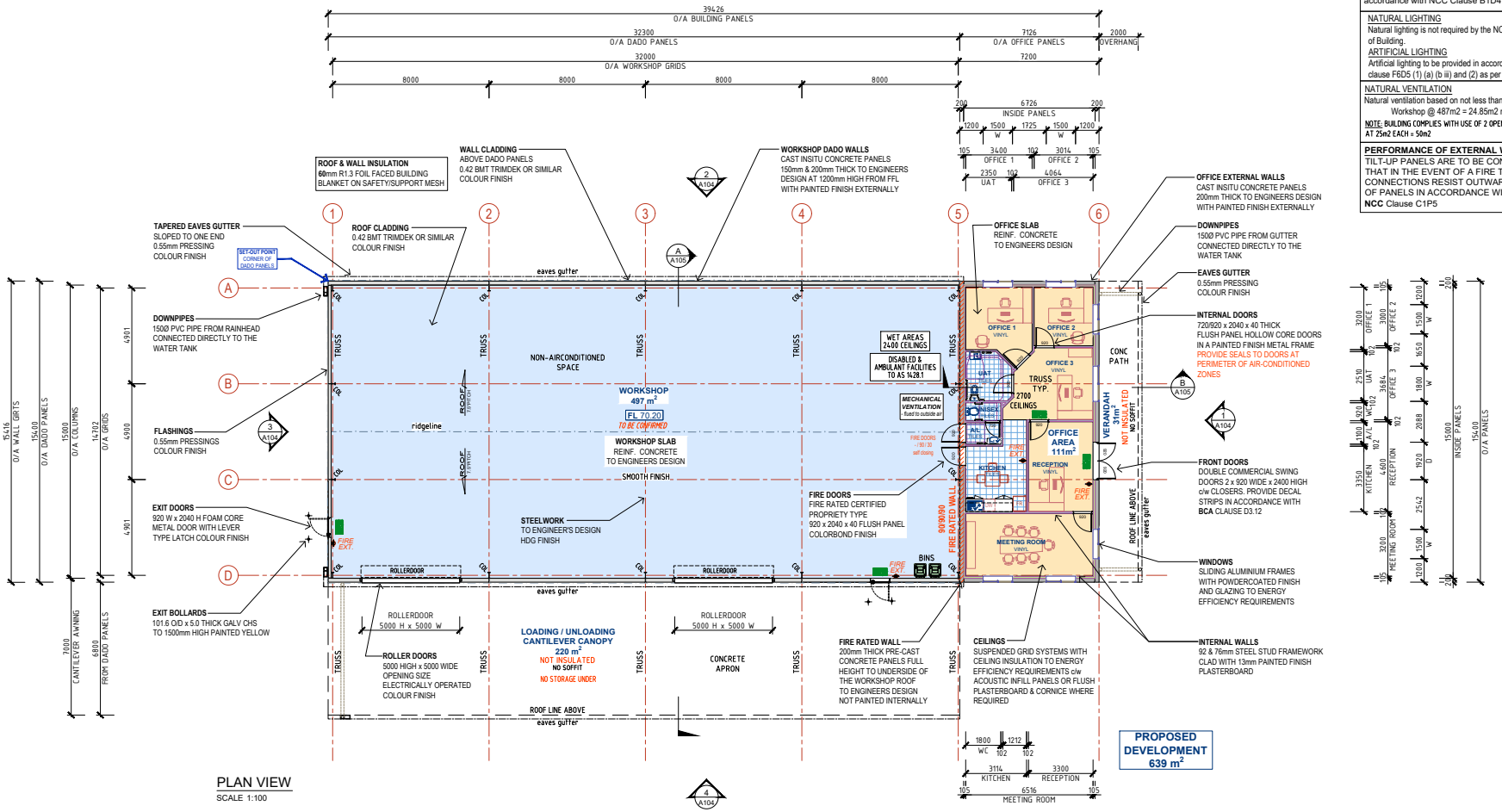
CLASSIFICATION		
OFFICE	- CLASS	5
WORKSHOP	- CLASS	8
CANTILEVER CANOPY	- CLASS	10a
TYPE OF CONSTRUCTION	- TYPE	C
REQUIRED EXITS	- AS SHOWN ON DRAWING	
FIRE HYDRANTS	- N/A	
FIRE HOSE REELS	- N/A	
PORTABLE FIRE EXTINGUISHERS	- TO BE INSTALLED BY BUILDING OCCUPIER after all equipment is installed	
EMERGENCY LIGHTING	- TO BE INSTALLED	
ILLUMINATED EXIT SIGNS	- TO BE INSTALLED	

TERMITES - CONSTRUCTION DEEMED TO COMPLY
This buildings *primary building elements* materials are constructed from steel and therefore not considered to be subject to termite attack in accordance with NCC Clause B1D4 (i) (i)

NATURAL LIGHTING
Natural lighting is not required by the NCC for this Class of Building.
ARTIFICIAL LIGHTING
Artificial lighting to be provided in accordance with NCC clause F6D5 (1) (a) (b iii) and (2) as per AS/NZS 1680.0

NATURAL VENTILATION
Natural ventilation based on not less than 5% of the floor area
Workshop @ 487m2 = 24.85m2 required
NOTE: BUILDING COMPLIES WITH USE OF 2 OPENABLE ROLLERDOORS AT 25m2 EACH = 50m2

PERFORMANCE OF EXTERNAL WALLS IN FIRE
TILT-UP PANELS ARE TO BE CONNECTED SO THAT IN THE EVENT OF A FIRE THOSE CONNECTIONS RESIST OUTWARD MOVEMENT OF PANELS IN ACCORDANCE WITH **NCC** Clause C1P5



PLAN VIEW
SCALE 1:100

DA SUBMISSION DRAWINGS

DATE	REV	AMENDMENT	BY
22/07/2025	C	FURTHER REVISIONS FOR CLIENT	JvdL
16/07/2025	B	REVISED FOR CLIENT	JvdL
08/07/2025	A	PREPARED FOR DA SUBMISSION	JvdL

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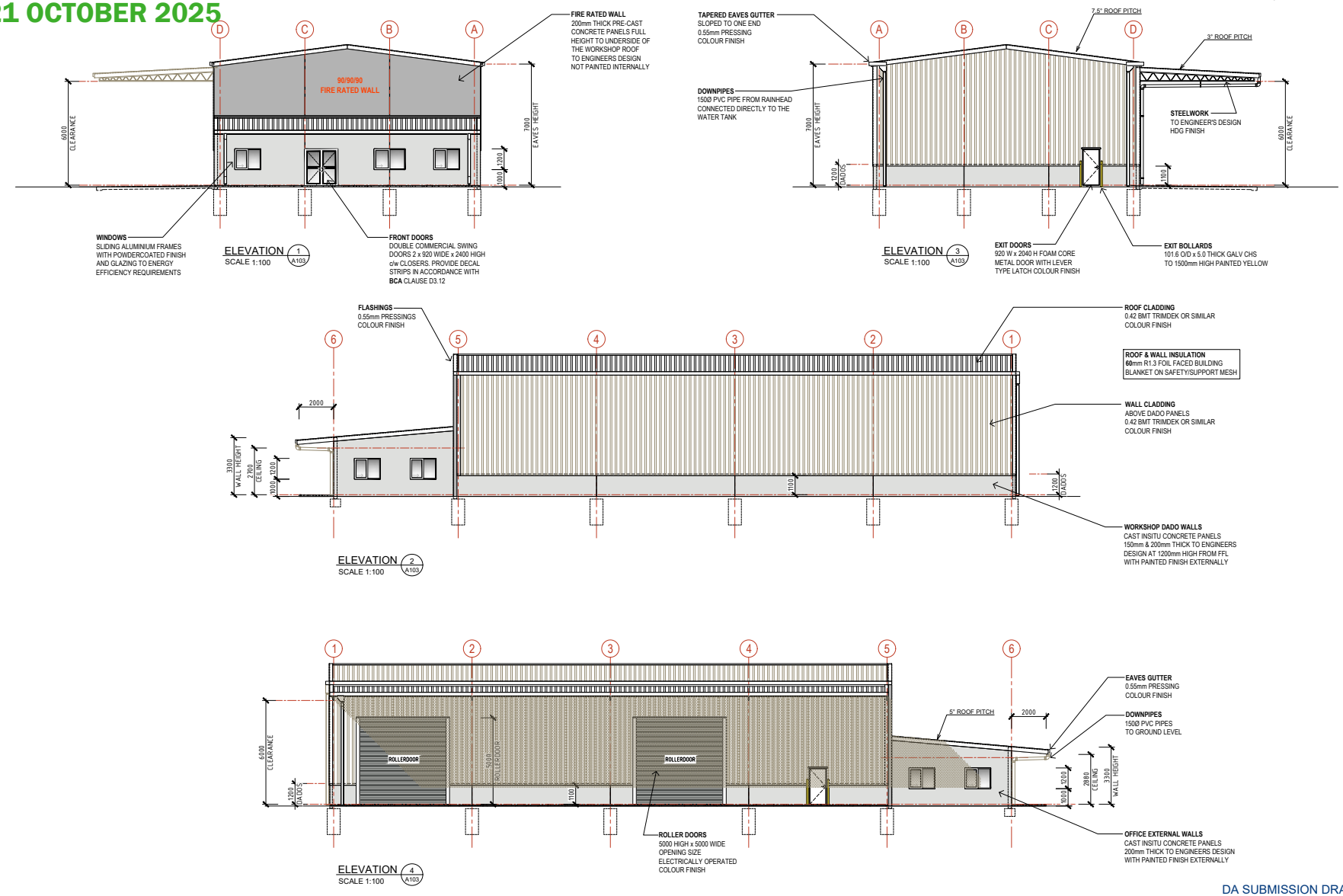
DESIGNER: AUSPAN
Perth 5 Martin Place Cannington, WA 6155
Albany 169 Chesterpass Road Milpara, WA 6330
Geraldton 41 Quinn Street Geraldton, WA 6530
Phone: 1300 271 220

CLIENT: **BARU INVESTMENT GROUP PTY LTD**
SITE ADDRESS: Lot 14 (23) Gingin Brook Road Coonabridgee WA 6503
PROJECT: **Proposed Workshop & associated Office**
ARCHITECTURAL DRAWINGS
DRAWING TITLE: PLAN VIEW

SCALE:	AS NOTED
SHEET SIZE:	A1
DATE:	08.07.2025
DESIGNED:	
DRAWN:	JvdLaan
CHECKED:	
PROJECT NUMBER:	AS1774
DRAWING NUMBER:	A103
REVISION:	C
NORTH	



DA SUBMISSION DRAWINGS

DATE	REV	AMENDMENT	BY
22/07/2025	C	FURTHER REVISIONS FOR CLIENT	JvdL
16/07/2025	B	REVISED FOR CLIENT	JvdL
08/07/2025	A	PREPARED FOR DA SUBMISSION	JvdL

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DESIGNER: AUSPAN

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Milpara, WA 6330
Gnowangerup
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Gnowangerup, WA 6335
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CLIENT: BARU INVESTMENT GROUP PTY LTD

SITE ADDRESS: Lot 14 (23) Gingin Brook Road Coonabridgee WA 6503

ARCHITECTURAL DRAWINGS

PROJECT: Proposed Workshop & associated Office

DRAWING TITLE: ELEVATIONS

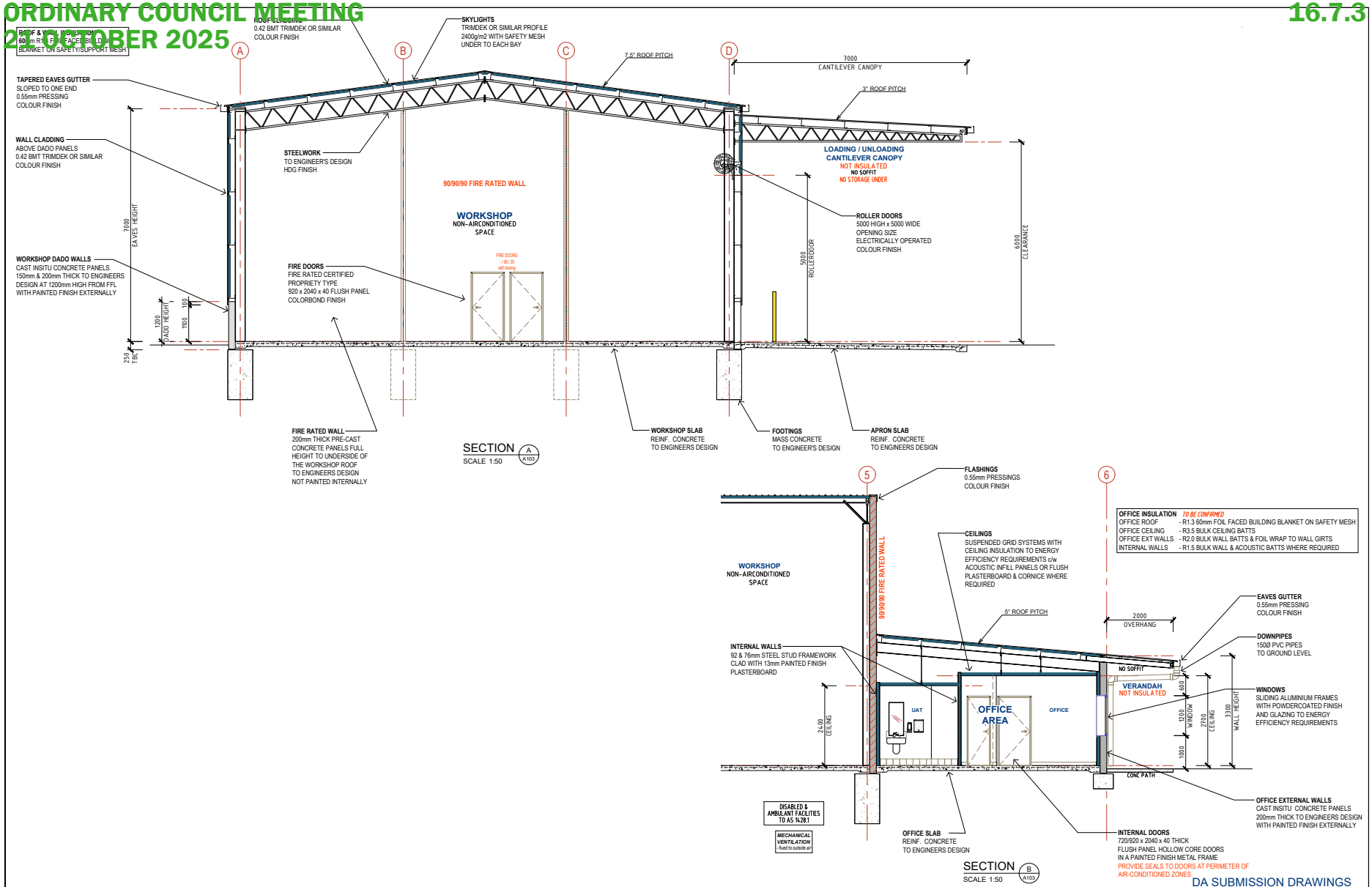
SCALE: AS NOTED
SHEET SIZE: A1
DATE: 08.07.2025
DESIGNED:
DRAWN: JvdLaan
CHECKED:

PROJECT NUMBER: AS1774

DRAWING NUMBER: A104

REVISION: C

NORTH



DATE	REV	AMENDMENT	BY
22/07/2025	C	FURTHER REVISIONS FOR CLIENT	JvdL
16/07/2025	B	REVISED FOR CLIENT	JvdL
08/07/2025	A	PREPARED FOR DA SUBMISSION	JvdL

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DESIGNER: AUSPAN

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5 Martin Place
Cannington, WA 6107
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169 Chesterpass Road
Milpara, WA 6330
Gnowangerup
41 Quinn Street
Gnowangerup, WA 6335
Phone: 1300 277 229

CLIENT: BARU INVESTMENT GROUP PTY LTD

SITE ADDRESS: Lot 14 (23) Gingin Brook Road Coonabridgee WA 6503

ARCHITECTURAL DRAWINGS

PROJECT: Proposed Workshop & associated Office

DRAWING TITLE: SECTIONS

SCALE:	AS NOTED
SHEET SIZE:	A1
DATE:	08.07.2025
DESIGNED:	
DRAWN:	JvdLaan
CHECKED:	
PROJECT NUMBER:	AS1774
DRAWING NUMBER:	A105
REVISION:	C
NORTH	

SCHEDULE OF SUBMISSIONS AND APPLICANTS' RESPONSES

DEVELOPMENT APPLICATION: USE NOT LISTED – INDUSTRY (WORKSHOP AND OFFICE) ON LOT 14 (23) GINGIN BROOK ROAD, COONABIDGEE

No.	Submitter	Submission details	Applicants' response
1.	Ratepayer	The submitter **supports** the application.	
2.	Ratepayer	The submitter **supports** the application and provides the following general comment: *Dayan Pty Ltd, being the owner of Unit 3/27 Gingin Brook Road Coonabidgee supports the application submitted by Baru Investment Pty Ltd and referred to in your letter dated 6th August.* *This development will be a positive contributor to the Shire in many ways, including the enhancement of appearance of the corner of Gingin Brook Road and Brand Highway, which has remained "unloved" for many decades.*	

16.8 DEVELOPMENT APPLICATION - PROPOSED ROAD CLOSURE - LOT 1332 (551) CARABAN ROAD, CARABAN

File	BLD/7134
Applicant	Developed Property Pty Ltd
Location	Lot 1332 (551) Caraban Road, Caraban
Owner	SL & ND Murray
Zoning	General Rural
WAPC No	Nil
Author	Ross Harper - Planning Officer
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil
Appendices	1. Aerial Plan [**16.8.1** - 1 page] 2. Applicant's Proposal [**16.8.2** - 3 pages] 3. Schedule of Submissions and Recommended Responses [**16.8.3** - 1 page]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider the permanent closure of an unconstructed road reserve between Lots 1332, 421 and 413 Caraban Road, Caraban.

BACKGROUND

The unconstructed road reserve is located on the corner of Caraban Road and Barragoon Road.

The road reserve is 20 metres in width, approximately 329 metres in length and has an area of approximately 0.65 hectares.

The unconstructed road doesn't seem to serve any strategic purpose that warrants the status quo to remain as is.

The procedure to permanently close road reserves or part thereof is outlined under section 58 of the *Land Administration Act 1997* and subsequently under regulation 9 of the *Land Administration Regulations 1998.*

The decision-making authority for the permanent closure of roads sits with the Minister for Lands. As such, this matter is being presented to Council in order to consider whether to support the applicants request to apply to the Minister to close the road.

If supported, the applicant must submit a request accompanied by information outlined under Regulation 9 of the *Land Administration Regulations,* which is to include a copy of Council's resolution on the matter.

An aerial plan is provided **(see appendices)**.

A copy of the applicant's proposal is provided **(see appendices)**.

COMMENT

Stakeholder Consultation

The proposal was advertised for a period of 35 days in accordance with the *Land Administration Act 1997,* which included written notification to adjoining landowners and a notification placed on the Shire's website. Furthermore, the proposal was referred to the following state agencies:

- Department of Planning, Lands and Heritage (DPLH); and
- Department of Primary Industries and Regional Development (DPIRD).

The Shire received one general comment and two comments of support during the consultation period. A copy of the Schedule of Submissions and Recommended Responses is provided (**see appendices**).

Road Closure

When considering an application for a permanent road closure, it is pertinent for Council to take the following into account:

- Whether the road is, indeed, unused and whether future planning for the area may necessitate the retention of the road.

  Officer Comment:

  The portion of road reserve is unconstructed and there is no plan for construction. There is no evidence that this road has been used informally and there is no obvious strategic need for the reserve to be retained.

- The views of adjoining owners and whether or not they support the proposal and any other submissions made on the proposal during the 35-day consultation period.

Officer Comment:

Three submissions were received, with no objections raised.

- Whether adjoining owner(s) are prepared to purchase the land and it can be disposed of in its entirety.

  Officer Comment:

  This request was initiated by an adjoining landowner, with the intent of amalgamating the relevant portion of land into the adjoining property.

- The concerns of various service authorities who may have infrastructure contained within the road reserve.

  Officer Comment:

  No service authority or state agency raised an objection.

Summary

In view of the above, the officer supports the closure of the unnamed and unconstructed road reserve. In accordance with comments from the DPLH, the portion of land would need to be rezoned from 'Reserve' to 'General Rural'. This process is to be facilitated by the applicant.

It should be noted that proceedings from the road closure and subsequent land transaction have no financial benefit to the Shire, as the land is owned by the Crown.

RISK IMPLICATIONS

Nil

STATUTORY/LOCAL LAW IMPLICATIONS

Land Administration Act 1997

Land Administration Regulations 1998

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

All costs associated with the road closure process will be borne by the applicant.

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024-2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Weeks SECONDED: Councillor Peczka

That Council support the proposed permanent closure of an unconstructed road reserve between Lots 1332, 421 and 413 Caraban Road, Caraban and authorise the CEO to execute any supporting documentation as required.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

SHIRE OF GINGIN	7 Brockman St Gingin WA 6503 P: 08 9575 5100 255 Vins Way Lancelin WA 6044 P: 08 9575 5155 E: mail@gingin.wa.gov.au	Shire of Gingin does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Gingin Shire Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.	Proposed Road Closure Location Scale: 1:8000 | Date: 15/10/2025	N

Our Ref: PN25288
Date: 25 July 2025

Developed Property Pty Ltd
ABN: 62 624 180 310
Phone: (08) 6119 9175
Office: 1/294-296 Rokeby Road Subiaco
Postal: PO Box 662Subiaco WA 6008
Email: info@developedproperty.com.au

Attn James Bayliss
Shire of Gingin
Development Services
Via mail@gingin.wa.gov.au

Dear Sir,

NO. 551 (LOT 1332) CARABAN ROAD, CARABAN | REQUEST FOR PERMANENT ROAD CLOSURE

Developed, on behalf of landowners of No. 551 Caraban Road, Caraban, have been engaged to provide a request to the Shire of Gingin for the consolidation (formal closure) of an unused/underutilised 'paper' road reserve for the respective subject site and between No. 598 (Lot 413), No. 551 (Lot 413) and No. 558 (Lot 421) Caraban Road, Caraban.

The landowners of No. 598 and No. 551 Caraban Road, Caraban have recently purchased No. 551 and are seeking the closure of the Shire's road reserve between lot's titled to the same entity, as indicated below. Informal discussions have been held with neighbouring owner at No. 558.

There is no evidence that this road has not been used vehicle access purposes, particularly as the lots have direct road frontage to either Barragoon Road or Caraban Road.

Figure 1: Subject Site – Road Closure Map (MNG 2025)

MATTERS OF DUE REGARD

To determine the viability of a road closure the following requirements must be satisfied.

REQUIREMENT	OUTCOME	
The road is not being used for vehicle access.	**SATISFIED** – the road acts as an internal shared road with no formal access via the MRWA road reservation.	☑
Whether there are any services located within that road (and if so, how it'll be addressed).	**SATISFIED** – only overhead powerlines with the electrical pillars positioned on other abutting lots.	☑
How the road connects to the broader road network.	**SATISFIED –** the unnamed road had no nexus to the existing road network and has remined underutilised.	☑
Which lots are affected by the request.	**SATISFIED** – only the abutting lots are affected, with no impact on existing road network.	☑
What would happen to the land.	**SATISFIED** – the land will be absorbed into the abutting lots.	☑

EXISTING SERVICES

The road closure will not result in loss of service or access. There are no other services or infrastructure (such as water, sewer or telecommunications) located within the road reserve to be closed.

Caraban
6041
Caraban
6041
Caraban
6041

SUMMARY

In summary, we request that the unnamed public road reserve be able to be closed as:

1. It does not form part of a constructed road network, nor has the Shire indicated that the road will ever be constructed.

2. It is unlikely to ever be required for vehicle access for fire access, as the other lots have direct frontage to Caraban Road or Barragoon Road.

3. The affected lots are owned by the same landowner with the exception of No. 558, who has voiced their acceptance of the road closure.

4. Any existing infrastructure can be protected by easements or relocated, if required.

Should the road be closed, it would either be partially or wholly be amalgamated into:

- Lot 413 Caraban Road, or
- Lot 1332 Caraban Road, or
- Lot 421 Caraban Road.

CONCLUSION

We look forward to the eventual working relationship with the Shire to facilitate a successful outcome. Should you have any queries in relation to the above information, please contact the undersigned on 08 6119 9175 or michael@developedproperty.com.au.

Yours sincerely,

Michael Stocco
Senior Urban Planner
Developed

SCHEDULE OF SUBMISSIONS AND APPLICANTS' RESPONSES

DEVELOPMENT APPLICATION: ROAD CLOSURE ON LOT 1332 (551) CARABAN ROAD, CARABAN

No.	Submitter	Submission details	Applicants' response
1.	DPLH	The submitter **supports** the application and provides the following general comment: *The Land Use Planning Division of the Department of Planning, Lands and Heritage support the proposal.* *It is recommended that if this proceeds, the closed road reserve should be reclassified to General Agriculture/Rural. This could potentially occur through the current LPS amendment with the WAPC, or through a separate amendment.*	
2.	DPIRD	The submitter provides the following general comment: *DPIRD does not object to the proposal to close the road.*	
3.	Ratepayer	The submitter **supports** the application and provides the following general comment: *A practical decision.*	

16.9 BOND REFUND REQUEST - LOT 11 OLD MOOLIABEENEE ROAD, GINGIN (ECO LIFESTYLE VILLAGE)

File	BLD/6903
Applicant	Velocity NW Pty Ltd
Location	Lot 11 Old Mooliabeenee Road, Gingin
Owner	Sanvidel Pty Ltd
Zoning	General Rural
WAPC No	NA
Author	James Bayliss - Executive Manager Regulatory and Development Services
Reporting Officer	James Bayliss - Executive Manager Regulatory and Development Services
Refer	Nil 21 May 2024 – Item 18.3 18 June 2024 – Item 18.1
Appendices	1. Applicant's Request [**16.9.1** - 2 pages]

DISCLOSURES OF INTEREST

Nil

PURPOSE

To consider releasing a performance bond related to Lot 11 (No. 25) Old Mooliabeenee Road, Gingin.

BACKGROUND

The Shire sold the subject land to the landowner in 2017 on the basis that the site would be developed as a lifestyle village. The Contract of Sale (CoS) outlined various obligations for each party, with the terms secured by an absolute Caveat on the land title.

Council at its Ordinary Meeting on 21 May 2024 resolved to temporarily lift the caveat relating to the property to enable the landowner to secure a mortgage to progress the development. At the time, the developer's funding facility was not prepared to enter a mortgage undertaking and the placement of the caveat back on the land title would have meant the development could not proceed.

In view of the above, Council at its OCM on 18 June 2024 resolved as follows:

That Council agree to lift the Caveat relating to Lot 11 (No. 25) Old Mooliabeenee Road, Gingin subject to the following:

1. *The landowner/developer enter a Replacement Agreement that comprises, inter alia, the following terms:*

    a. *Provision of a $250,000 bond paid to the Shire which will be released upon the following being completed:*

        - *Installation of three (3) homes connected to services (i.e. power/water/effluent system) and ready for occupancy.*
        - *Entry wall/statement completed.*
        - *Roads sealed.*

    b. *In the event the land is sold to a separate entity, or beneficial ownership of the landowner/developer changes within the meaning of the Corporations Act 2001 (Cth), the bond will be retained by the Shire.*

    c. *The Replacement Agreement is to be prepared by Solicitors for the Shire at the cost of the landowner.*

In accordance with Council's resolution, the parties subsequently entered into a Bond Agreement **(see confidential appendices)**.

There are 3 considerations that will determine whether the bond is to be released. These consideration are outlined below with corresponding officer comments. The Operations, Building and Health Teams have reviewed the developer's request and confirm that the development satisfies their relevant requirements.

(a) The construction of three (3) dwellings on the Land that are ready for occupancy and connected to all necessary services, including but without limitation, electricity, power, water, drainage and effluent disposal systems.

Officer Comment:

The land currently has 5 dwellings constructed and connected to the required services and are ready for occupancy.

(b) The construction of the entry wall and related signages to the Development.

Officer Comment:

The entry wall and signage were approved on 20 October 2023 and have since been constructed in accordance with the approval issued.

(c) The sealing of those roads within the Land which abut and provide public street access to the first row of homes, and the roads are to be constructed to the standards and specifications required by Written Law.

Officer Comment:

The internal roads have been constructed to a sealed standard satisfactory to the Shire and provide access to the first row of homes as required.

Summary

The development has satisfied the 3 items that require compliance in order for the performance bond to be released. The Shire is now required to return the performance bond in accordance with Clause 3.2 of the executed agreement.

There does not appear to be any sound reason not to agree to the landowner's request, and on that basis the officer supports return of the $250,000 bond.

RISK IMPLICATIONS

There is a risk of reputational damage and possible litigation if the bond is not retuned, as the terms of Bonding Agreement has been fulfilled.

STATUTORY/LOCAL LAW IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

BUDGET IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Gingin Strategic Community Plan 2024 - 2034

Aspiration	3. Planning & Sustainability - Plan for Future Generations
Strategic Objective	3.3 Planning and Land Use - Plan the use of the land to meet future requirements, incorporating economic development objectives and community amenity.

VOTING REQUIREMENTS - SIMPLE MAJORITY

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Weeks SECONDED: Councillor Hyne

That Council agree to return the performance bond of $250,000 secured under a Bond Agreement relating to Lot 11 (No. 25) Old Mooliabeenee Road, Gingin and authorise the CEO to execute the required documents to do so.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

Mr Scott Wildgoose
Chief Executive Officer
Shire of Gingin
7 Brockman Street
Gingin WA 6503

22 September 2025

Dear Scott

Gingin Eco Lifestyle Village - Bond Return Request

Firstly, thanks for your time in coming to site in recent months inclusive of the brief tour with Councillors and your Executives in mid-July.

As you know it's been a very wet winter in Gingin, and we have unfortunately had delays in progressing works on site putting us behind schedule for opening the Village.

We can now see that key landscaping and home gardens can be completed within the next 4-6 weeks so given that the next batch of 11 new homes will start arriving on site in December we think the best window for an official opening will be in late November.

Accordingly, we will contact you in late October to confirm the opening date to ensure there is sufficient time for engagement with the local community and your team.

Ahead of the opening, in finalising all the works necessary, we are now in a position to request your endorsement of the return of our bond that the Shire hold for $250,000.

As you know the Shire requested that we complete the following:

> *The construction of three (3) dwellings on the Land that are ready for occupancy and connected to all necessary services, including but without limitation, electricity, power, water, drainage and effluent disposal systems;*
>
> *The construction of the entry wall and related signages to the Development; and*
>
> *The sealing of those roads within the Land which abut and provide public street access to the first row of homes; and the roads are to be constructed to the standards and specifications required by Written Law.*

Sanvidel Pty Ltd
L3, Suite 18/23 Railway Road, Subiaco, WA, 6008 • PO Box 1191, Subiaco WA 6904
• E: info@gelv.com.au • Web: www.ecolifestylevillages.com.au
ABN: 11 747 535 661

You will note that we have 5 dwellings complete and connected to services.

I look forward to your early confirmation of your approval for the bond return and have put our account details below for the refund:

[redacted]

In the meantime, if you have any questions please contact Kevin or myself at your earliest convenience.

Kind regards

Mike Hollett

Founding Director

Sanvidel Pty Ltd
L3, Suite 18/23 Railway Road, Subiaco, WA, 6008 • PO Box 1191, Subiaco WA 6904
• E: info@gelv.com.au • Web: www.ecolifestylevillages.com.au
ABN: 11 747 535 661

17 REPORTS - OPERATIONS AND ASSETS

Nil

18 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

19 COUNCILLORS' OFFICIAL REPORTS

19.1 CR VIS

I attended the Ocean Farm AGM last week.

19.2 CR STEWART

I attended the WALGA convention last month with Cr Weeks. It was a great networking event. Displays included a lot of customer service technology which we can speak to the CEO about. There were also a lot of toilet block solutions that may be suitable for the Lancelin ORVA, which again we can discuss with Council. I found the convention to be interesting, with interesting speakers and motivational.

19.3 CR BALCOMBE

I have been away, but I did attend the Neergabby Community Breakfast. I encourage everyone to attend this event as it's an excellent opportunity to meet with locals. I commend the Neergabby Community Association for running this event and I look forward to attending more in the future.

Can any Councillor providing a report please submit it on the appropriate form for recording.

20 NEW BUSINESS OF AN URGENT NATURE

Nil

21 MATTERS FOR WHICH MEETING IS TO BE CLOSED TO THE PUBLIC

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Woods SECONDED: Councillor Vis

That Council move into a Confidential Session to discuss Item 21.1.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

The meeting was closed to the public and the public recording was suspended at 4:18pm. All members of the public present in the Gallery left Council Chambers.

21.1 ASSIGNMENT OF LEASE - LOTS 31 & 762 (RESERVE 21760) HOPKINS STREET, LANCELIN

File	CPT/12
Author	Rachael Wright – Executive Manager Corporate Services
Reporting Officer	Rachael Wright - Executive Manager Corporate Services
Refer	Nil
Appendices	{attachment-list}

Reasons for Confidentiality

This report is confidential in accordance with Section 5.23(2) of the *Local Government Act 1995* which permits the meeting to be closed to the public for business relating to the following:

e. a matter that if disclosed, would reveal –
   i) a trade secret;
   ii) information that has a commercial value to a person; or
   iii) information about the business, professional, commercial or financial affairs of a person. Where the trade secret or information is held by, or is about, a person other than the local government.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Kestel SECONDED: Councillor Peczka

That Council:

1. **Consent to the assignment of lease between the existing tenant and incoming operator, as detailed in the body of this report and subject to confirmation of satisfactory financial standing and compliance checks; and**

2. **Authorises the Chief Executive Officer to execute the Deed of Assignment and any associated documentation on behalf of the Shire.**

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

COUNCIL RESOLUTION/OFFICER RECOMMENDATION

MOVED: Councillor Vis SECONDED: Councillor Woods

That the meeting be re-opened to the public.

CARRIED UNANIMOUSLY
9 / 0

FOR: *Councillor Balcombe, Councillor Hyne, Councillor Kestel, Councillor Peczka, Councillor Stewart, Councillor Vis, Councillor Weeks, Councillor Wilkie and Councillor Woods*

AGAINST: *Nil*

The meeting re-opened to the public at 4.20pm. Four members of the public returned to the Gallery and were advised of Council's decision by the Presiding Member.

22 CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 4:22pm.

The next Ordinary Council Meeting will be held in Council Chambers at the Shire of Gingin Administration Centre, 7 Brockman Street, Gingin on 18 November 2025, commencing at 3:00pm.