CLE Town Planning + Design

Our Reference: 3244Ltr134C
Enquiries: Harry Norman

1 April 2025

Gary Sherry
Chief Executive Officer
Shire of Brookton
PO Box 42
Brookton WA 6306

ATTENTION: Gary Sherry

Dear Gary

RE: RAIL LOADING FACILITY - UPGRADES
LANDGATE ID NUMBER 12102486, LOT 422 (20) SEWELL STREET, LOT 51 (46) BARTRAM STREET, LOT 5 (87) AND LOT 436 (83) RICHARDSON STREET, LOT 27 (49) AND LOT 52 (29) SMITH STREET, BROOKTON

On behalf of CBH Group (CBH), CLE Town Planning + Design (CLE) are lodging a Development Application for upgrades to the existing rail loading facility located within sections of vacant crown land (Landgate ID 12102486), Lot 422 (20) Sewell Street, Lot 51 (46) Bartram Street, Lot 5 (87) and Lot 436 (83) Richardson Street, Lot 27 (49) and Lot 52 (29) Smith Street in Brookton.

It is noted that whilst CBH are listed as the Applicant on the application forms, CLE are acting on behalf of CBH for this application.

Please find enclosed the following within this application for development approval:

- Application Forms (Shire of Brookton).
- Certificate of Title.
- Plans and Elevations (WGA).
- Site Context Plan (CLE Ref. 3244-131D-01).
- Noise Impact Assessment Report (SLR Consulting).
- Bushfire Management Plan (Green Start Consulting).
- Traffic Impact Note (Shawmac).
- Dust Management Plan (CBH Group).
- PTA Letter of Consent.
- Development Approval – Rail Siding (May 2022).
- Amended Development Approval – Rail Siding (November 2022).
- Delegation and consent to sign.

It is our understanding that the application fees are payable once the application has been lodged with the Shire. Upon the Shire receiving and confirming receipt of the Development Application, if this amount could be confirmed, payment will be arranged.

BACKGROUND

CBH has over 130 sites across the State which receive, handle, store and outload approximately 90 percent of Western Australia's grain harvest. The existing Brookton site includes rail loading facilities which have been operating at capacity for a number of years. This development application proposes to upgrade the existing facilities on site by improving grain loading efficiency to support the recently constructed rail siding extension and thereby alleviating the current deficiencies on site.

The proposed upgrades represent the second phase of new infrastructure at the Brookton site with a new rail siding recently approved and constructed to support the proposed upgrade works subject to this application.

In May 2022, a new rail siding and associated works were approved by the Shire and included the preliminary works associated with the facility and included clearing and earthworks/civil works for the loading facility. The rail siding upgrade is one of the projects within the first package of the WA Agricultural Supply Chain Improvements (ASCI) funding program. Along with other rail siding and out loading upgrades at Broomehill (complete) Cranbrook (under construction), Konnongorring (under construction) and Moora (under construction), this proposal aims to maximise efficiencies to deliver more tonnes to port. The use of rail to deliver tonnes to port further reduces reliance on road transport which has benefits to road users and the community.

For CBH and the grain growing industry, these works will further assist the effort to move grain rapidly to port, to capitalise on market demand. Loading longer trains more quickly at the strategically located CBH bins will bring tangible financial returns to growers in the region.

The new rail siding will be owned by State Government and managed and maintained by Arc Infrastructure. The following report provides background information and supporting technical reporting related to the proposed works and operation of the facility in conjunction with the approved siding.

Site Details

The application area traverses the boundary of six (6) lots, with all but one lot owned by the State of WA with management orders to the Public Transport Authority (PTA). These are set out below:

- Lot 5 (87) Richardson Street (owned by CBH)
- Lot 436 (83) Richardson Street
- Lot 422 (20) Sewell Street
- Lot 51 (46) Bartram Street
- Lot 27 (49) Smith Street
- Lot 52 (29) Smith Street

A portion of vacant crown land (Land ID 12102486) has been included in this application as the proposed regrading works to the existing access road traverse through this section of the land parcel. There is no Certificate of Title available for this portion of vacant Crown land (Land ID 12102486).

It is noted that CBH's surrounding landholdings (Lots 2-4, 100, 54 and 200) to the south and west do not form part of this application.

PROPOSAL

To support the approved rail siding works, this application proposes the upgrade of the existing rail loading facility and new loading silos. The details of the proposal include the following:

- Two (2) x 5kt silos;
- Elevator in-loading pit;
- Removal of 'G' type storage shed, which is at the end of its life cycle;
- Temporary amenities, crib room, store and associated parking; and
- Regrading and resurfacing to existing access road.

Rail out loading will be undertaken via drag chain to the elevator and overhead conveyors to existing overhead rail bins. Two grain storage silos are proposed to be constructed, with the existing 'G type' shed to be removed to accommodate the new storage.

The extent of these works is depicted within the area denoted as 'Development Area' as shown in Attachment 4. Relevant to the rail loading facility upgrades, the works are confined only to Lot 27 (49) Smith Street and Lot 422 (20) Sewell Street, Brookton.

It is noted that the proposed amenities, crib and storage room located on lot 5 owned by CBH, will simply be temporary for use by staff during construction.

Further detail regarding the extent of the proposed works is enclosed within the detailed design drawings prepared by WGA (refer Attachment 3).

The proposed upgrades will see the installation of new, more efficient train loading infrastructure, which together with the recently constructed rail siding extension, will enable grain to be loaded onto trains more efficiently, delivering tonnes to port faster. This is critical for CBH to meet its long-term strategic objectives to cater for increasing grain production and continue to deliver value for WA grain growers.

This project is one of several projects funded under the ASCI program of works, representing a broader goal of moving more grain tonnes to port via rail to meet international export demand. The improved rail loading facility will have an increased tonnes per hour loading capacity, reducing the current loading time at Brookton by 2.5 hours from 10.4 hours to 7.8 hours.

Operating Hours

No changes to the existing operating hours are proposed as part of this application. As is currently the case, during peak harvest periods (November to January), the facility will operate all day on a 24/7 basis.

During off-peak periods, typical daylight operations hours will apply and will occur predominately between 7:00am and 7:00pm with night-time loading to be undertaken as required.

PLANNING ASSESSMENT

The following section summaries the key planning requirements outlined in the Shire of Brookton's Local Planning Scheme No.4 (LPS 4), as well as policies relevant to the proposal.

Zoning and Land Use

The proposed development has been assessed against the criteria of LPS 4 and is consistent with the applicable requirements.

All subject lots (except for Lot 422 (20) Sewell Street) are zoned 'General Industry' in LPS 4, with the objectives being:

- *To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.*
- *To accommodate industry that would not otherwise comply with the performance standards of light industry.*
- *Seek to manage impacts such as noise, dust and odour within the zone.*

The upgrades to the existing rail loading facility are consistent with the objectives of the 'General Industry' zone and reflects previous approvals on site. In August 2019, the Shire of Brookton approved expansions to the existing receival and storage facility under a 'Rural Industry' land use.

The proposed works simply represent additions to the existing facility which are entirely consistent with the existing 'Rural Industry' approval.

The proposal is consistent with the objectives of the zone by facilitating the handling and processing of grain on site and intends to expand on the existing infrastructure by improving the current grain processing and loading capability of the site, consistent with the existing land use.

Lot 422 (20) Sewell Street for which a portion of the upgrades are proposed is reserved as 'Railways' in LPS 4, with the reserve objectives being "*to set aside land required for passenger rail and rail freight services".*

The proposed upgrades satisfy the objectives of LPS 4 and reflects the purpose of the 'Railways' reserve by facilitating the efficient movement and loading of grain in the locality to support the farming and rural pursuits in Brookton and its surrounds.

Having regard to the above, the proposal upgrades are entirely consistent with the ultimate purpose intended for the reserve. The managing body Public Transport Authority have provided their consent to undertake the upgrades in the 'Railways' reserve, as demonstrated in the application form (Attachment 9).

Ultimately, this application is a much-needed upgrade to the rail network to help alleviate these current shortcomings, which will provide for a far more efficient and productive agricultural industry in the locality.

EPA Separation Distances between Industrial and Sensitive Land Uses No.3 (2005)

The EPA's Separation Distances between Industrial and Sensitive Land Uses (the Guidance Statement) provides guidance on the assessment of industry and generic separation distances between sensitive land uses. In the consideration of the proposed application, the impact of the grain elevator (conveyor belt) incorporated as part of the train loading machinery is a relevant consideration.

Accordingly, an acoustic assessment and dust management plan have been prepared by SLR acoustic consultants and CBH Group respectively in response to the considerations of the Guidance Statement.

A notional buffer distance of 500m is assumed as part of the Guidance Statement, which provides a default in lieu of any subsequent modelling having been undertaken with impacts such as noise, dust and risk applicable considerations. These considerations are relevant in respect to portions of 'Residential' zoned land to the north, as well as 'Rural Residential' zoned to the south. This includes properties along Groser Street to the north, which are located approximately between 200m and 300m from the proposed elevator (at the closest point)

It should be emphasised that this application only looks to upgrade the existing facility, rather than facilitate development on a new site and in doing so reduces the impacts of noise and dust to the surrounding community.

The Noise Impact Assessment (Attachment 5) prepared as part of this application confirms that the facility results in an overall net reduction in noise ensuring the property complies with the relevant noise criteria once mitigated measures are implemented.

In regard to the factor of risk, the Guidance Statement identifies risk to be an accident or incident causing injury or death to the public. Given the location, layout, and separation of the land use from any public or private property, there is an insignificant public risk associated with the land use which already operates without detriment to surrounding sensitive land uses.

All considerations of the Guidance Statement are therefore managed and have been demonstrated in the relevant technical documents outlined below.

TRAFFIC

Brookton is a key receival site in the CBH network, attracting grower deliveries from the surrounding area during harvest. It is noted that the proposed development represents an upgrade to existing infrastructure to enable more efficient train loading, reducing time taken to load trains.

It is important to emphasise there will be no additional traffic above what is currently experienced on site as a result of the works, with no changes proposed to existing vehicle operations. This is confirmed in the traffic note prepared by Shawmac traffic engineers, as set out in Attachment 7.

ACOUSTIC

The new loading facility will result in a net reduction in noise emissions in the locality, given the overall 2.5 hour reduction in loading times on site due to more efficient rail loading capabilities where wagons can now be loaded 50% faster.

A Noise Impact Assessment report has been prepared by SLR acoustic consultants which demonstrates that the operation of the facility will meet the requirements of *State Planning Policy 5.4 Road and Rail Noise (SPP 5.4)* and the *Environmental Protection (Noise) Regulations 1997.*

These policies aim to manage the impact of noise on sensitive land uses which is relevant given the nearby residential properties.

The report assesses the impact of noise and vibration from both rail and road operations associated with the facility and concludes that the site can operate to meet all applicable noise targets and will not pose any additional noise impacts to nearby residential properties.

The demolition of the G-type storage shed (due to reaching end of life) which acted as a partial noise barrier between truck and equipment operations has necessitated the need to further investigate noise impacts to nearby residential properties to the north along Groser Street and Richardson Street (R1 to R5 as per Noise Impact Assessment).

It is important to emphasise that these noise impacts are not a result of increases in noise associated with the proposed upgrades, but due to the removal of the G-Type shed.

For day time harvest operations, Table J of the Noise Impact Assessment, demonstrates that predicted noise emissions are to be within 1db of assigned noise levels for the nearby residential properties (R1 to R5). This exceedance is only expected to occur only 10% of the time and relates to on-site road transport within the site and silo filing, with the majority of daytime peak harvest periods complying with the relevant noise regulations.

Rail loading operations may be required during evening and nighttime periods during harvest periods, subject to train scheduling, with Table J of the Noise Impact Assessment outlining that noise emissions marginally exceed (49db) noise levels for the five nearby residential properties (R1-R5). This however is only to be expected to be required over a 6 week period (November to January), with the majority of loading occurring during day time periods. The need for night filling of the proposed five kiloton silos will be infrequent and only on an as needed basis, depending on demand.

Furthermore, background noise monitoring undertaken for the Brookton site demonstrates that background noise generated from nearby tree canopy in windy conditions, exceeds (52db) peak harvest evening and nighttime operations, demonstrating that the noise generated is negligible and unlikely to have a material impact on nearby residents.

Further detail on the predicted noise levels is enclosed within SLR's Noise Impact Assessment (refer Attachment 5).

DUST

A Dust Management Plan (refer Attachment 8) has been prepared by CBH to outline the commitments associated with minimising the ongoing impact of dust emissions from the proposed fixed rail loading facility.

The measures outlined in the plan will ensure that any potential dust emissions will be mitigated so that surrounding properties are not impacted.

BUSHFIRE

A Bushfire Management Plan has been prepared by Green Start Consulting which demonstrates that the operation of the facility will be compliant with the requirements of *State Planning Policy 3.7 Bushfire* (SPP 3.7). The portion of the site where development is proposed is identified as being bushfire prone within the DFES state map of bushfire prone areas. SPP 3.7 and the relevant guidelines set out considerations for the assessment of development within bushfire prone areas which have been considered as part of this application.

The BMP demonstrates that only a portion of the new facility in the north-west corner of the site will be subject to a BAL rating of BAL-29, with the majority of the site subject to a rating of BAL-12.5 or below. The BMP confirms that bushfire is not an impediment to development and that each of the elements listed within the Guidelines for Planning in Bushfire Prone Areas has been addressed (refer Attachment 6).

DRAINAGE

No modifications to the drainage infrastructure approved as part of the rail siding development application is required for the facility, with the site being able to accommodate onsite stormwater and upstream runoff without any impact to the new rail siding or other surrounding infrastructure or properties.

The minor drainage design modifications approved as part of the rail siding approval will be implemented as required, with all access and maintenance tracks and roads to be suitably sealed and drained.

CONCLUSION

The proposed upgrades to the existing fixed rail loading facility are consistent with the objectives and intent of the 'General Industry' zone of LPS 4 and is entirely appropriate for the location.

This application follows on from the recent rail siding approval, with the upgrades to loading infrastructure proposed as part of this application to enhance CBH's Brookton's capacity to load grain via rail. The works will vastly improve the capacity of the region to transport grain, which will have a significant benefit for local growers, the local economy and the wider community.

We would appreciate if you would consider this application in a favourable manner. Should you have any queries regarding this application please contact Harry Norman on 9382 1233 or via email [redacted]

Yours faithfully

HARRY NORMAN
SENIOR PLANNER
CLE TOWN PLANNING + DESIGN

Enc:
Attachment 1 – Application Forms
Attachment 2 – Certificate of Titles
Attachment 3 – Plans and Elevations (WGA)
Attachment 4 – Site Context Plan (CLE 3244-131D-01)
Attachment 5 – Noise Impact Assessment Report (SLR Consulting)
Attachment 6 – Bushfire Management Plan (Green Start Consulting)
Attachment 7 – Traffic Impact Note (Shawmac)
Attachment 8 – Dust Management Plan (CBH Group)
Attachment 9 – PTA Letter of Consent
Attachment 10 – Development Approval – Rail Siding (May 2022)
Attachment 11 – Amended Development Approval – Rail Siding (November 2022)
Attachment 12 - Delegation and consent to sign.

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 24.02.2025	

Property Details

Lot No: 1	House/Street No: 3	Location No:
Diagram or Plan No: 44738	Certificate of Title Vol. No: 2936	Folio: 711
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Collard Street	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

CHECK LIST FOR SUPPORTING DOCUMENTS

SITE PLANS

- Electronic delivery – One (1) copy of the site plan with the proposed development at a scale of not less than 1:500
- Hard Copy delivery - Two (2) copies of the site plan with the proposed development at a scale of not less than 1:500
- Scale to be notated
- North point
- Street Name – Lot number and if appropriate house number
- Location of existing and proposed buildings on site
- Means of access (crossover, driveway, etc.)

HOME OCCUPATIONS, COTTAGE INDUSTRIES or LAND USE APPLICATIONS

- Details of the proposal
- Hours of operation (including operating times during the day and days of operation during the
- week)
- Location of the proposal on site (see Site Plans)
- Details of access and parking (see Site Plans)

Should an Application for Development Approval not contain all the requirements, as detailed above, it will be considered incomplete and will not be accepted by the Shire of Brookton.

OFFICE USE ONLY

Lodgment Date: _____ Property Assessment No.: _____

Fee Payable: _____ Payment Date: _____ Receipt No: _____

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 24.02.2025	

Property Details

Lot No: 27	House/Street No: 49	Location No:
Diagram or Plan No: 63222	Certificate of Title Vol. No: 2187	Folio: 503
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Smith Street	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

CHECK LIST FOR SUPPORTING DOCUMENTS

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Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 24.02.2025	

Property Details

Lot No: 51	House/Street No: 46	Location No:
Diagram or Plan No: 222180	Certificate of Title Vol. No: 555	Folio: 189A
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Bartram	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

CHECK LIST FOR SUPPORTING DOCUMENTS

SITE PLANS

- Electronic delivery – One (1) copy of the site plan with the proposed development at a scale of not less than 1:500
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- Scale to be notated
- North point
- Street Name – Lot number and if appropriate house number
- Location of existing and proposed buildings on site
- Means of access (crossover, driveway, etc.)

HOME OCCUPATIONS, COTTAGE INDUSTRIES or LAND USE APPLICATIONS

- Details of the proposal
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Fee Payable: _____ Payment Date: _____ Receipt No: _____

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 20.02.2025	

Property Details

Lot No: 52	House/Street No: 29	Location No:
Diagram or Plan No: 222180	Certificate of Title Vol. No: 1136	Folio: 350
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Smith Street	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

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Fee Payable: _____ Payment Date: _____ Receipt No: _____

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 24.02.2025	

Property Details

Lot No: 422	House/Street No: 20	Location No:
Diagram or Plan No: 213828	Certificate of Title Vol. No: 3120	Folio: 240
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Sewell Street	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

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- Location of the proposal on site (see Site Plans)
- Details of access and parking (see Site Plans)

Should an Application for Development Approval not contain all the requirements, as detailed above, it will be considered incomplete and will not be accepted by the Shire of Brookton.

OFFICE USE ONLY

Lodgment Date: _____ Property Assessment No.: _____

Fee Payable: _____ Payment Date: _____ Receipt No: _____

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: State of Western Australia (Public Transport Authority)			
ABN: (if applicable) 61 850 109 576			
Postal Address: PO Box 8125 Perth Business Centre, 6849			
Phone	Work:	Home:	Mobile: [redacted]
Email: [redacted]			
Contact Person for Correspondence: Ajrina Baradja			
The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).			
Signature:		Date: 6/2/25	
Signature:		Date:	

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman - Senior Planner			
It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.			
Signature: H. Norman		Date: 24.02.205	

Property Details

Lot No: 436	House/Street No: 83	Location No:
Diagram or Plan No: 184673	Certificate of Title Vol. No: 3120	Folio: 241
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Richardson Street	Suburb: Brookton	
Nearest street intersection:		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☑ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive):

Estimated time of completion:

CHECK LIST FOR SUPPORTING DOCUMENTS

SITE PLANS

- Electronic delivery – One (1) copy of the site plan with the proposed development at a scale of not less than 1:500
- Hard Copy delivery - Two (2) copies of the site plan with the proposed development at a scale of not less than 1:500
- Scale to be notated
- North point
- Street Name – Lot number and if appropriate house number
- Location of existing and proposed buildings on site
- Means of access (crossover, driveway, etc.)

HOME OCCUPATIONS, COTTAGE INDUSTRIES or LAND USE APPLICATIONS

- Details of the proposal
- Hours of operation (including operating times during the day and days of operation during the
- week)
- Location of the proposal on site (see Site Plans)
- Details of access and parking (see Site Plans)

Should an Application for Development Approval not contain all the requirements, as detailed above, it will be considered incomplete and will not be accepted by the Shire of Brookton.

OFFICE USE ONLY

Lodgment Date: _____ Property Assessment No.: _____

Fee Payable: _____ Payment Date: _____ Receipt No: _____

Shire of Brookton

LOCAL PLANNING SCHEME NO. 4
APPLICATION FOR DEVELOPMENT APPROVAL

Land Owner Details

Full Name: CBH Group			
ABN: (if applicable) 29 256 604 947			
Postal Address: Level 6, 240 St Georges Terrace, Perth WA 6000			
Phone	Work: 08 9216 6061	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Timothy Roberts			

The Signature of the owner(s) is required on this application in order for it to proceed. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).

Signature:	Date: 18/03/2025
Signature:	Date:

Applicant details (if different from owner)

Name: CLE Town Planning + Design			
Address: 2 Abbotsford Street, West Leederville, WA, 6007			
Phone	Work: 9382 1233	Home:	Mobile:
Email: [redacted]			
Contact Person for Correspondence: Harry Norman			

It is accepted the information and plans provided with this application may be made available by the Local Government for Public viewing.

Signature:	Date: 18/03/2025

Property Details

Lot No: 5	House/Street No: 87	Location No:
Diagram or Plan No: D002701	Certificate of Title Vol. No: 2187	Folio: 504
Title encumbrances (e.g. easements, restrictive covenants, etc):		
Street Name: Richardson Street	Suburb: Cranbrook	
Nearest street intersection: Richardson Street and Lefroy Street		

Proposed Development

Nature of Development, (Works, Land/Premise Use or Works and Use):

☐ Works ☐ Use ☑ Works & Use

Is an exemption from development claimed for part of the development? ☐ Yes ☐ No

If yes, is the exemption for: ☐ Works ☐ Use

Description of proposed works and/or land use: Upgrades to existing rail loading facility

Nature of any existing buildings and/or land use: Over rail loading facility

Approximate cost of proposed development (GST Exclusive): $28,370.219

Estimated time of completion: 30 July 2026

CHECK LIST FOR SUPPORTING DOCUMENTS

SITE PLANS

- Electronic delivery – One (1) copy of the site plan with the proposed development at a scale of not less than 1:500
- Hard Copy delivery - Two (2) copies of the site plan with the proposed development at a scale of not less than 1:500
- Scale to be notated
- North point
- Street Name – Lot number and if appropriate house number
- Location of existing and proposed buildings on site
- Means of access (crossover, driveway, etc.)

HOME OCCUPATIONS, COTTAGE INDUSTRIES or LAND USE APPLICATIONS

- Details of the proposal
- Hours of operation (including operating times during the day and days of operation during the
- week)
- Location of the proposal on site (see Site Plans)
- Details of access and parking (see Site Plans)

Should an Application for Development Approval not contain all the requirements, as detailed above, it will be considered incomplete and will not be accepted by the Shire of Brookton.

OFFICE USE ONLY

Lodgment Date: 01/04/2025 Property Assessment No.: Various

Fee Payable: $34,196.00 Payment Date: 15/04/2025 Receipt No: 48950

INDEXED ✓ JT *

Transfer A443796
Volume 1000 Folio 986

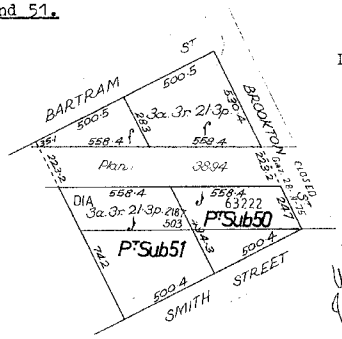
WESTERN AUSTRALIA ORIGINAL REGISTER BOOK VOL. 555 FOL. 189A

D48663
D49789
D49787
D63222

Certificate of Title

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

John Thorpe of 65 Toowong Street, Bayswater, Welder and Truck Driver, is now the proprietor of an estate in fee simple subject to the easements and encumbrances notified hereunder in the natural surface and therefrom to a depth of two hundred feet in all those pieces of land delineated and coloured green on the map hereon containing together seven acres three roods two and six-tenths perches or thereabouts, being portion of each of Brookton Suburban Lots 50 and 51.



Scale. 5 chains to an inch.
Public Brookton T/site

Dated the 27th day of September, 1971.

REGISTRAR OF TITLES.

Transfer A540819 to Minister for Western Australian Government Railways of Wellington Street Perth. Registered 6th July 1972 at 12.14 pm.

CT 0555 0189A F

67221/ 12/69—12M—O/FAL

For encumbrances and other matters affecting the land see back

EASEMENTS AND ENCUMBRANCES REFERRED TO

TRANSFER / APPLICATION H386982
Registered: 13.3.00 at 8.22 hrs.
As to D.63222 INCLUDED
IN VOL 2187 FOL 503

CERTIFICATE OF TITLE

VOL. 555 FOL. 189A

CT 0555 0189A B

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1136	**350**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 52 ON DEPOSITED PLAN 222180

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(T A533540) REGISTERED 19/6/1972

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

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE.
2. H386984 PORTION COMPRISED IN DIAGRAM 63222 TO VOL 2187 FOL 503. REGISTERED 13/3/2000.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND:	1136-350 (52/DP222180)
PREVIOUS TITLE:	394-189
PROPERTY STREET ADDRESS:	29 SMITH ST, BROOKTON.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF BROOKTON
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2187	**503**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 27 ON DIAGRAM 63222

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(A H386984) REGISTERED 13/3/2000

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

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND:	2187-503 (27/D63222)
PREVIOUS TITLE:	113-60A, 555-189A, 1136-350
PROPERTY STREET ADDRESS:	49 SMITH ST, BROOKTON.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF BROOKTON
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
LR3120	**240**

RECORD OF QUALIFIED CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 422 ON DEPOSITED PLAN 213828

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE WITHOUT MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: STATE OF WESTERN AUSTRALIA

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

1. H420373 RESERVE 34325 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 17/4/2000.

Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

----------END OF CERTIFICATE OF CROWN LAND TITLE----------

STATEMENTS:

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

SKETCH OF LAND:	LR3120-240 (422/DP213828)
PREVIOUS TITLE:	LR3022-351
PROPERTY STREET ADDRESS:	20 SEWELL ST, BROOKTON.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF BROOKTON
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: A000001A CORRESPONDENCE FILE 01167-1972-01RO.
NOTE 2: LAND PARCEL IDENTIFIER OF BROOKTON TOWN LOT/LOT 422 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 422 ON DEPOSITED PLAN 213828 ON 09-SEP-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

END OF PAGE 1 - CONTINUED OVER

NOTE 3: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
LR3120	**241**

RECORD OF QUALIFIED CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 436 ON DEPOSITED PLAN 184673

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE WITHOUT MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: STATE OF WESTERN AUSTRALIA

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

1. H420373 RESERVE 34325 FOR THE PURPOSE OF RAILWAY PURPOSES REGISTERED 17/4/2000.

Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

----------END OF CERTIFICATE OF CROWN LAND TITLE----------

STATEMENTS:

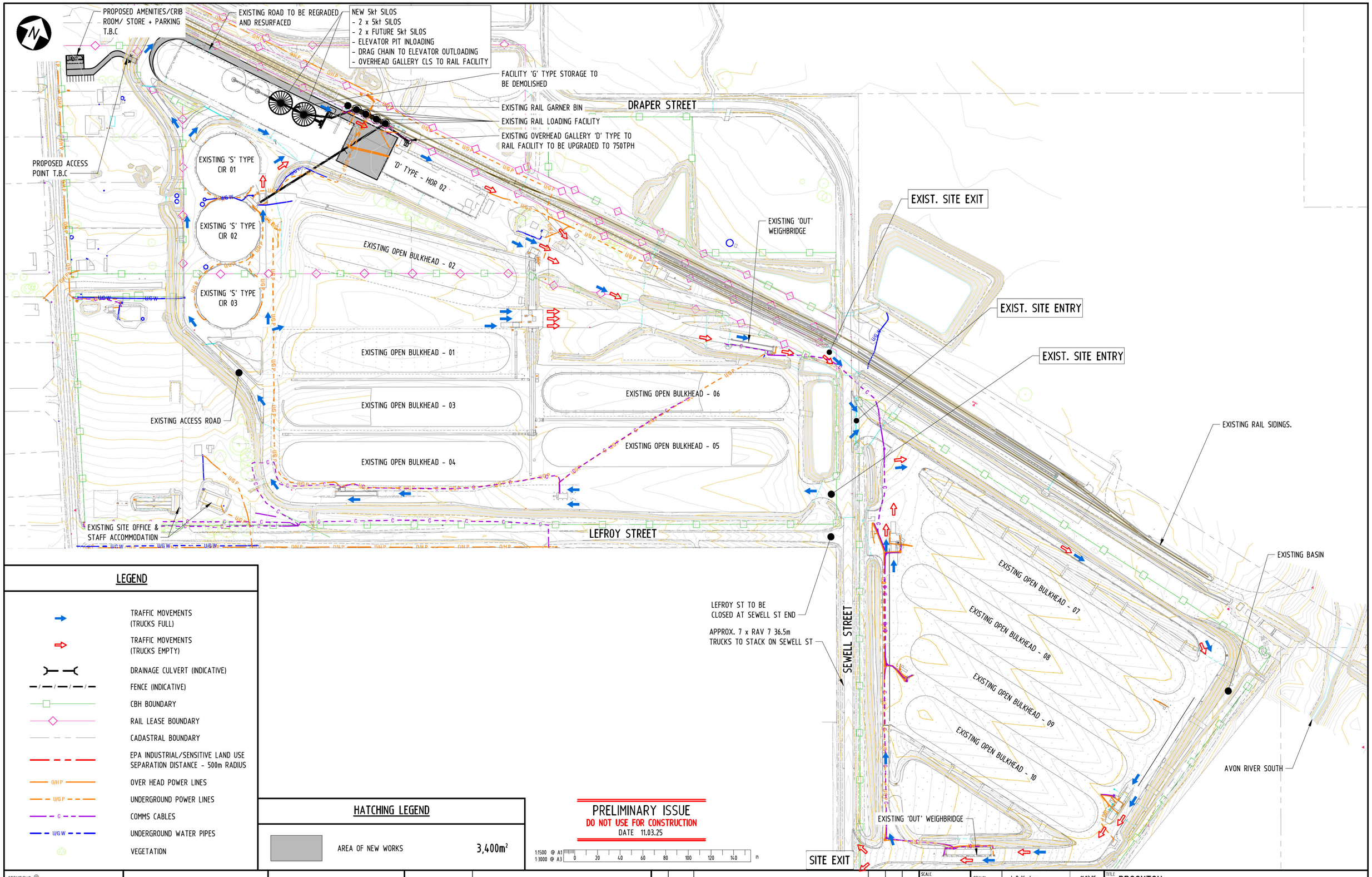
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	LR3120-241 (436/DP184673)
PREVIOUS TITLE:	LR3022-351
PROPERTY STREET ADDRESS:	83 RICHARDSON ST, BROOKTON.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF BROOKTON
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: A000001A CORRESPONDENCE FILE 01167-1972-01RO.
NOTE 2: LAND PARCEL IDENTIFIER OF BROOKTON TOWN LOT/LOT 436 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 436 ON DEPOSITED PLAN 184673 ON 09-SEP-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

END OF PAGE 1 - CONTINUED OVER

NOTE 3: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.



LEGEND

- TRAFFIC MOVEMENTS (TRUCKS FULL)
- TRAFFIC MOVEMENTS (TRUCKS EMPTY)
- DRAINAGE CULVERT (INDICATIVE)
- FENCE (INDICATIVE)
- CBH BOUNDARY
- RAIL LEASE BOUNDARY
- CADASTRAL BOUNDARY
- EPA INDUSTRIAL/SENSITIVE LAND USE SEPARATION DISTANCE - 500m RADIUS
- O/H P — OVER HEAD POWER LINES
- U/G P — UNDERGROUND POWER LINES
- C — COMMS CABLES
- U/G W — UNDERGROUND WATER PIPES
- VEGETATION

HATCHING LEGEND

AREA OF NEW WORKS 3,400m²

PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE 11.03.25

1:1500 @ A1
1:3000 @ A3
0 20 40 60 80 100 120 140 m

CBH GROUP
ABN 29 256 604 947

CBH GROUP
LEVEL 6
240 ST GEORGE'S TERRACE
PERTH W.A. 6000
PH (08) 9237 9600
FAX (08) 9322 3942

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
-	-	A	11.03.25	ISSUED AS CHECK PRINT AND FOR REVIEW	JB		

SCALE 1:1500
SHEET A1
PROJECT
CO-ORDINATE SYSTEM BROOKTON94

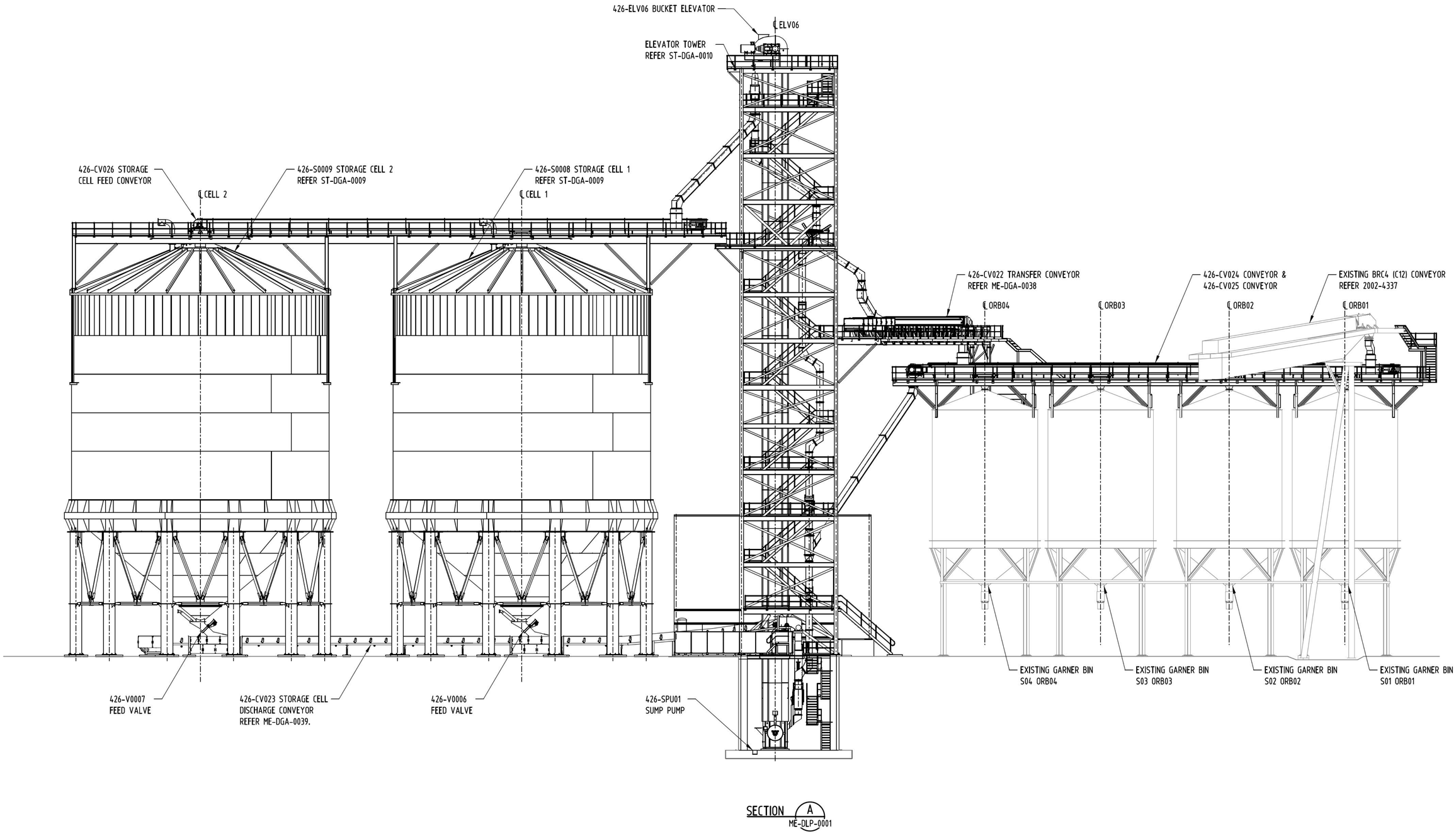
DRAWN	J. Bullingham	11.03.25
CHECKED		
DESIGNED		
DESIGN APPR		
PROJECT APPR		

TITLE
BROOKTON
DA APPROVAL
SITE UPGRADE & FIXED RAIL OUTLOADING
SITE ARRANGEMENT PLAN

ORG No 426-ENG-CI-DLP-0008 | SHEET 1 OF 1 | REV. A

NOTES

1. GENERAL MECHANICAL NOTES REFER ME-COV-0001.



SECTION A
ME-DLP-0001

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

1:150 @ A1
1:300 @ A3
0 2000 4000 6000 8000 10000 12000 14000 mm

CBHGROUP
ABN 29 256 604 947

WGA

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
ME-DEL-0009	GENERAL ARRANGEMENT - ELEVATIONS - SHEET 3 OF 3						
ME-DEL-0008	GENERAL ARRANGEMENT - ELEVATIONS - SHEET 2 OF 3	B	06.12.24	ISSUED FOR CLIENT APPROVAL	MLD		
ME-DLP-0001	RAIL LOADING FACILITY - SITE PLAN	A	06.09.24	ISSUED FOR 60% DESIGN	BA		

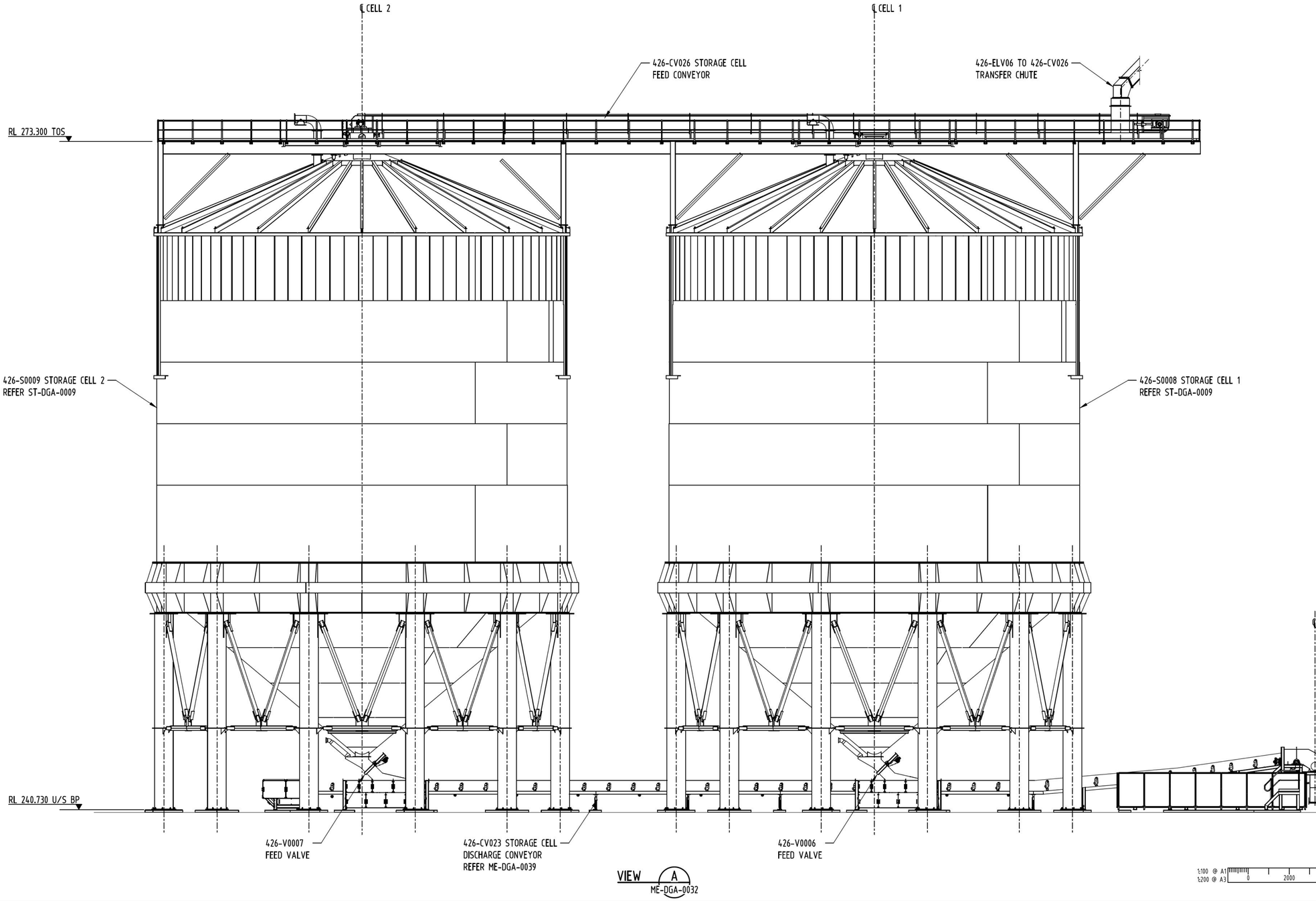
SCALE	1:150	
SHEET	A1	
PROJECT	M-3206	
CONTRACT No	CW34548	
DRAWN	H.DEEN	06.12.24
CHECKED		
DESIGNED	N.CAMPBELL	06.12.24
DESIGN APPR		
PROJECT APPR		

TITLE
BROOKTON
RAIL LOADING FACILITY
GENERAL ARRANGEMENT - ELEVATIONS

DRG No	SHEET	REV.
426-ENG-ME-DEL-0001	1 OF 3	B

NOTES

1. GENERAL MECHANICAL NOTES REFER ME-COV-0001.



VIEW A
ME-DGA-0032

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

1:100 @ A1
1:200 @ A3
0 2000 4000 6000 8000 10000 mm

CBH GROUP
ABN 29 256 604 947

WGA

REF DRAWING No.	REFERENCE DRAWING TITLE
ST-DGA-0009	426-S0008 & 426-S0009 - PLANS, ELEVATION & SECTION
ME-DGA-0039	CONVEYOR 426-CV023 - GENERAL ARRANGEMENT
ME-DEL-0005	INLOADING STORAGE - GENERAL ARRANGEMENT ELEVATIONS SHEET 2 OF 2
ME-DGA-0033	INLOADING STORAGE - GENERAL ARRANGEMENT PLANS SHEET 2 OF 2
ME-DGA-0032	INLOADING STORAGE - GENERAL ARRANGEMENT PLANS SHEET 1 OF 2

REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
B	06.12.24	ISSUED FOR CLIENT APPROVAL	MLD		
A	06.09.24	ISSUED FOR 60% DESIGN	BA		

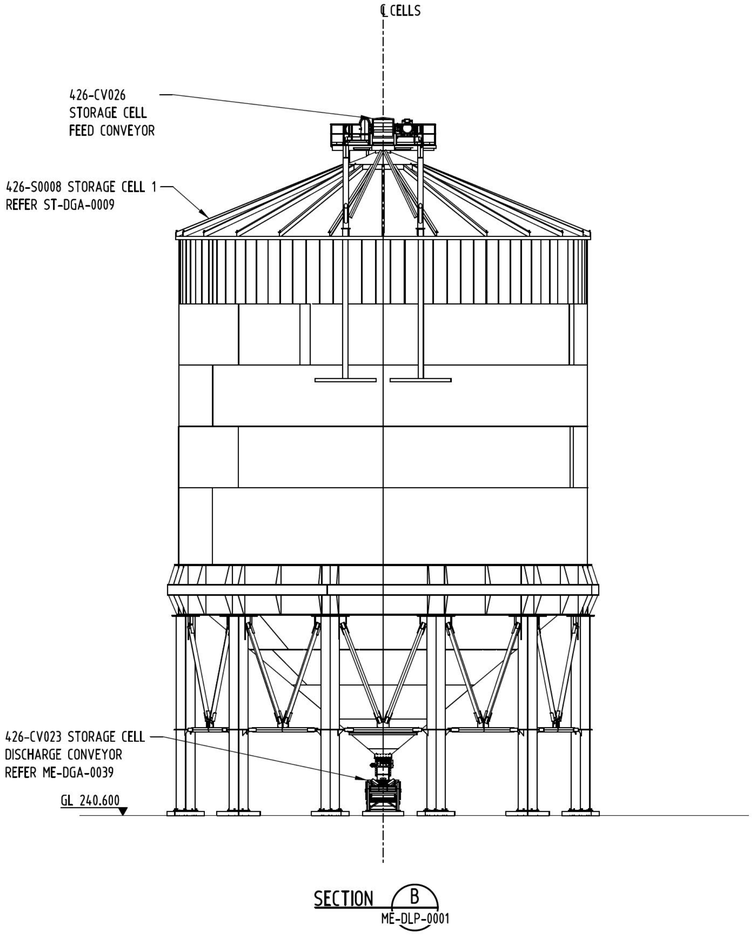
SCALE	1:100		
SHEET	A1		
PROJECT	M-3206		
CONTRACT No	CW34548		
DRAWN	H.DEEN	06.12.24	
CHECKED			
DESIGNED	N.CAMPBELL	06.12.24	
DESIGN APPR			
PROJECT APPR			

TITLE
BROOKTON
RAIL LOADING FACILITY
INLOADING STORAGE
GENERAL ARRANGEMENT - ELEVATIONS

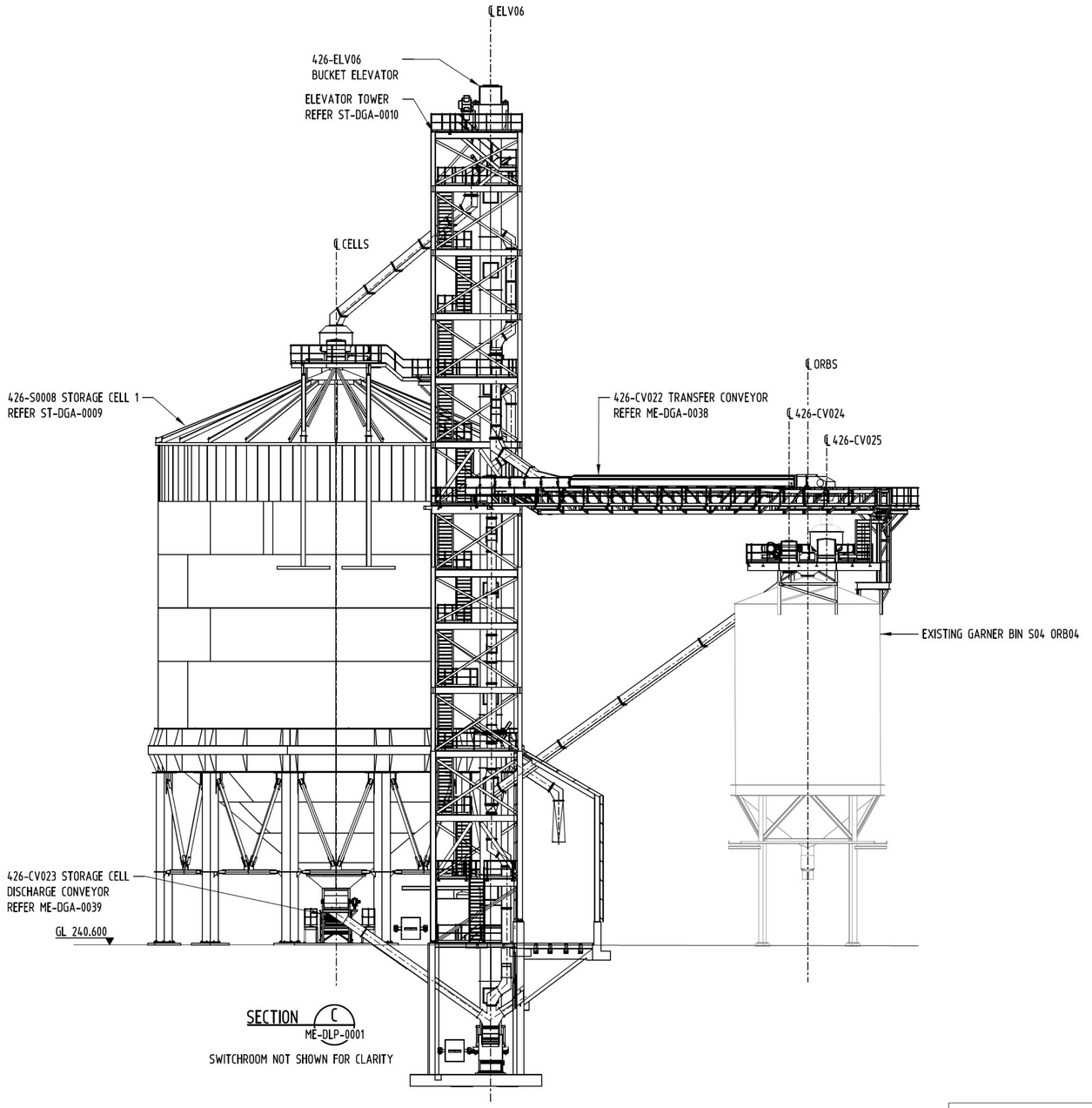
ORG No 426-ENG-ME-DEL-0004
SHEET 1 OF 2
REV. B

NOTES

1. GENERAL MECHANICAL NOTES REFER ME-COV-0001.



SECTION B
ME-DLP-0001



SECTION C
ME-DLP-0001

SWITCHROOM NOT SHOWN FOR CLARITY

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

1:150 @ A1
1:300 @ A3
0 2000 4000 6000 8000 10000 12000 14000 mm

CBHGROUP
ABN 29 256 604 947

WGA

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
ST-DGA-0010	ELEVATOR TOWER - PLANS - SHEET 1						
ST-DGA-0009	426-S0008 & 426-S0009 - PLANS, ELEVATION & SECTION						
ME-DGA-0039	CONVEYOR 426-CV023 - GENERAL ARRANGEMENT						
ME-DGA-0038	CONVEYOR 426-CV022 - GENERAL ARRANGEMENT						
ME-DLP-0001	RAIL LOADING FACILITY - SITE PLAN	A	06.12.24	ISSUED FOR CLIENT APPROVAL	HLD		

SCALE	1:150	
SHEET	A1	
PROJECT	M-3206	
CONTRACT No	CW34548	
DRAWN	H.DEEN	06.12.24
CHECKED		
DESIGNED	N.CAMPBELL	06.12.24
DESIGN APPR		
PROJECT APPR		

TITLE
BROOKTON
RAIL LOADING FACILITY
GENERAL ARRANGEMENT - ELEVATIONS

DRG No	SHEET	REV.
426-ENG-ME-DEL-0008	2 OF 3	A

NOTES

1. GENERAL MECHANICAL NOTES REFER ME-COV-0001.

46500

14500

216750.000 mN

17843

8700

216700.000 mN

EXISTING GARNER BIN S04 ORB04

EXISTING GARNER BIN S03 ORB03

EXISTING GARNER BIN S02 ORB02

EXISTING GARNER BIN S01 ORB01

426-CV025 TRANSFER CONVEYOR

RAIL OUTLOADING REFER DRG ME-DGA-0031

SETOUT POINT 4

426-ELV06 BUCKET ELEVATOR

GRAIN INLOADING REFER DRG ME-DGA-0034

426-S0009 STORAGE CELL 2

426-S0008 STORAGE CELL 1

SETOUT POINT 5

426-CV024 TRANSFER CONVEYOR

426-CV022 TRANSFER CONVEYOR REFER TO DRAWING ME-DGA-0038

SETOUT POINT 3

426-TX001 TRANSFORMER

SETOUT POINT 2

EXISTING 'D' TYPE STORAGE

EXISTING BRC4 (C12) CONVEYOR REFER 2002-4337

426-SR001 SWITCHROOM

SETOUT POINT 1

426-CV023 STORAGE CELL DISCHARGE CONVEYOR REFER TO DRAWING ME-DGA-0039

INLOADING STORAGE REFER DRG ME-DGA-0032

426-CV026 STORAGE CELL FEED CONVEYOR

A ME-DEL-0001

B ME-DEL-0008

C ME-DEL-0008

D ME-DEL-0009

51600.000 mE

51650.000 mE

51700.000 mE

1:200 @ A1
1:400 @ A3

0 5000 10000 15000 20000 mm

OVERALL PLAN

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

CBH GROUP
ABN 29 256 604 947

WGA

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
CI-DGA-0012	RAIL OUTLOADING - GENERAL ARRANGEMENT - SHEET 2						
ME-DEL-0009	RAIL LOADING FACILITY - GENERAL ARRANGEMENT ELEVATIONS - SHEET 3						
ME-DEL-0008	RAIL LOADING FACILITY - GENERAL ARRANGEMENT ELEVATIONS - SHEET 2	B	06.12.24	ISSUED FOR CLIENT APPROVAL	HLD		
ME-DEL-0001	RAIL LOADING FACILITY - GENERAL ARRANGEMENT ELEVATIONS - SHEET 1	A	06.09.24	ISSUED FOR 60% DESIGN	BA		

SCALE	1:200		
SHEET	A1		
PROJECT	M-3206		
CONTRACT No	CW34548		
DRAWN	H.DEEN	06.12.24	
CHECKED			
DESIGNED	N.CAMPBELL	06.12.24	
DESIGN APPR			
PROJECT APPR			

TITLE
BROOKTON
RAIL LOADING FACILITY
SITE PLAN

DRG No 426-ENG-ME-DLP-0001

SHEET 1 OF 1

REV. B

Existing Road to be Regraded and Resurfaced

Proposed Rail Loading Facility

Temporary Amenities / Crib Room / Store and Parking

Existing 'OUT' Weighbridge

'D' Type

Existing 'S' Type

Existing 'S' Type

Existing 'S' Type

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Open Bulkhead

Existing Site Office + Staff Accomodation

Existing 'IN' Weighbridge

Existing 'OUT' Weighbridge

ENTRY

BARTRAM STREET

BENNELL STREET

DRAPER STREET

GREAT SOUTHERN HIGHWAY

ROBINSON ROAD

RICHARDSON STREET

SMITH ST

RESERVE ST

LEFROY STREET

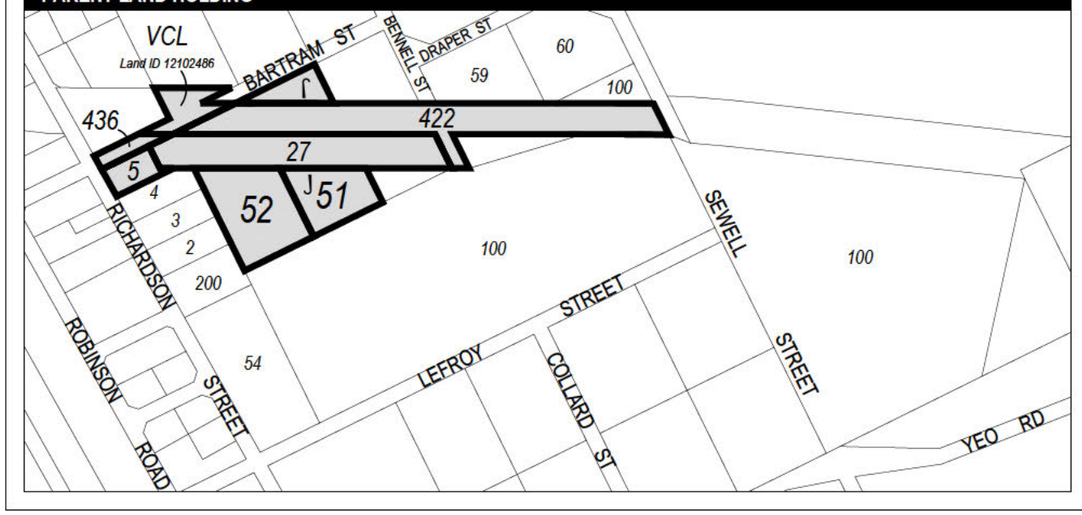
COLLARD STREET

SEWELL STREET

YEO ROAD

McGUIRE ROAD

PARENT LAND HOLDING



LEGEND

- Application Area
- Traffic Movement
- Area of New Works

CLE Town Planning + Design

SITE PLAN

Brookton

DRAFT

0 50 100 150 200m

plan no: 3244-131D-01
date: 18 March 2025
scale: 1:4,000 @A3, 1:2,000 @A1

N

Noise Impact Assessment Report

Rail Loading Facility - Brookton

Co-operative Bulk Handling Limited

Level 7, 240 St Georges Terrace
Perth WA 6000

Prepared by:

SLR Consulting Australia

SLR Project No.: 675.v30030.00104-R01

21 January 2025

Revision: 2

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0	10 October 2024	Paul Drew	Luke Zoontjens	Draft
1	18 December 2024	Paul Drew	Luke Zoontjens	Draft
2	21 January 2025	Paul Drew	Luke Zoontjens	Paul Drew

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Co-operative Bulk Handling Limited (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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Appendices

1.0 Introduction

The CBH Group (CBH) is a grain growers' cooperative that handles, markets and processes grain from the wheatbelt of Western Australia (WA). CBH owns a rail fleet and dedicated infrastructure for the efficient transfer of grain from country receival points to its port terminals.

The existing CBH rail loading facility at Brookton provides storage and transport of grain from the local grain agriculture industry in the wheatbelt region.

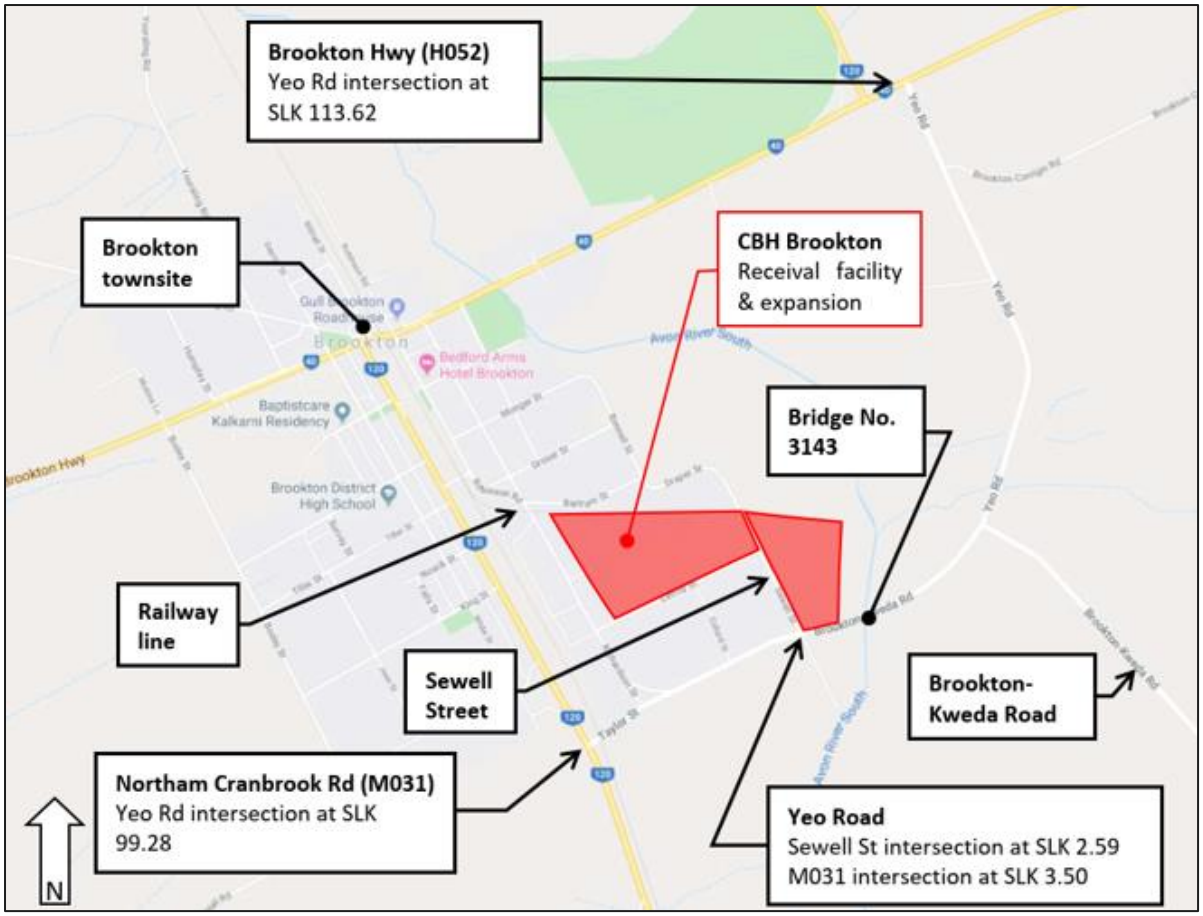
To support the local growers, CBH is proposing to upgrade the rail out loading infrastructure to increase the amount of train transported to port by rail and efficiency of wagon loading.

SLR Consulting Australia Pty Ltd (SLR) has been engaged by CBH to assess the potential airborne noise impacts from loading operations associated with these proposed upgrades.

1.1 Locality

The town of Brookton is located approximately 130 km southeast of Perth. **Figure A** presents an overview of Brookton located approximately 1km to the south of the main township. It is predominately surrounded by scrub bushland and individual residences on larger land holdings.

Figure A: Overview of CBH Brookton facility



1.2 Background to the proposal

Trucks currently deliver grain to the CBH Brookton site where it is transported into silos and onto freight trains using plant that includes conveyors, a grain feeder, grain elevators, front end loaders and stackers. These operations occur all year round, although the peak harvest period only lasts between 4-6 weeks. There is currently a peak of 44 vehicle movements per hour during the peak harvest period and a peak of 4 movements per hour during the out of harvest period.

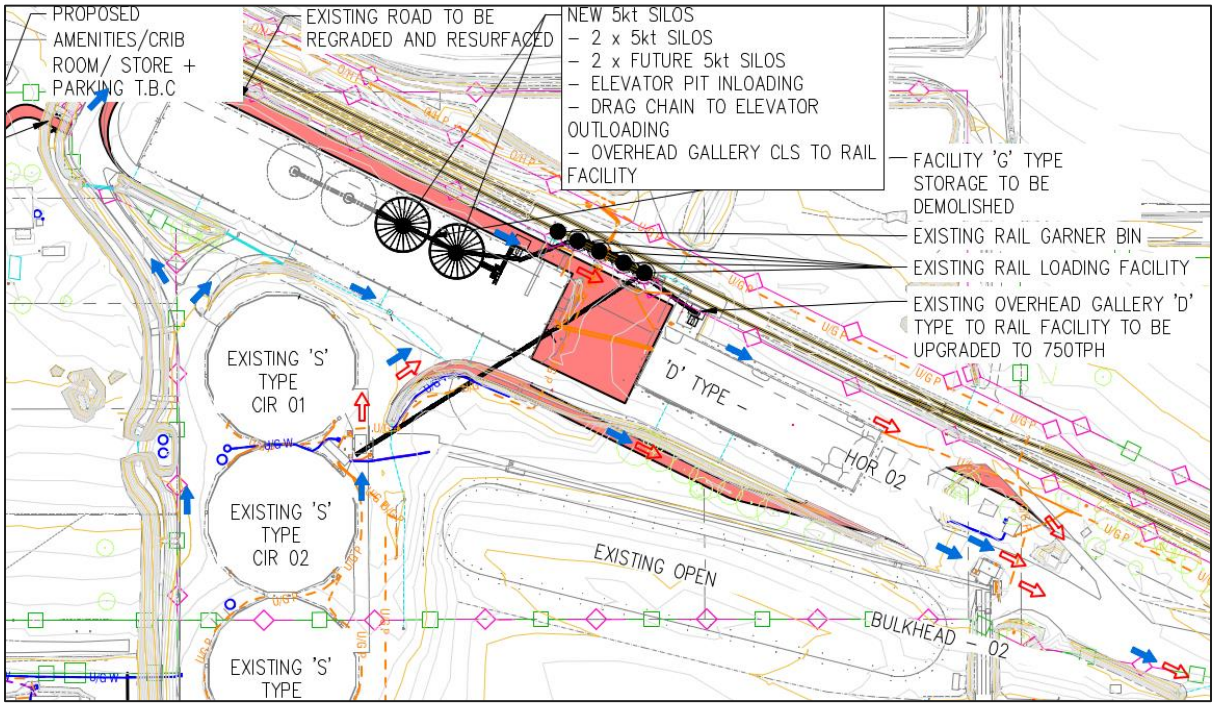
There is a dedicated rail siding which allows for railway out-loading of grain and transport to port. A separate assessment of the rail siding upgrade and its potential for noise impact has previously been undertaken, report "675.30030.00100-R01-v1.2 Noise Assessment Brookton - Rail Ops 20220315".

It is proposed to increase silo storage to improve the efficiency of the railway out-loading of the Brookton site. The proposed upgrade of the facility includes implementation of new loadout infrastructure for train loading including four new 5 kt grain storage silos, conveyor systems, a truck loading grid and associated grain elevator.

Rail outloading is via drag chain to elevator and overhead conveyors to existing overhead rail bins. Two grain storage silos are to be initially constructed, with provision for an additional two in the future. An existing 'G type' shed will be removed to accommodate the new storage.

An overview of the rail loading upgrades for the Brookton facility are illustrated in **Figure B.**

Figure B: Proposed Brookton upgrade (supplied)



1.3 Aim and purpose

The site is located in an area where changes in environmental noise emissions as a result of the proposal may have the potential to impact nearby sensitive areas. There may be additional noise emissions from introduction of the new elevator and conveyance systems, and the removal of the 'G type' shed may reduce the level of screening provided to some residences to the north.

To support the upgrade of the Brookton CBH facility, this report details an assessment of noise for the proposed operation of the site. The report compares potential noise levels from site operations against environmental noise criteria developed from a review of applicable WA state noise regulations and planning policy.

2.0 Criteria

The grain transfer and processing operations of the rail loading facility include potential sources of noise associated with road transport within the site and fixed plant and machinery. The regulatory framework in WA requires the potential noise emissions, and noise related impacts, associated with the site operations to be managed as follows:

- The noise associated with fixed plant and machinery and road vehicle movements within the site is administered under the *Western Australia Environmental Protection (Noise) Regulations 1997* (the Regulations).

State Planning Policy 5.4 (Road and Rail Noise) does not apply in this context of this report as the proposal assessed does not involve new or major upgrades of road or rail assets.

The noise assessment criteria adopted in accordance with this framework are detailed in the following sections.

2.1 Noise from fixed plant and vehicles on site

Generally, to achieve compliance with the Regulations, noise levels at nearby residential areas are not to exceed defined limits i.e. Assigned Noise Levels.

A summary of the applicable noise limits is provided in **Table A**.

Table A: EPNR Table 1 'Assigned Levels'

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80
Industrial and utility premises in the Kwinana Industrial Area	All hours	75	85	90

The assigned levels are determined with consideration of prevailing background noise levels and 'influencing factors' (IFs) which take into account land-use zoning and road traffic within 100 m and 450 m of each noise sensitive receiver of interest,. The assigned levels are as

detailed in **Table A,** and are the most stringent noise assessment criteria adopted by the Regulations.

Under the Regulations, if noise emitted from any premises when received at any other premises cannot reasonably be free of intrusive characteristics of tonality, modulation and impulsiveness, a series of adjustments are added to the emitted levels (measured or calculated) and the adjusted level must comply with the Assigned Level. The adjustments are detailed in **Table B** and are further defined in Regulation 9(1) of the Regulations.

Table B summarises applicable adjustments for intrusive or annoying characteristics.

Table B: Adjustment for Intrusive or Dominant Noise Characteristics, dB

Adjustment where noise emission is not music			Adjustment where noise emission is music	
Where tonality is present	**Where modulation is present**	**Where impulsiveness is present**	**Where impulsiveness is not present**	**Where impulsiveness is present**
+5	+5	+10	+10	+15

These adjustments are cumulative to a maximum of 15 dB.

Table C: Definitions of specific noise characteristics

Noise characteristic	Definition
Tones	Where the difference between the A weighted sound pressure level in any one third octave ban and the arithmetic average of the A weighted sound pressure levels in the two adjacent one third octave bands is greater than 3 dB in terms of $L_{Aeq,T}$ where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.
Modulation	A variation in the emission of noise that – Is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one third octave band; Is present for at least 10% of the representative assessment period; and, Is regular, cyclic and audible.
Impulsiveness	Present where the difference between the L_{APeak} and L_{Amax} is more than 15 dB when determined for single representative event.

Note 1 where noise emission is not music, these adjustments are cumulative to a maximum of 15 dB.

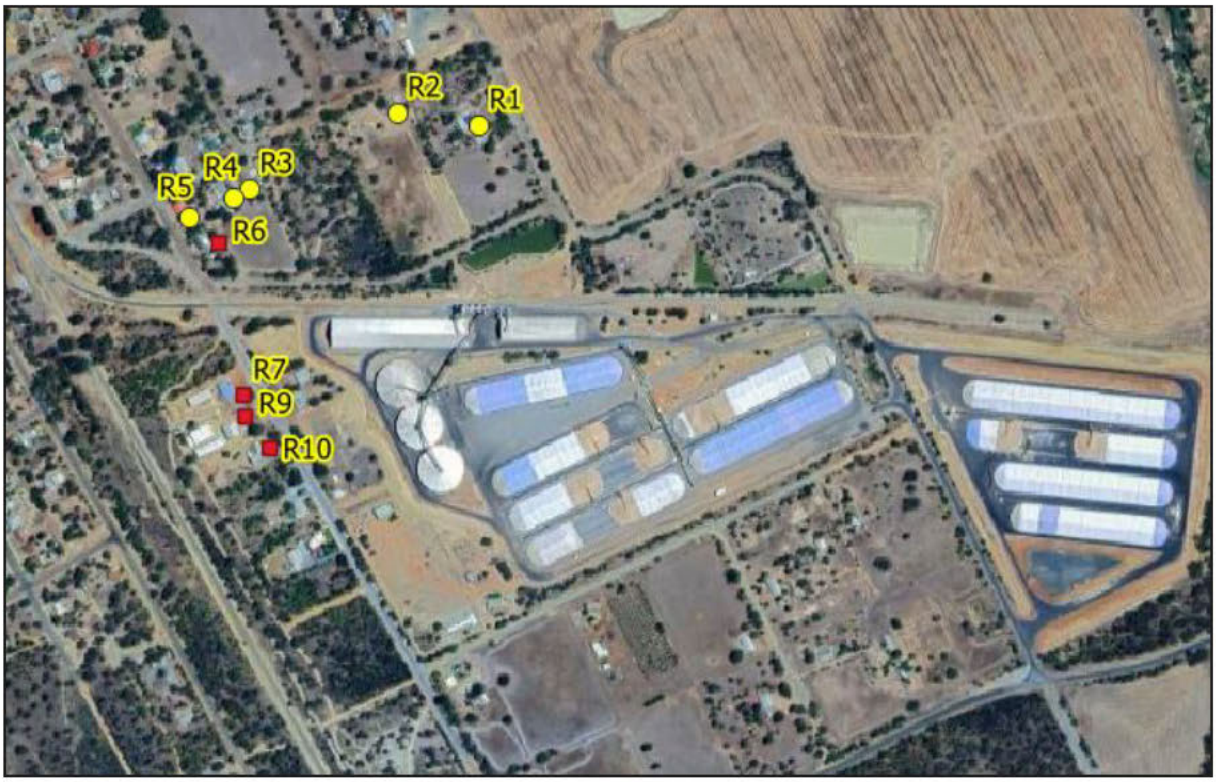
3.0 Methodology

The study applied the following approaches to assess the potential impacts of the proposed rail loading facilities.

3.1 Receptor assigned levels

The assigned noise levels determined for sensitive receivers adjacent to the site are detailed in **Figure C** and **Table D**. Receivers shown as 'red' in **Figure C** are industrial or commercial premises.

Figure C: Aerial image annotated to show existing Brookton sensitive receivers



The relevant parameter for assessment of operational noise is the L_{A10} statistical noise level, the noise level exceeded from greater than 10% of the representative time period. For these receptors, the 'Assigned Levels' are listed in **Table D**.

Table D: Assigned Levels – Key Receptors

ID	Address	Notes	Influencing Factor, dB	Assigned level (dB)		
				Day	Evening	Night
R1	56 Groser St	Residence	3	48	43	38
R2	44 Groser St	Residence	2	47	42	37
R3	26 Groser St	Residence	3	48	43	38
R4	22 Groser St	Residence	3	48	43	38
R5	65 Richardson St	Residence	3	48	43	38
R6	71 Richardson St	Industrial	N/A	65	65	65
R7	91 Richardson St	Industrial	N/A	65	65	65
R8	90 Richardson St	Industrial	N/A	65	65	65
R9	94 Richardson St	Industrial	N/A	65	65	65

The assigned levels include the influencing factor (IF) derived based on the proximity of the receivers to industrial zoned areas. These areas have been identified from Map 3 and 4 within the Shire of Brookton Local Planning Scheme No 4.

The night-time assigned levels has been adopted as the most stringent assessment criteria for night operations. The Evening assigned level are applicable for Day operations, as CBH may operation on Sundays and Public Holidays.

3.2 Assessment scenarios

The primary noise emission sources which formed the basis of the noise assessment for the proposed site operations at the Brookton facility are detailed in **Table E**. With the exception of the proposed 'G type' shed removal and upgrade of rail storage silos, the activities and noise emissions are unchanged between proposed and existing operations.

These operational scenarios consider the noisiest 15-minute period that can be reasonably expected on any day when the seasonal grain industry would be requiring the CBH site to store and transport grain, and night operations when intrasilo grain movement may be undertaken. It is noted that as deliveries to site commence from 6am, the night-time 'Assigned Level' is the most critical criteria in both cases.

Table E: Noise assessment scenarios – Brookton operations

#	Period	Scenarios	Truck movement on site	Fixed plant, front end loaders and stackers
A	Day ***	Existing: Harvest	During harvest, a maximum of eleven truck movements on the internal haul road within a 15 minute period during any time period.	Bulkhead conveyors, stackers and one front end loader in constant operation during any time period. Operation of grids and elevator.
B	Day ***	Proposed Harvest with filling of rail silos using conveyors, G shed removed.	During harvest, a maximum of eleven truck movements on the internal haul road within a 15 minute period during any time period.	Bulkhead conveyors, stackers and one front end loader in constant operation during any time period. Operation of grids and elevator. Operation of five kiloton elevator and conveyors.
C	Night or Day	Proposed filling rail five kiloton silos with conveyor system	No truck movements	Loader, mobile auger, selected bulkhead conveyors, elevators and conveyors to five kiloton silos.
D	Night or Day	Proposed filling rail five kiloton silos by truck (required for eastern bulkheads)	2 truck movements / 15 minute period (8 per hour)	Loader, mobile auger, elevator and conveyors to five kiloton silos.

Note: *** under the Regulations, the night-time period finishes at 7am. However the site accepts trucks during harvest from 6am, therefore the predicted noise emission for the Day scenario also applies for one hour of the night-time period. The Night scenario refers to the majority of the night period, where receivals is not operational, but grain may be filling the rail storage silos through either movement by truck or by use of internal conveyor systems.

3.3 Noise from fixed plant and vehicles on site

- The location of the site was reviewed to identify the nearest noise sensitive receivers from aerial imagery and land-use information. The adopted noise sensitive receivers are detailed in the location map provided in **Figure C**.
- The primary sources of noise were identified from a noise emission survey of current operations at the Brookton facilities.
- A review of the noise measurements at Brookton determined that noise level adjustments for potential tonal, modulation or impulsive noise characteristics at the sensitive receivers were not applicable given the distances and ambient sound levels involved.
- Noise prediction models for the site were developed utilising the SoundPLAN noise prediction software (version 8.2). The noise model applied geospatial datasets for

existing terrain, buildings and structures and design drawings for the existing and proposed infrastructure at the rail loading facilities.

- Meteorological conditions in line with DWER guidelines, were modelled for downwind propagation of noise. CONCAWE methods for calculating other noise attenuation effects were otherwise applied.
- Given the typical terrain covering and to align with local measurements / calibrations, ground was conservatively modelled as 60% hard reflective.
- Environmental noise levels for the existing operations and future operations with the new and upgraded infrastructure were predicted at the identified sensitive receivers.
- A review of statistical noise emissions from truck operations was undertaken by modelling truck routes with discrete point source trucks one second shifted based on site speed limits. The statistical noise emission to key receptors R1 and R15 were used to calibrate the truck noise emission model (these receptors were identified as the most critical receptor for site noise emissions based on a preliminary assessment).
- The predicted noise levels were assessed against the noise assessment criteria detailed in **Section 2.0**.

Equipment sound power used in modelling the site operations have been derived from measurements undertaken at Brookton, and at other sites with similar equipment, including Kellerberrin. A list of the sound power levels used in the modelling is provided in **Table F**.

Table F: Source sound power levels, A-weighted

Source	Noise emission level, L_{A10} dB								Overall
	63	125	250	500	1k	2k	4k	8k	L_{A10}
Calculated from measurement at Brookton CBH									
Elevator	66	73	79	84	87	87	89	70	93
CS01 overhead conveyor per metre	58	63	67	76	74	72	69	50	80
ORB overhead conveyor per metre	56	59	67	74	77	71	69	51	80
Main conveyor per metre	67	70	72	77	83	82	77	66	87
Main conveyor drive	52	68	75	89	93	90	80	71	96
Bulkhead conveyor per metre	45	64	71	79	80	78	72	58	84
Bulkhead conveyor drive	58	78	83	94	94	95	86	76	100
Calculated from measurement at other CBH sites / file data									
B double truck (20 km/hr)	85	93	96	93	92	95	93	80	102
Grain stacker	63	71	87	88	91	87	78	67	95
Front end loader	84	94	90	98	97	96	95	85	104
Reclaim operation: Loader, mobile elevator	92	95	100	99	97	97	95	90	105

3.4 Uncertainty of prediction

The expected level of system prediction uncertainty as estimated according to the ISO Guide to Measurement Uncertainty is outlined in **Table 7**.

Table 7 Estimated measurement uncertainty by system

Car park	System	U_{95} (Note [1])	Student's t-factor
Airborne noise L_{Aeq}, L_{A10}, L_{A1}	CONCAWE	3.0 dB	2.00

Note 1 The U_{95} is the expanded uncertainty of measurement for a 95% confidence interval. It represents the estimated range in which the true value lies for 95 out of 100 repeated events.

4.0 Background noise environment

Background noise was measured at relevant locations surrounding the Brookton CBH site.

During harvest, the background noise for residences near CBH is affected by the grain truck movements on public (gazetted) roads surrounding the CBH site. Noise from the public roads is not assessed under the Regulations.

A summary of the background noise measured at location M1-M3 is provided for information in **Table H**. Of relevance is the L_{A90} for the Night-time period, which is a median level of 29 dB. This noise level is relatively low compared to the L_{A10} Assigned Level for key receptors surrounding Brookton CBH. It is concluded that CBH operational noise is likely to be audible (external to dwellings) at night for at least part of the time.

Table H: Summary of monitored background noise location M3 - Brookton, dB

Monitor	Daytime		Evening		Night-time	
	L_{A90} Median	L_{A10} Median	L_{A90} Median	L_{A10} Median	L_{A90} Median	L_{A10} Median
M1	42	48	48	51	39	46
M2	39	55	41	47	30	53
M3	41	57	44	56	26	51

5.0 Impact assessment

The predicted noise levels from fixed plant and internal road transport operations at Brookton are detailed in **Table I**. The noise levels are presented for the proposed operations, which are essentially the same as the existing operations but with removal of the 'G type' shed and addition of five kiloton silos and infrastructure.

Appendix B presents colour contour maps of the typical distribution in future noise levels within the study area. Note that as rail operations are exempt under the Regulations and being assessed under State Planning Policy 5.4, noise from the rail loading is addressed separately.

The proposed addition of five kiloton silos and associated elevator at Brookton does not substantially affect the operational noise emissions, which are dominated by pre-existing truck and conveyor noise within the CBH site. However the removal of the 'G type' shed reduces the barrier attenuation provided by the shed to receptors to the north, and the proposed grid for filling of the five kiloton silos by truck (required for the eastern open bulkheads) locates the associated truck route closer to the northern residences.

The Brookton CBH site is within a dedicated industrial area and is an established facility that has been operating for a long period of time. Surrounding residential premises co-exist with the CBH operations, which are seasonal in nature.

Table I: Predicted $L_{A10,T}$ noise levels – fixed plant and on-site trucks at Brookton, dB

ID	A: Existing Harvest delivery (Day) noise level	B: Proposed Harvest delivery (Day) noise level	Change from existing	C : Proposed Intrasilo transfer by conveyor (Night)	D : Proposed Intrasilo transfer by truck (Night)
R1	48	49	1	48	47
R2	45	48	3	47	47
R3	42	49	7	48	48
R4	40	47	7	46	48
R5	42	47	5	47	48
R6	41	48	7	47	49
R7	48	47	-1	46	53
R8	50	49	-1	48	52
R9	52	52	0	51	53

Assessment against the corresponding Assigned Level criteria (L_{A10} basis) for each time period is included in **Table J**.

Table J: Assessment of predicted noise levels, L_{A10} dB

ID	Predicted Noise Level	Assigned Level	Predicted result		
		Day / Evening / Night	Day	Evenings (Note)	Night
Scenario A: Harvest delivery (Day)					
R1	48	48 / 43 / 38	OK	5	10
R2	45	47 / 42 / 37	OK	3	8
R3	42	48 / 43 / 38	OK	OK	4
R4	40	48 / 43 / 38	OK	OK	2
R5	42	48 / 43 / 38	OK	OK	4
R6	41	65	OK	OK	OK
R7	48	65	OK	OK	OK
R8	50	65	OK	OK	OK
R9	52	65	OK	OK	OK
Scenario B: Harvest delivery with five kiloton silo filling (Day)					
R1	49	48 / 43 / 38	1	6	11
R2	48	47 / 42 / 37	1	6	11
R3	49	48 / 43 / 38	1	6	11
R4	47	48 / 43 / 38	OK	4	9

ID	Predicted Noise Level	Assigned Level	Predicted result		
		Day / Evening / Night	Day	Evenings (Note)	Night
R5	47	48 / 43 / 38	OK	4	9
R6	48	65	OK	OK	OK
R7	47	65	OK	OK	OK
R8	49	65	OK	OK	OK
R9	52	65	OK	OK	OK
Scenario C: Filling five kiloton silos by conveyor (Night)					
R1	48	48 / 43 / 38	OK	5	10
R2	47	47 / 42 / 37	OK	5	10
R3	48	48 / 43 / 38	OK	5	10
R4	46	48 / 43 / 38	OK	3	8
R5	47	48 / 43 / 38	OK	4	9
R6	47	65	OK	OK	OK
R7	46	65	OK	OK	OK
R8	48	65	OK	OK	OK
R9	51	65	OK	OK	OK
Scenario D: Filling five kiloton silos by truck (Night)					
R1	47	48 / 43 / 38	OK	4	-
R2	47	47 / 42 / 37	OK	5	10
R3	48	48 / 43 / 38	OK	5	10
R4	48	48 / 43 / 38	OK	5	10
R5	48	48 / 43 / 38	OK	5	10
R6	49	65	OK	OK	OK
R7	53	65	OK	OK	OK
R8	52	65	OK	OK	OK
R9	53	65	OK	OK	OK

Note: The evening criteria is used to represent assess operation on Sundays and Public Holidays, especially during harvest season.

From **Table J** it can be seen that the predicted noise emissions from CBH Brookton are shown to be within 1 dB of regulation 'Assigned Levels' at some nearby residential receptors for peak activity harvest in-loading during light southerly wind conditions, and for night period silo filling. This is less than the prediction uncertainty (U_{95} 3 dB), meaning that under worst case conditions there remains a 34% chance received levels are still compliant. There are practicable options which would reduce noise levels by at least 1 dB if required.

Measured background noise near residences to the north of Brookton CBH during windy conditions (December 2024) were of the order of 52 dB(A), dominated by noise generated by the tree canopy, which includes gum trees. The higher predicted noise emissions during downwind conditions are of a similar or lower level.

Additional notes:

- The most significant exceedances for receptor R1 and other receptors near this location is a combination of conveyor operations and truck movements.
- For the most affected receptor R1, the predicted emissions for the harvest period shows an increase overall noise emissions of between 1 - 7 dB(A), with results being within prediction uncertainty of Assigned Noise levels during light southerly wind conditions.
- The harvest period is during summer months, typically November through to January, the commencement is dependent on seasonal conditions. The bulk of the harvest grain delivery is over a 4 – 6 week period.
- It is understood that filling of the proposed five kiloton silos will normally be undertaken during the day period, and during harvest as grain is received. However there may be occasions where filling is required during the night period to accommodate an elevated number of trainloading events to accommodate grain demand for Fremantle shiploading. The need for night filling of the proposed five kiloton silos will be infrequent.
- Generally the proposed five kiloton silos will facilitate improved efficiency of trainloading, in most cases reducing the duration of grain transfer and train loading events.
- Outside of the harvest period, site activities and noise emissions are significantly reduced.

6.0 Conclusion

It is proposed to add four five kiloton overhead silos to supply the existing overhead rail bins at the CBH Brookton site, which will facilitate more efficient train loading.

The predicted noise emissions from CBH Brookton are shown to be within 1 dB and therefore within prediction uncertainty of regulation ‘Assigned Levels’ at some nearby residential receptors for peak activity harvest in-loading during light southerly wind conditions, and for night period silo filling. Practicable options are available to ensure compliance if required.

The proposed five kiloton silo infrastructure are shown to generate a small increase in noise emissions to receptors R1 – R5 to the north, with minimal impact to other receptors. The removal of the ‘G type’ shed reduces screening of noise from existing activities towards these receptors.

7.0 Recommendations

The following measures are recommended to be included as part of the environmental management systems for the Brookton loadout facility:

- Review activities which can be undertaken during daytime hours to avoid, where feasible, noise generating operations during the evening and night-time periods when the noise environment is more sensitive.
- Undertake community consultation to advise local residents of the proposal and the potential noise levels associated with the future operations, particularly during the peak harvest period.
- In the event of an identified unresolved noise issue, conduct a short-term noise monitoring survey at the facility to

- confirm noise emissions from the new infrastructure associated with filling of the five kiloton silos are compliant; and
- identify options for ongoing improvement, particularly in regard to the noise emissions to the northern receptors.

Appendix A 2021 Background Noise

Noise Impact Assessment Report

Rail Loading Facility - Brookton

Co-operative Bulk Handling Limited

SLR Project No.: 675.v30030.00104-R01

21 January 2025

A1 Noise survey at Brookton rail loading facility

A1.1 Overview

In November 2021 a noise monitoring survey was undertaken by SLR at the Brookton rail loading facility. The purpose of the survey was to identify and quantify the primary noise emission sources associated with existing rail loadout activities. Noise measurements from the Moora rail loading facility were also used to determine sound power levels.

The key aspects of the surveys are summarised as follows:

- Measurement of source noise emissions from rail loading grain, stackers and road transport within the Brookton site.
- Continuous monitoring of noise levels at the Brookton site boundary between 24th to 28th November 2021. This included three train loadings over three separate nights.

The monitoring was undertaken in general accordance with guidelines for environmental noise monitoring from:

- *AS 1055:2018 Acoustics - Description and measurement of environmental noise* (Standards Australia).
- *State Planning Policy 5.4 Road and Rail Noise* (SPP5.4).

Consistent with the above guidelines, the noise monitoring equipment complied with the following standards:

- *AS/NZS IEC61672.1:2019 electroacoustics - Sound Level Meters - Specifications* (Standards Australia).
- *AS 2659 – Guide to the use of sound measuring equipment* (Standards Australia).

All equipment was calibrated before and after the noise measurements with no significant drift in signal (±2 dB).

Figure 1 Aerial image annotated to show existing Brookton sensitive receivers

A1.2 Measured Noise Levels

Noise measurements were completed over a period of five days to provide a general overview of the existing environment in Brookton. Average results over the week at M1-M3 are shown below:

Table A1 Measured noise levels

Location	Time of day	Measured Baseline Level L_{Aeq}	Measured Baseline Level L_{A90}	Measured Baseline Level L_{A10}	Measured Baseline Level L_{A1}
M1 as shown in **Figure 1** (approximately 5m from Bartram St)	0700 to 1900	51 dB	42 dB	48 dB	53 dB
	1900 to 2200	51 dB	48 dB	51 dB	52 dB
	2200 to 0700	57 dB	39 dB	46 dB	50 dB
M2 as shown in **Figure 1** (approximately 10m from Richardson St)	0700 to 1900	53 dB	39 dB	55 dB	65 dB
	1900 to 2200	47 dB	41 dB	47 dB	54 dB
	2200 to 0700	55 dB	30 dB	53 dB	67 dB
M3 as shown in **Figure 1** (north side of the CBH Brookton site)	0700 to 1900	58 dB	41 dB	57 dB	70 dB
	1900 to 2200	57 dB	44 dB	56 dB	70 dB
	2200 to 0700	54 dB	26 dB	51 dB	65 dB

To determine the existing background levels, the LA90,15min measurements at M1-M3 for each day are shown in **Table A2** and **Figure A1-A4**.

Table A2 Measured noise levels

Location	Time of day	Median Measured Level L_{A90} – 25/11/2021	Median Measured Level L_{A90} – 26/11/2021	Median Measured Level L_{A90} – 27/11/2021	Median Measured Level L_{A90} – 28/11/2021	Overall Median
M1 as shown in **Figure 1** (approximately 5m from Bartram St)	0700 to 1900	45	40	37	38	39
	1900 to 2200	46	46	40	37	43
	2200 to 0700	33	40	39	29	36
M2 as shown in **Figure 1** (approximately 10m from Richardson St)	0700 to 1900	46	39	38	39	39
	1900 to 2200	43	42	41	40	42
	2200 to 0700	33	38	38	34	36
M3 as shown in **Figure 1** (north side of the CBH Brookton site)	0700 to 1900	44	43	42	38	43
	1900 to 2200	45	45	44	30	45
	2200 to 0700	29	35	36	26	32

Figure A1 LA90,15min Measured noise levels at M1-M3 – 25/11/21

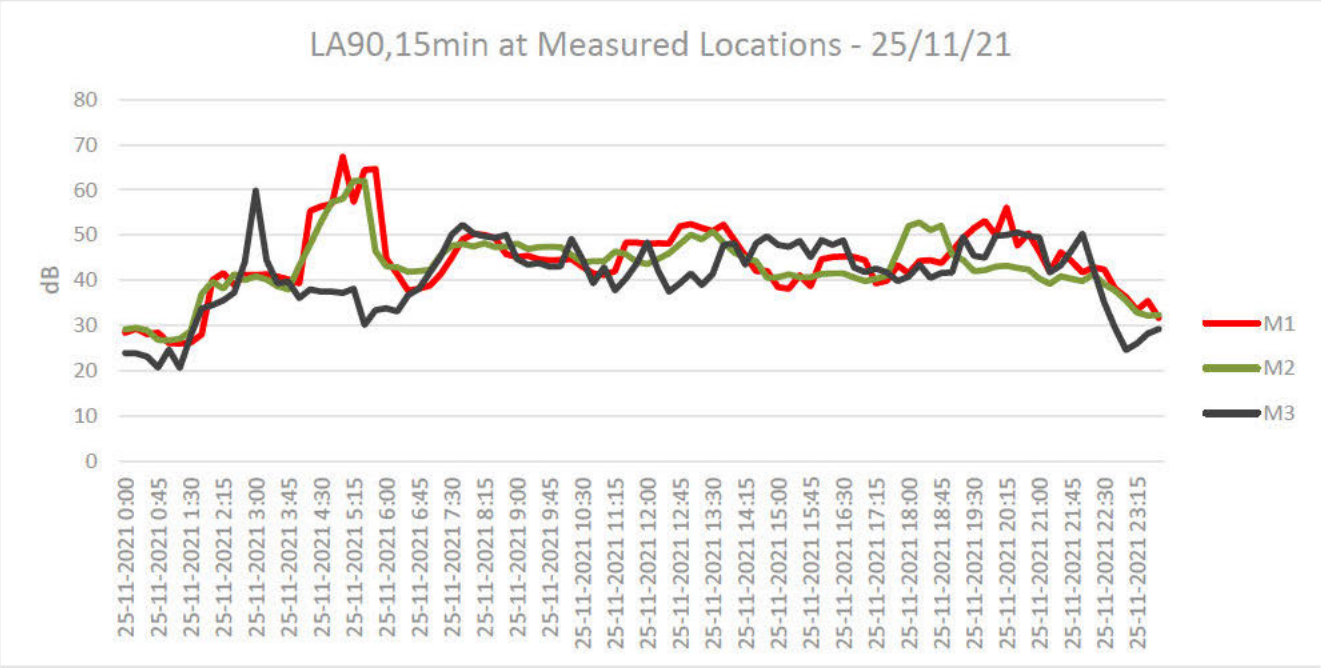


Figure A2 LA90,15min Measured noise levels at M1-M3 – 26/11/21

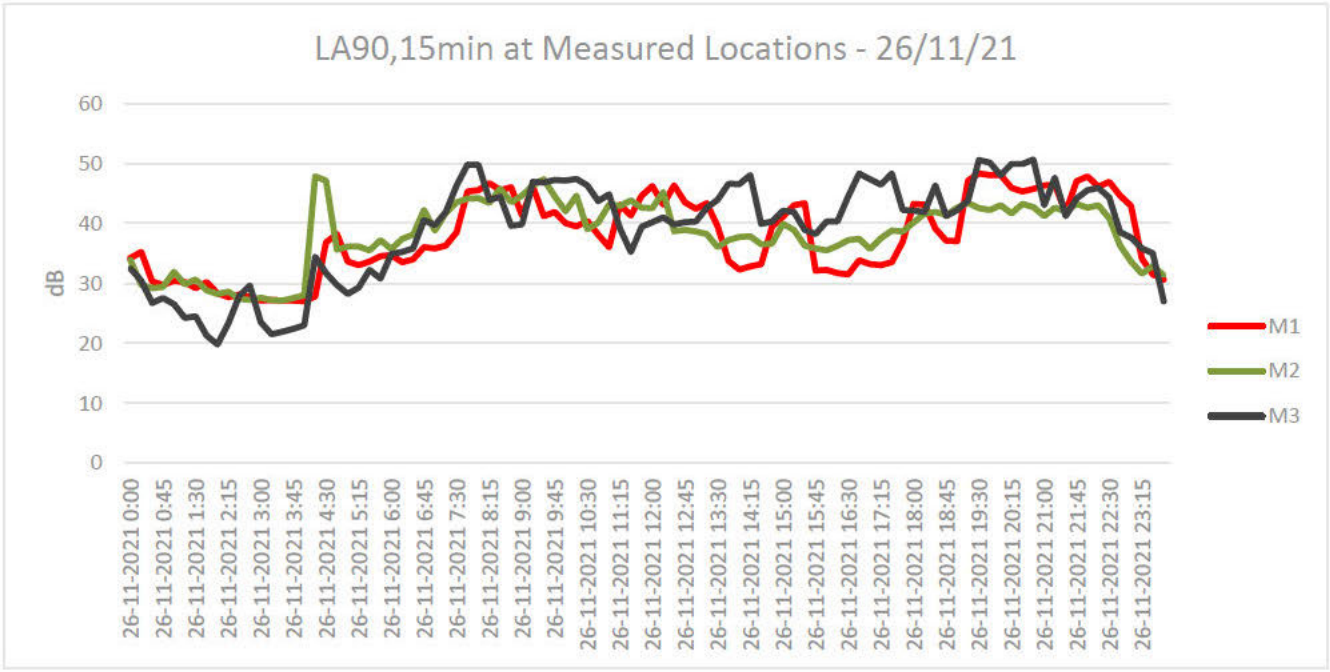


Figure A3 LA90,15min Measured noise levels at M1-M3 – 27/11/21

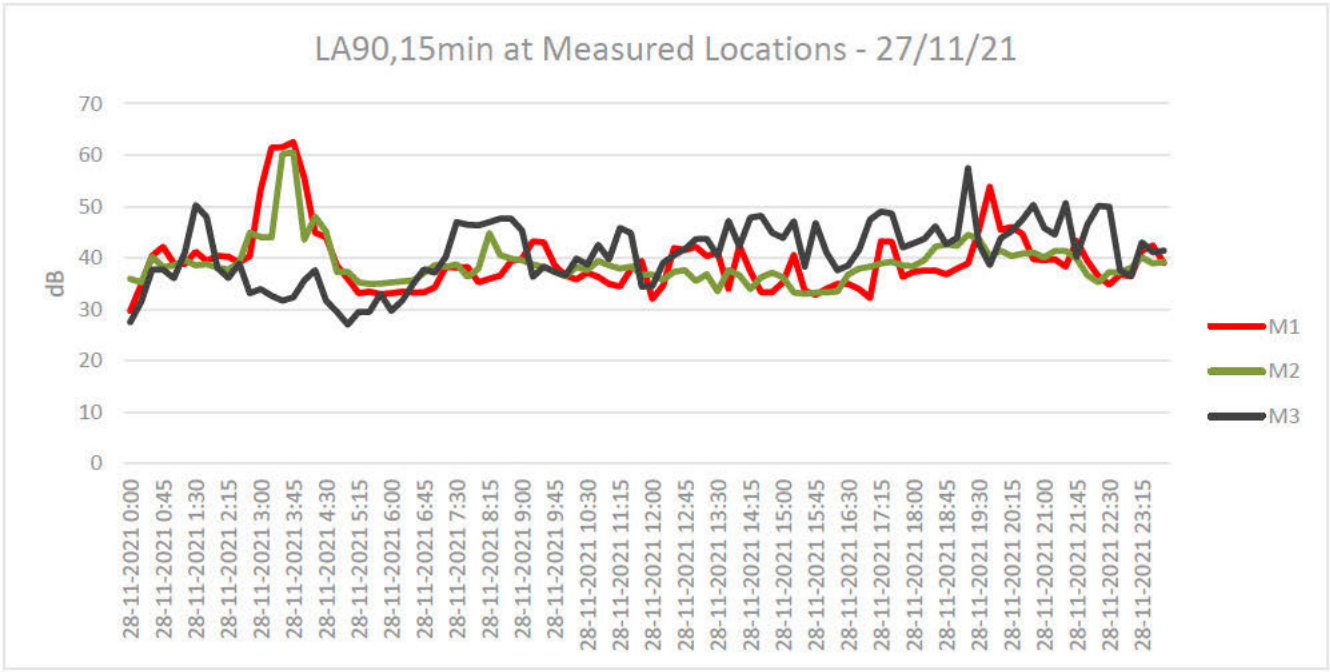
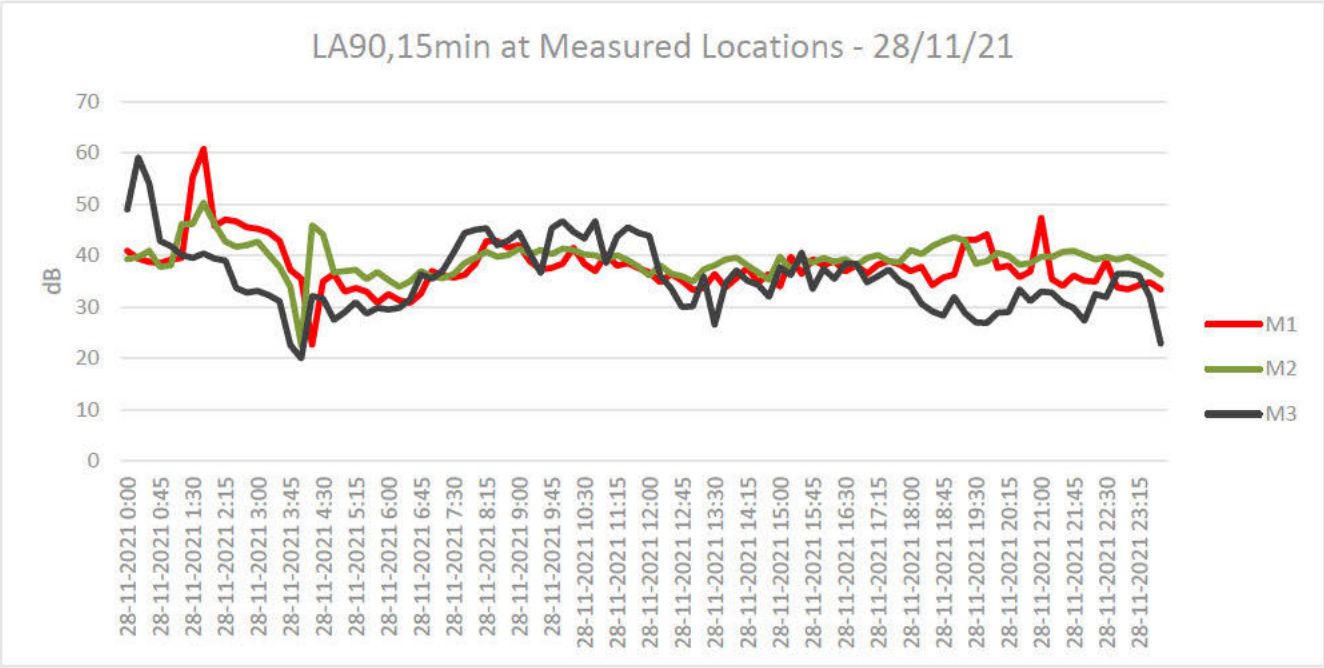


Figure A4 LA90,15min Measured noise levels at M1-M3 – 28/11/21



A1.3 Measured train loading noise

Noise measurements were completed for three train loading events over three separate nights. The measurement results are shown below:

Table A3 Measured train loading noise levels

Train Arrival Date	Train Arrival Time	Train Departure Time	M1 Measured Level L_{Aeq}	M2 Measured Level L_{Aeq}	M3 Measured Level L_{Aeq}
25/11/21	01:50:00	06:56:00	65	59	56
27/11/21	00:05:00	06:00:00	60	56	55
27/11/21	23:01:00	03:52:00	59	58	57

Appendix B Noise Contour Plots

Noise Impact Assessment Report

Rail Loading Facility - Brookton

Co-operative Bulk Handling Limited

SLR Project No.: 675.v30030.00104-R01

21 January 2025

Figure D: Scenario A: Day harvest noise emissions –L_{A10} dB

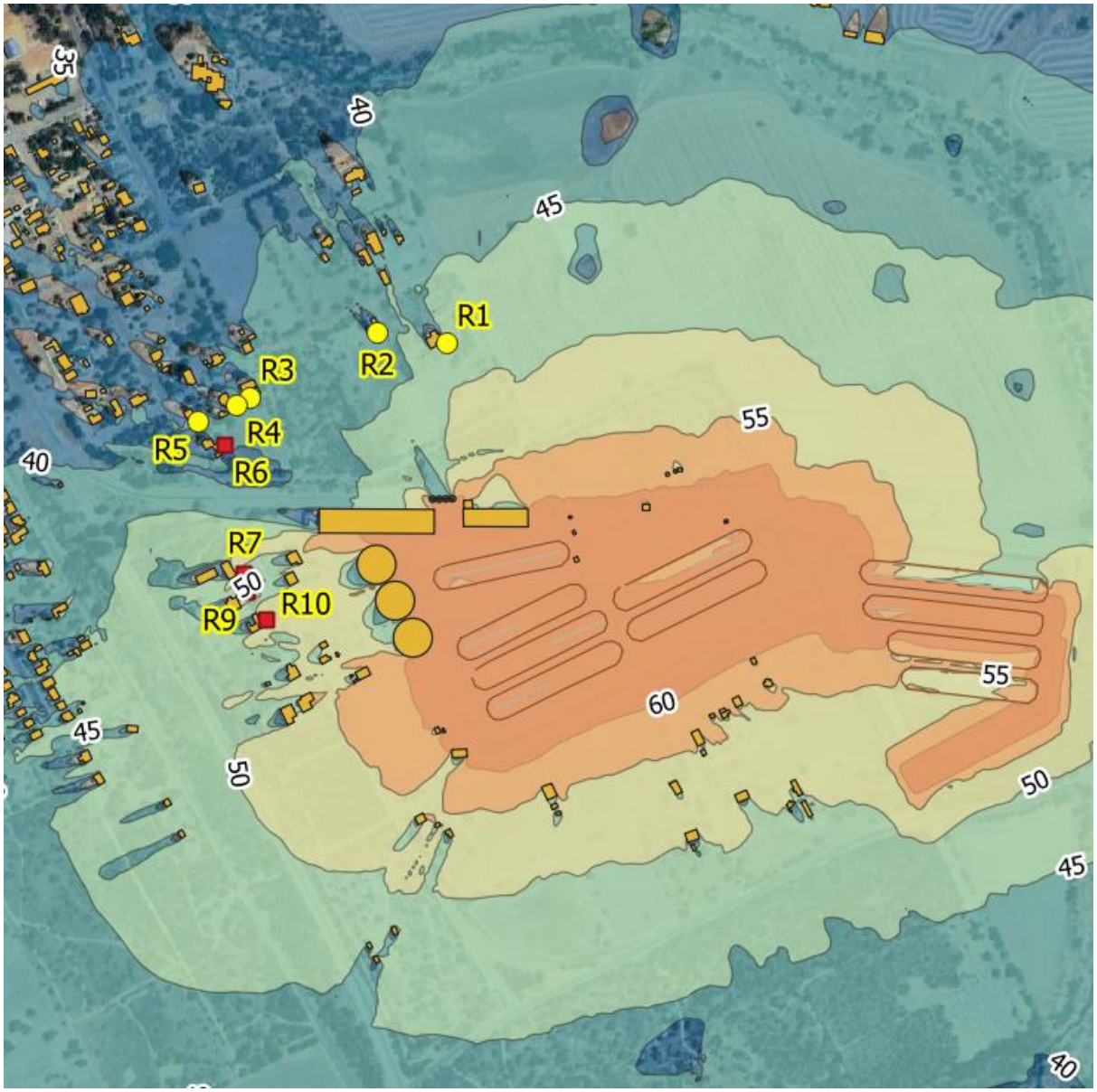


Figure E: Scenario B: Day harvest noise emissions with rail silo loading –L_{A10} dB

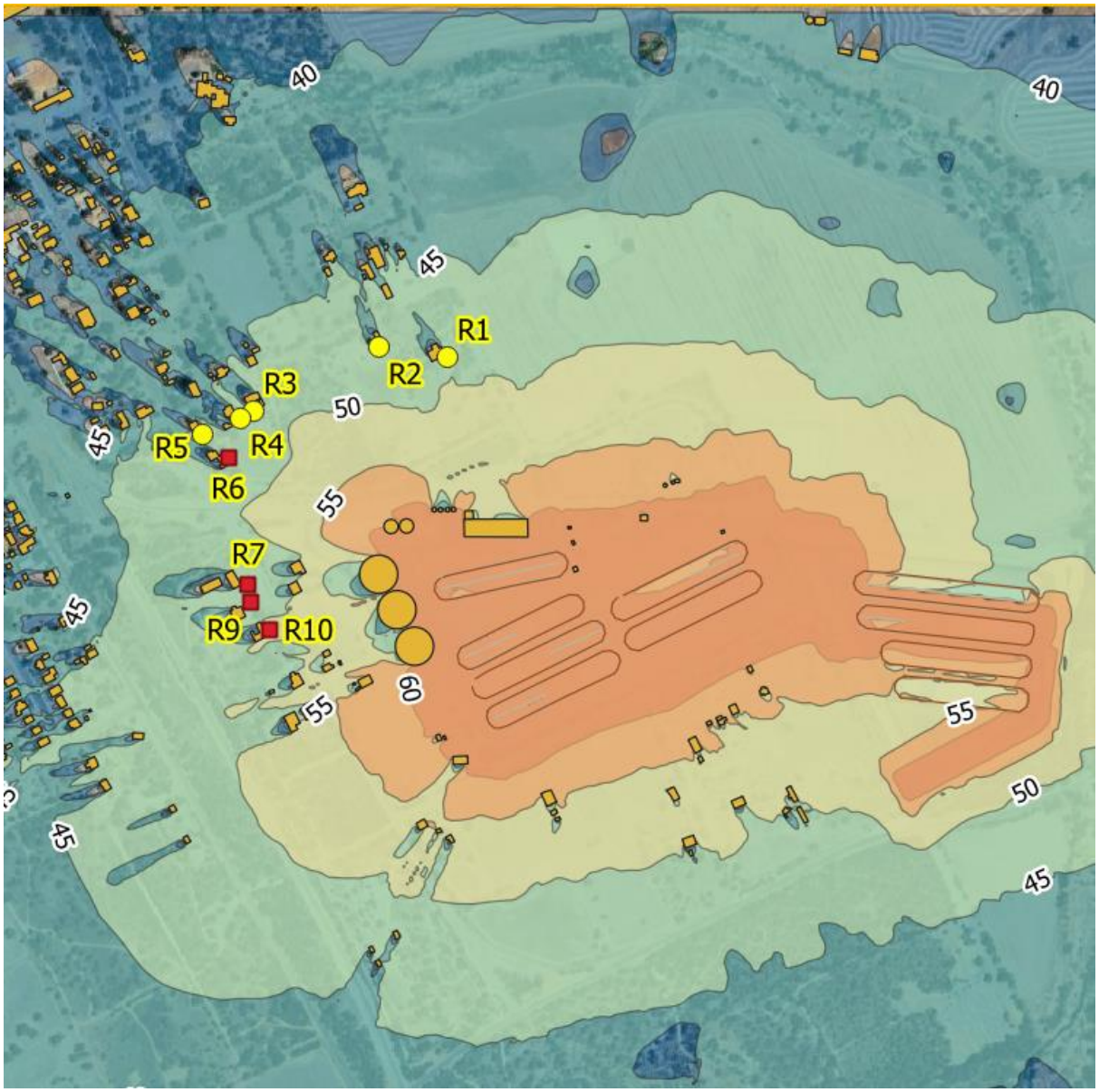


Figure F: Scenario C: Rail silo loading by conveyor –L_{A10} dB

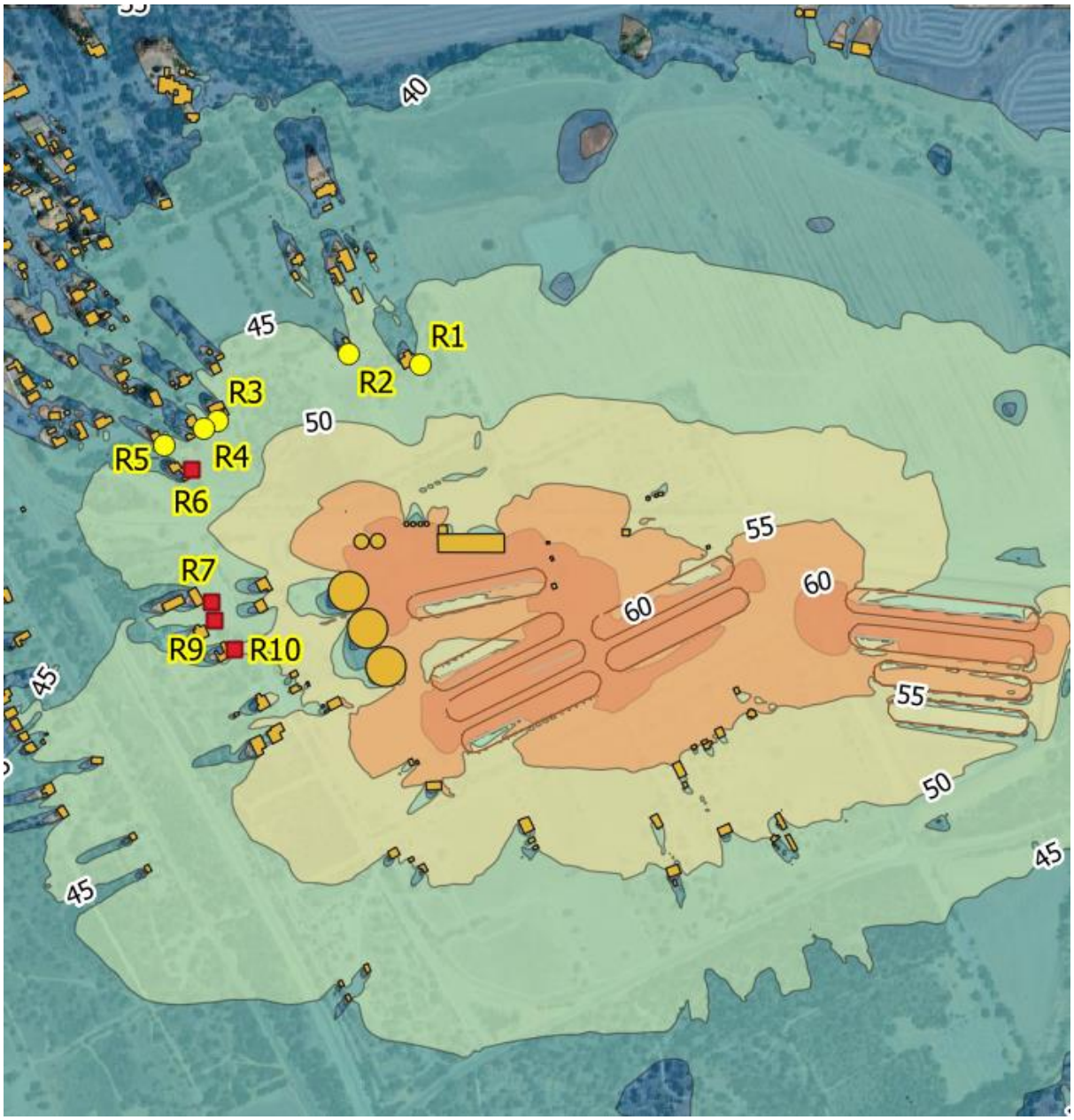
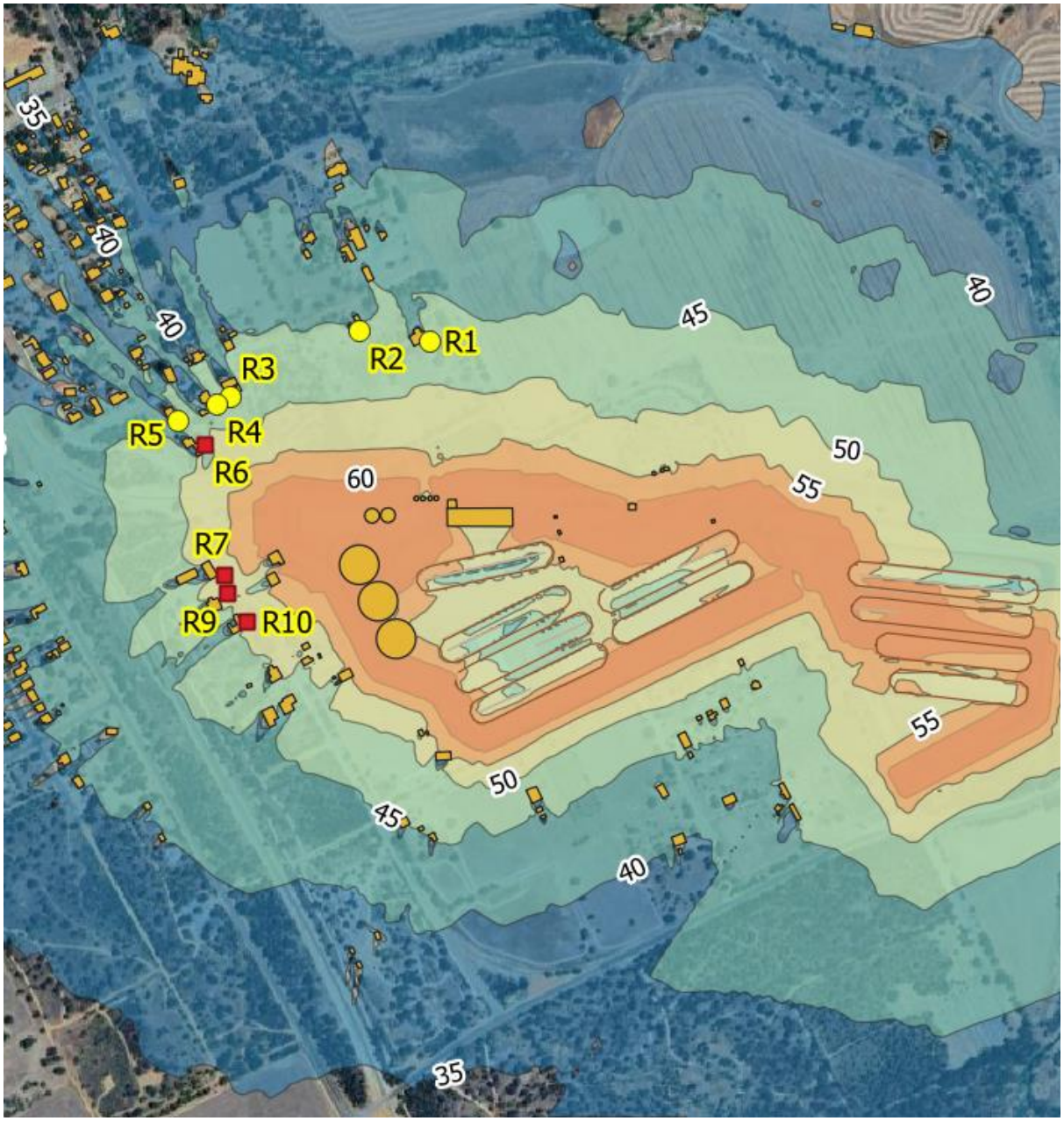
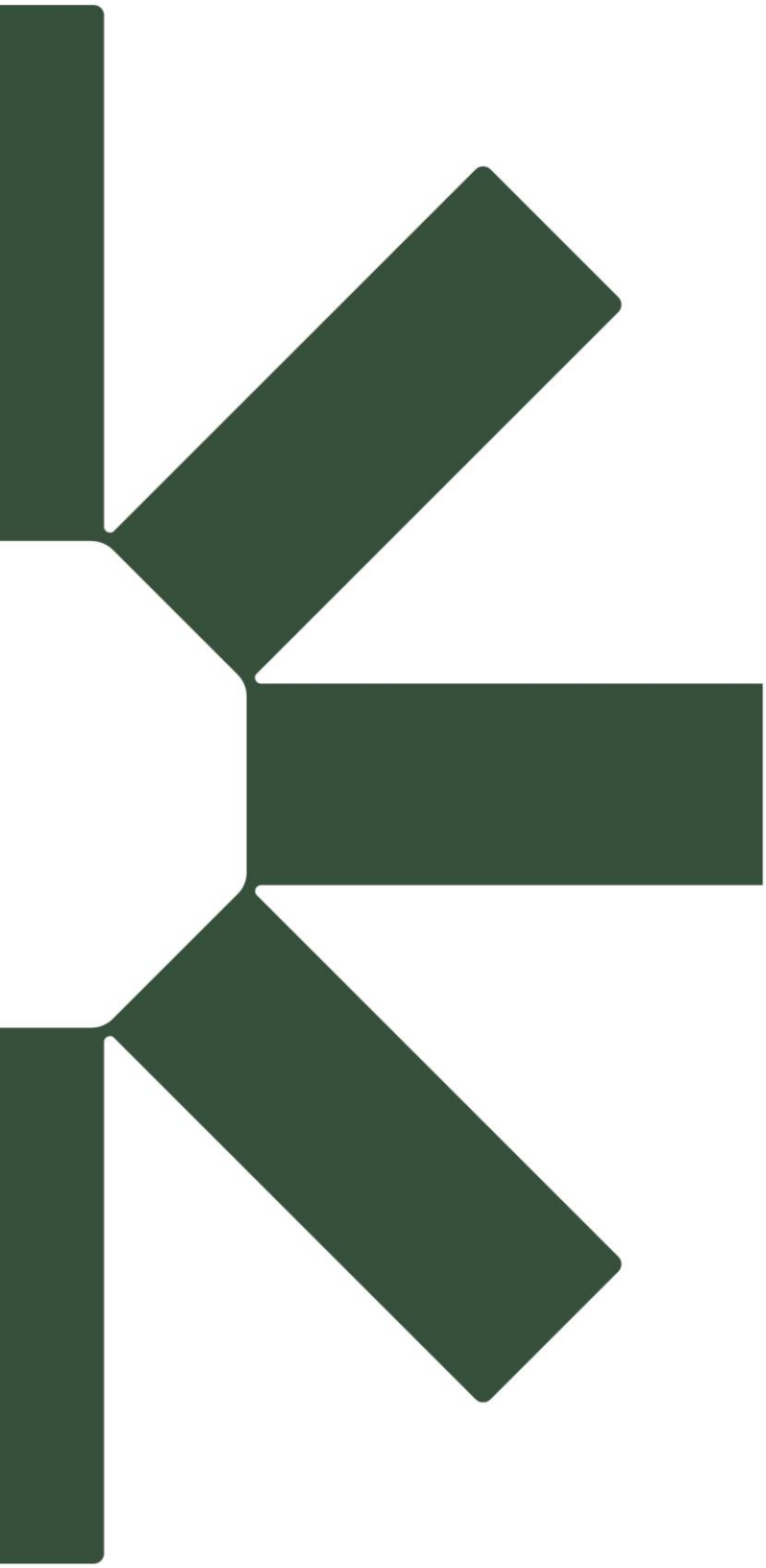


Figure G: Scenario D: Rail silo loading by truck –L_{A10} dB





Making Sustainability Happen

Bushfire Management Plan Coversheet

This Coversheet and accompanying Bushfire Management Plan has been prepared and issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme.

Bushfire Management Plan and Site Details					
Site address / Plan reference:	Sewell Street				
Suburb:	Brookton	State:	WA	Postcode:	6306
Local government area:	Shire of Brookton				
Description of the planning proposal:	Proposed 5kt Silos, elevator pit loading, drag chain to elevator outloading and overhead gallery CLS to rail facility				
BMP / Reference number:	22585	Version:	2	Date of issue:	4.03.2025
Client / Business name:	CBH Group				

Reason for referral to DFES[1]	Yes	No
Has the BAL been calculated by a method other than Method 1 as outlined in AS3959? (Tick *No* if AS3959 Method 1 has been used to calculate the BAL)		✔
Have any of the bushfire protection criteria elements been addressed through the use of an outcomes-based approach?		✔
Strategic planning proposal (including rezoning applications)		✔
Local planning scheme amendment containing supplementary provisions, additional to the deemed provisions for bushfire risk management		✔
Where a bushfire local planning policy, or variation to the acceptable solutions or the APZ is proposed		✔
Where there is a conflict of opinion between the decision maker and proponent		✔
Expert technical advice on bushfire behaviour, emergency management, or other occasions where bushfire technical advice is required to support planning decision-making		✔
Expert technical advice on bushfire matters referred to State Administrative Tribunal (SAT) or Development Assessment Panel (DAP)		✔
Comments on future buildings' compliance with FES Commissioner's operational requirement guidelines		✔
Decision maker discretionary referral, (e.g. renewable energy, hazardous materials, vulnerable land use)		✔

If the development is a special development type as listed above, explain why the proposal is considered to be one of the above listed classifications (E.g. considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

Note: The decision maker (e.g. local government or the WAPC) should only refer the proposal to DFES for comment if one (or more) of the above answers are ticked "Yes".

BPAD Accredited Practitioner Details and Declaration

Name	Accreditation Level	Accreditation No.	Accreditation Expiry
James Terenciuk	Level 2	36529	February 2026
Company: -		Contact No.: 08 6114 9356	

I declare that the information provided within this bushfire management plan is to the best of my knowledge true and correct.

Signature of Practitioner  Date 4.03.2025

[1] For more information please refer to DFES Referral to DFES Checklist

Bushfire Management Plan

Report Details

Report / Job number

22585

Report version

2

Date submitted:

4 March 2025

Project:	Proposed 5kt Silos, elevator pit loading, drag chain to elevator outloading and overhead gallery CLS to rail facility
Project Address:	CBH, Sewell Street, Brookton WA 6306
Prepared by:	James Terenciuk, Bushfire Planning Practitioner.

Address: Suite 26, 443 Albany Highway, Victoria Park, WA 6100, **Phone:** (08) 6114 9356
Email: admin@greenstartconsulting.com.au, **Web:** www.greenstartconsulting.com.au

1. Background Information

This Bushfire Management Plan was prepared to provide guidance for the planning and management of potential bushfire threat. The standards and recommendations within this plan are based on the performance criteria as set out in Guidelines for Planning in Bushfire Prone Areas (November 2024).

This Bushfire Management Plan meets the requirements of SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.

James Terenciuk
Bushfire Planning Practitioner

1.1 Purpose of Plan

The purpose of this Plan is minimise the occurrence and impact of bushfires and their devastating effects to life, property and the environment, and to document fire prevention requirements at the Site. By providing acceptable solutions the BAL level can be managed to an acceptable level.

1.2 Objectives

The objectives of this Plan are to:

- Define areas where values are located
- Define and rank hazard areas
- Identify individuals and organizations responsible for fire management and associated works within the area of the plan
- Develop fire management strategies for all land with regard to life, property and the environment
- Nominate an assessment procedure that evaluates the effectiveness and impact of proposed and existing fire prevention work and strategies
- Identify performance criteria and acceptable solutions for all fire management works, including acceptable solutions for firebreaks, low fuel areas and building construction standards.

This Plan will achieve the objectives by:

- Assessing the bushfire attack level
- Determining bushfire management requirements
- Determining ongoing management responsibilities

1.3 Statement against Other Relevant Documents

This Bushfire Management Plan meets the intent of:

1. State Planning Policy 3.7,
2. Guidelines for Planning in Bushfire Prone Areas,
3. Local planning strategy references to bushfire risk management,
4. Local planning scheme provisions relating to bushfire risk management,
5. Applicable structure plans, special control area provisions, previous planning approvals or similar referencing bushfire risk management applicable to the subject site,
6. Standard fire break orders of the area; and
7. AS3959 Construction of Buildings in Bushfire-Prone Areas.

1.4 Proposal details

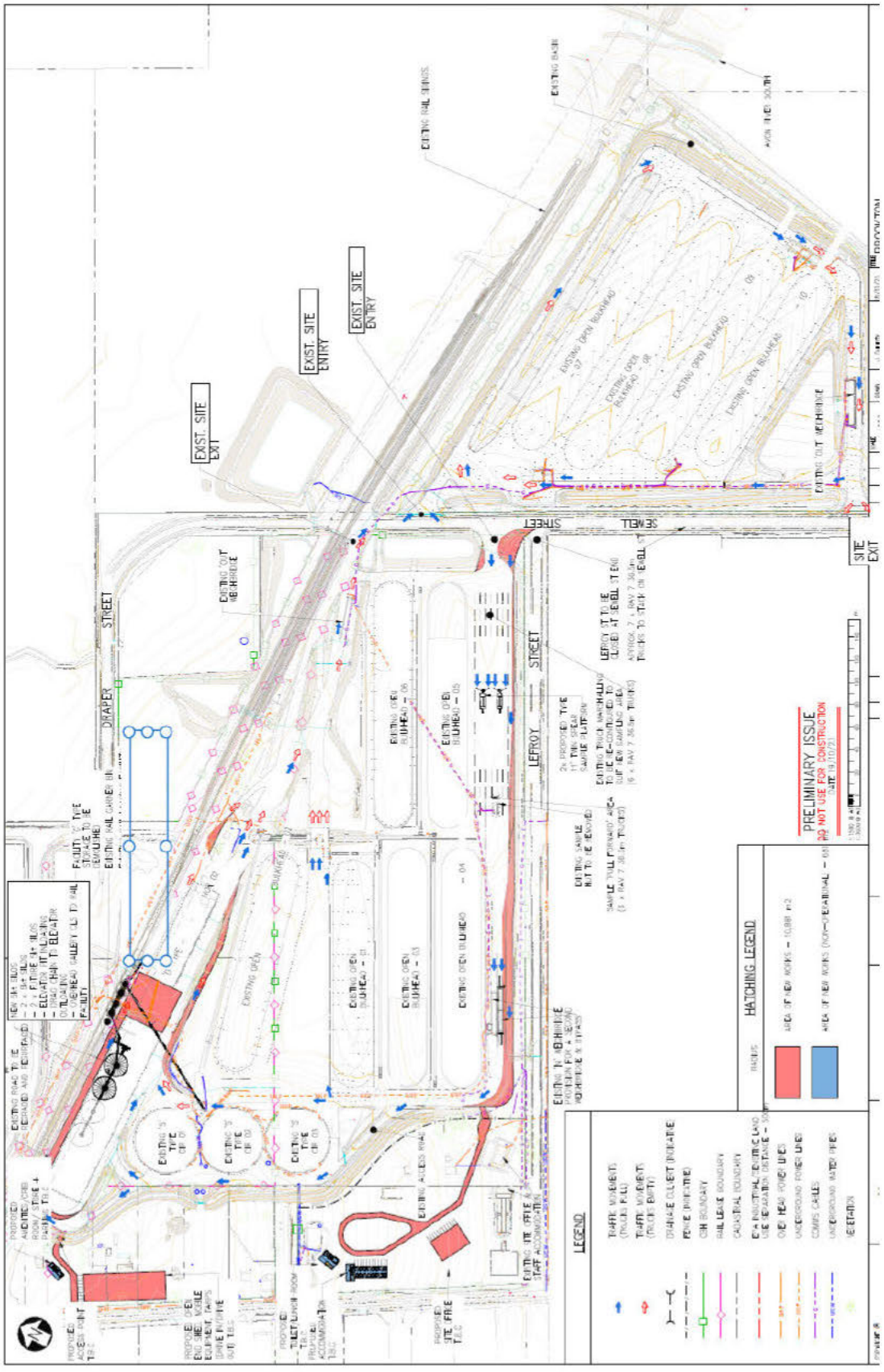
The Site is located approximately 137 km South-East of the Perth CBD. The proposal at CBH Brookton, Sewell St, Brookton WA 6306 seeks approval for a proposed 5kt Silos, elevator pit loading, drag chain to elevator outloading and overhead gallery CLS to rail facility (refer to Figure 1: Site layout plan).

It has been identified as being located within a bushfire prone area according to the most recent map published by the Department of Fire and Emergency Services (refer to Figure 2).

There are no relevant environmental considerations, including local reserves, State Forest, National park, wetlands, Bush Forever sites, etc. within the site or being affected by the development.

There have been previous bushfire assessments undertaken for the site. There has been a bushfire assessment for the proposed subdivision and amalgamation on 18 February 2020 and another one for the Fixing Rail Storage Facility on 17 January 2022 by us.

1.4.1 Figure 1: Site plan



1.4.2 Figure 2: Location Plan

1.4.3 Figure 3: Map of Bushfire Prone Areas for the subject site

2. Environmental considerations

We rely on our client to provide us with detailed environmental information specific to their site including reports from other consultants. To the best of our knowledge there are no environmental, biodiversity or conservation values on the subject site (or adjoining).

2.1 Native vegetation – modification and clearing

The subject site does not contain those values mentioned above and is not identified in a local planning strategy or local biodiversity strategy therefore clearing requirements will be in accordance with the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004.*

2.2 Revegetation/Landscape Plan

No Revegetation/Landscape Plan has been provided for this site.

3. Bushfire Assessment Results

3.1 Assessment Inputs

The location and extent of the classifiable vegetation in relation to the proposed developments have been assessed and recorded in the attached BAL Assessment Report extract. The BAL Assessment Report is produced based on a methodology 1 assessment, with the vegetation being assessed "as is" in accordance with AS3959. The initial BAL rating is given in the table below.

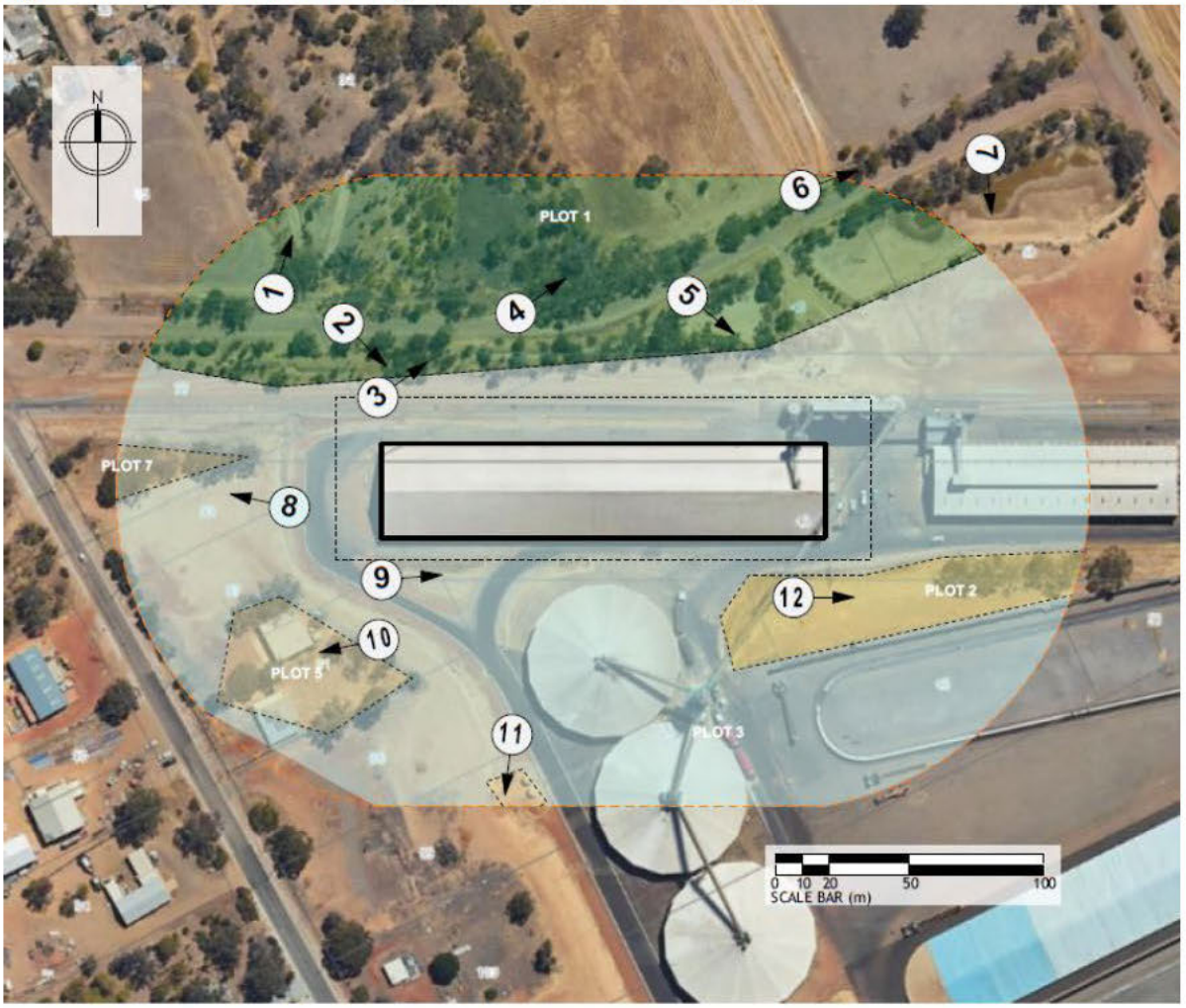
Table 2A: Worst case BAL that applies to the site

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class B Woodland	Downslope 1°	24.5m	BAL – 29
2	Class G Grassland	Flat Land	14.8m	BAL – 19
3	Excludable – Clause 2.2.3.2(f)	-	-	BAL – LOW
4	Excludable – Clause 2.2.3.2(c)	-	-	BAL – LOW
5	Excludable – Clause 2.2.3.2(c)	-	-	BAL – LOW
6	Excludable – Clause 2.2.3.2(a)	-	-	BAL – LOW
7	Excludable – Clause 2.2.3.2(c)	-	-	BAL – LOW

Table 2B: Determined Bushfire Attack Level (BAL)
The Determined Bushfire Attack Level for the proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level				BAL – 29
Photo ID:	3	Plot:	1	
Vegetation Classification or Exclusion Clause				
Class B Woodland - Woodland B-05				
Description / Justification for Classification				
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.				

3.1.1 Figure 4: Post-Development Vegetation Classification Map



LEGEND

- SUBJECT LAND
- PROPOSED
- 150m FROM THE EXTERNAL BOUNDARY OF THE SUBJECT SITE
- VEGETATION PLOT BOUNDARY
- 3 → PHOTO LOCATION

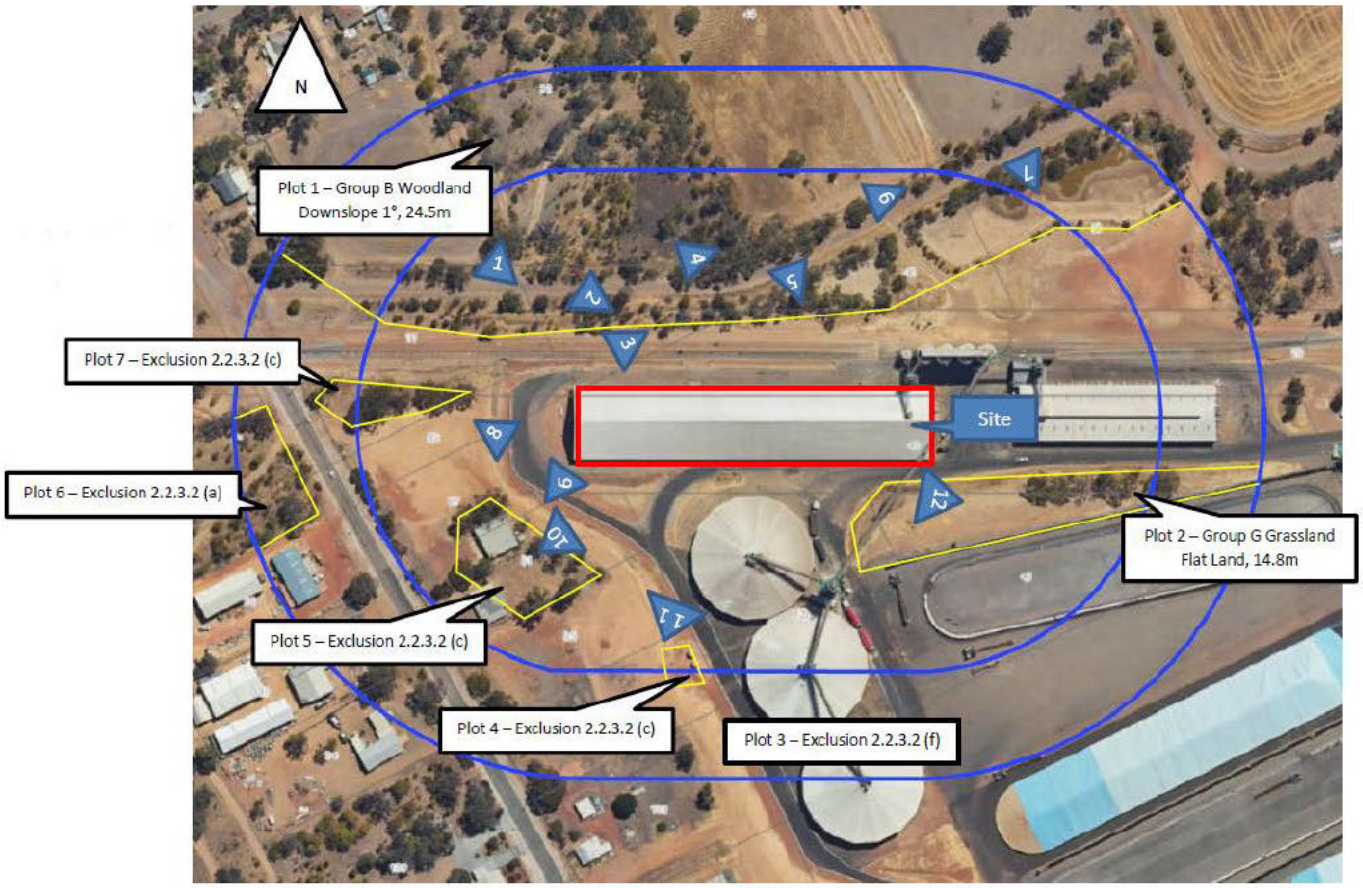
VEGETATION CLASS

- CLASS B WOODLAND
- CLASS G GRASSLAND
- EXCLUDED AS PER 2.2.3.2 (f)
- EXCLUDED AS PER 2.2.3.2 (c)

3.2 Preliminary BAL Assessment

3.2.1 Site Assessment & Site Plans

The assessment of this site was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2018 Simplified Procedure (Method 1).



Legend

= Photo location

= 100m and 150m wide buffers

= Vegetation plots

= Site

3.2.2 Vegetation Classification

All vegetation within 100m of the site development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Photo ID:	1	**Plot:**	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	2	**Plot:**	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	3	Plot:	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	4	Plot:	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	5	Plot:	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	6	Plot:	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	7	Plot:	1
Vegetation Classification or Exclusion Clause			
Class B Woodland - Woodland B-05			
Description / Justification for Classification			
Trees 10-30m high; 10-30% foliage cover dominated by eucalypts: understorey or low trees to tall shrubs typically dominated by Acacia, Callitris or Casuarina.			

Photo ID:	8	Plot:	7
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(c) Multi Areas < 0.25Ha			
Description / Justification for Classification			
Area of vegetation less than 0.25ha in area and not within 20m of site or other classified vegetation. With the distance measuring 50m from Plot 5 to site and 29m from Plot 5 to Plot 1.			

Photo ID:	9	Plot:	3
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(f) Low Threat Vegetation			
Description / Justification for Classification			
Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition and maintained area.			

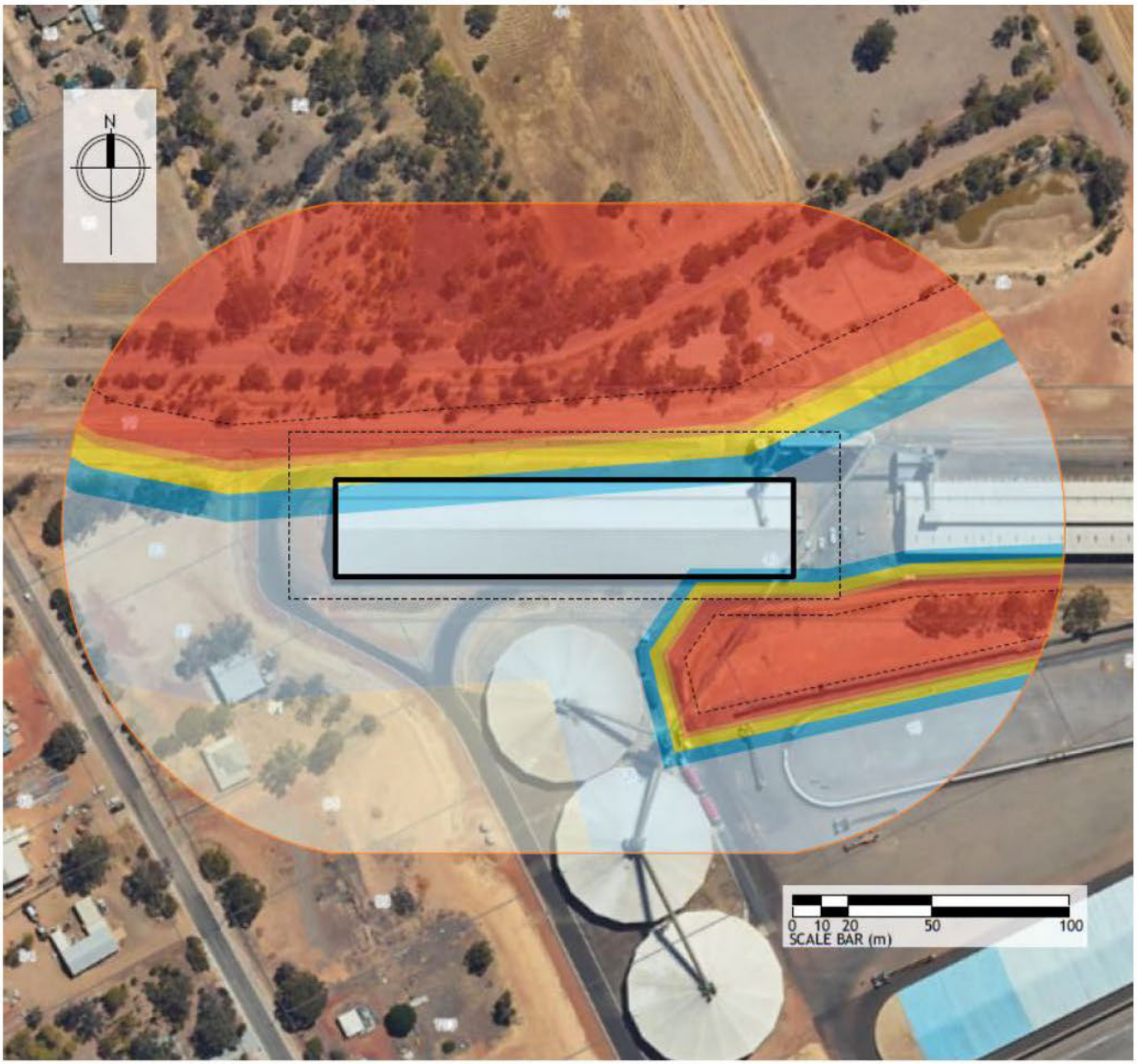
Photo ID:	10	Plot:	5
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(c) Multi Areas < 0.25Ha			
Description / Justification for Classification			
Area of vegetation less than 0.25ha in area and not within 20m of site or other classified vegetation. With the distance measuring 38m from Plot 5 to site.			

Photo ID:	11	Plot:	4
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(c) Multi Areas < 0.25Ha			
Description / Justification for Classification			
Area of vegetation less than 0.25ha in area and not within 20m of site or other classified vegetation. With the distance measuring 80m from Plot 4 to site.			

Photo ID:	12	Plot:	2
Vegetation Classification or Exclusion Clause			
Class G Grassland – Tussock grassland G-22			
Description / Justification for Classification			
All forms including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Grassland over 100mm.			

3.3 Assessment outputs (Contour Map)

3.3.1 Figure 5: BAL Contour Map (to infrastructure following implementation of APZ)



LEGEND

- SUBJECT LAND
- PROPOSED BUILDING OUTLINE
- 150m FROM THE EXTERNAL BOUNDARY OF THE SUBJECT SITE
- ASSESSMENT AREA (100m FROM THE EXTERNAL BOUNDARY OF THE SUBJECT SITE)
- VEGETATION PLOT BOUNDARY

BUSHFIRE ATTACK LEVELS

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

3.3.2 Table A: Method 1 Table (to infrastructure following implementation of APZ)

The BAL contours are based on:

- The vegetation classifications and effective slope observed at the time of inspection
- The anticipated post-development vegetation based on proposed on-site clearing extent, and resultant vegetation exclusions and separation distances, achieved to implement the proposed development and Asset
- The extent of clearing assumes the rail loading facility has been progressed and that clearing for this project has been completed.

The results of the BAL contour assessment for the current scenario are detailed in Table A and illustrated in Figure 4.

BAL Determination					
	Applied Vegetation Classification	Effective Slope Under the Classified Vegetation (degrees)	Separation Distance to the Classified Vegetation (metres)	Highest BAL Rating	Separation distance to achieve for BAL-29 (metres)
Proposed structures	Class G Grassland	Flat land	14.8m	BAL – 19	8m
	Class B Woodland	Downslope 1°	23.6m	BAL – 29	17m

4. Identification of bushfire hazard issues

The site is a commercial operation surrounded by grassland and woodland. Access is above average due to the commercial heavy vehicle access required. Refer to Figure 4.

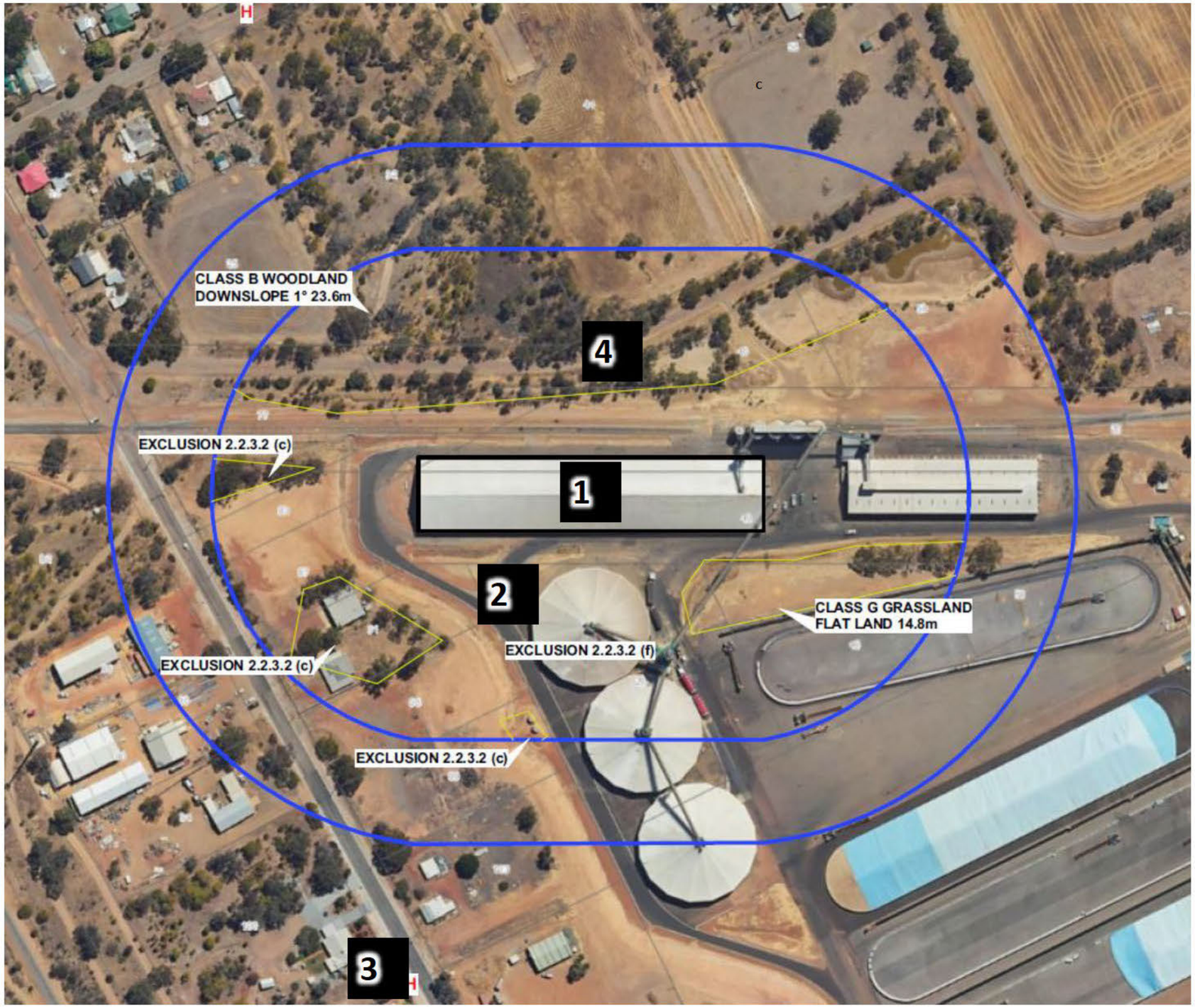
5. Assessment against the Bushfire Protection Criteria

5.1 Compliance

Each of the elements listed within Appendix 4 of the Guidelines for Planning in Bushfire Prone Areas has been addressed in this bushfire management plan as per the following table.

Bushfire protection criteria	Method of Compliance/Acceptable Solutions	Proposed bushfire management strategies
Element 1: Location	Area 1	N/A
	Area 2	N/A
Element 2: Siting and design of development	A2.1a Siting and design	The proposed development achieves radiant heat impact of BAL-29. It is not exceeding BAL-29.
	A2.1b Siting in an area with a radiant heat impact exceeding 29 kW/m2 (BAL-40 or BAL-FZ)	N/A
	A2.2 Asset Protection Zone	N/A
	A2.3 Clearing of native vegetation	The development avoids, or where unavoidable, minimises the clearing of native vegetation.
	A2.4 Storage of hazardous, flammable and/or combustible materials	The proposed development will be in an area of BAL-29. No APZ is required.
Element 3: Vehicular access	A3.6 Private driveway longer than 70m. A private driveway is to meet detailed requirements contained within the Guidelines.	The site's driveway is used by heavy vehicles and complies with the requirements of Table 6, Column 5.
Element 4: Water	A4.1 Identification of future water supply	The site is provided with a reticulated water supply in accordance with the specifications of the relevant water supply authority and Department of Fire and Emergency Services. An existing hydrant is located on Robinson St– refer to Figure 5 for the location.

5.1.1 Figure 6: Spatial representation of the bushfire management strategies



LEGEND

- BUILDING OUTLINE
- EXISTING ACCESS
- H EXISTING HYDRANT
- ASSET PROTECTION ZONE
- FIRE BREAK
- CLASSIFIED VEGATATION
- 100m & 150m WIDE VEGATATION RADIUS

Notes

1) The proposed development will be in an area of BAL-29. No APZ is required.
2) The existing network needs to meet the requirements of Table 6 Column 3. (i.e. hard gravel and bitumen surface).
3) The site is provided with a reticulated water supply in accordance with the specifications of the relevant water supply authority and Department of Fire and Emergency Services. Existing hydrant is located on Robinson Rd – refer to map for the location.
4) Firebreak as per Shire of Brookton Fire-Break Notice.

Location Details: CBH Brookton, Sewell Street, Brookton WA 6306
Local Government Area: Shire of Brookton
Assessment Date: 12.07.2024
Date of aerial photo: Unknown
Prepared by: James Tereciuk, Bushfire Planning Practitioner

6. Responsibilities for Implementation and Management of the Bushfire Measures

DEVELOPER/LANDOWNER – PRIOR TO SALE OR OCCUPANCY	
No.	**Implementation Action**
1	Install the private driveway to the standards stated in the BMP.
2	Establish the Asset Protection Zones to the dimensions and standards stated in the BMP.
3	Comply with the relevant local government annual firebreak notice issued under s33 of the Bush Fires Act 1954.
LANDOWNER/OCCUPIER – ONGOING MANAGEMENT	
No.	**Management Action**
1	Maintain the Asset Protection Zones to the dimensions and standard stated in the BMP.
2	Landowners/occupiers to thoroughly read this BMP. If there are any items which require clarification it is recommended that they contact the author of this report.
3	Maintain vehicular access routes within the lot to the required surface condition and clearances.
4	Comply with the relevant local government annual firebreak notice issued under s33 of the Bush Fires Act 1954.

To ensure that the above individuals/organisations are able to comply with the Bushfire Management Plan they are to be notified of their responsibilities by the developer and be given a copy of the endorsed Bushfire Management Plan.

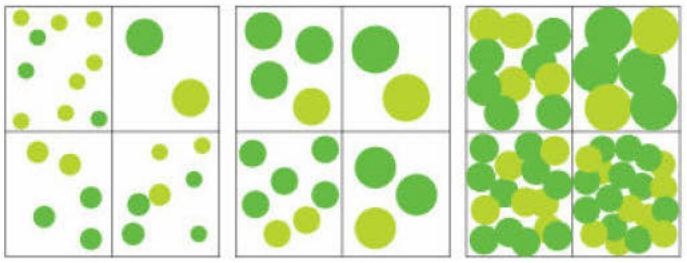
This Bushfire Management Plan relates to a specific planning approval and should be referred to periodically as part of the owner's fire mitigation strategy. As time passes, any items found to require review due to changing circumstances are to be brought to the attention of the local government and the Bushfire Management Plan author.

Certification by bushfire consultant

I James Terenciuk, certify that at the time of inspection, the BAL ratings contained within this BMP are correct; Clearance by local government is recommended.

James Terenciuk
Bushfire Planning Practitioner
Date: 4 March 2025

7. Appendix 1: Schedule 1: Standard for Asset Protection Zones (Appendix B, Table 9 of the Guidelines)

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 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. Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%

OBJECT	REQUIREMENT
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.

Notes:
** Plant flammability, landscaping design and maintenance should be considered – refer to following explanatory notes*

Fine fuel load is the combustible, dead or dry vegetation matter on the ground, near ground, or elevated. Fine fuel includes grass, leaves, bark and twigs less than six millimetres in diameter that ignite readily and are burnt rapidly when dry.

Fine fuel should be maintained at less than 2t/ha. 100gm/m² equates to 1t/ha. To estimate a fuel load (in t/ha), collect the dry fine fuel from a representative one square meter and weigh (in grams using kitchen scales) and multiply the weight by 0.01.

8. Appendix 2: Vehicular access technical requirements

Table 10: Vehicular access technical requirements

	1		2		3		4		5	
TECHNICAL REQUIREMENTS	**PERIMETER ROADS**		**PUBLIC ROADS**		**EMERGENCY ACCESS WAY[3]**		**FIRE SERVICE ACCESS ROUTE[3]**		**BATTLE-AXE & PRIVATE DRIVEWAYS[1]**	
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 (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road[2]	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road[2,4]					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (metres)					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.

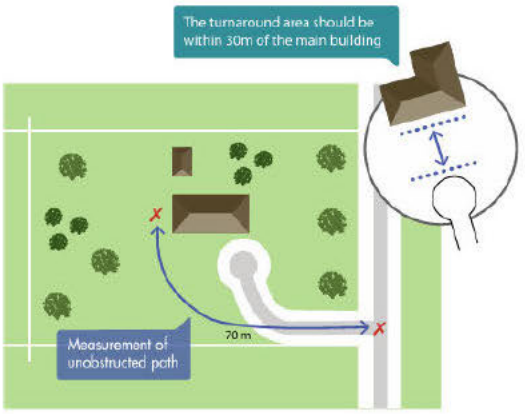
[5] As outlined in the Institute of **Public Works Engineering Australasia (IPWEA) subdivision guidelines**, **Liveable Neighbourhoods**, **Austroads Standards** Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

B.3.8 Private Driveway

Emergency services vehicles typically operate from the street frontage in areas serviced by reticulated water and where the distance from the public road to the farthest part of the habitable building is no greater than 70 metres.

In the event the habitable building cannot be reached by hose reel from the public road, emergency services vehicles will need to gain access via the driveway to the property. Emergency services vehicles will also need to gain access to the property where access to water is provided by onsite water tanks. In these situations, the driveway and battle-axe access leg (if applicable) will need to be wide enough for access by an emergency services vehicle and a vehicle to evacuate.

Figure 38: Design requirements for a private driveway where required



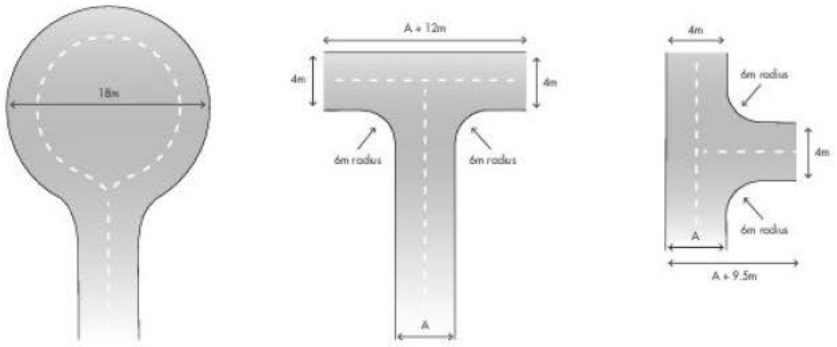
It is acceptable for a private driveway to have a carriageway width of four metres with a traversable verge of one metre on either side of the carriageway.

Turn-around areas (Figure 38) should be available for conventional two-wheel drive vehicles and type 3.4 fire appliances and should be located within 30 metres of habitable buildings. Circular and loop driveway design may also be considered.

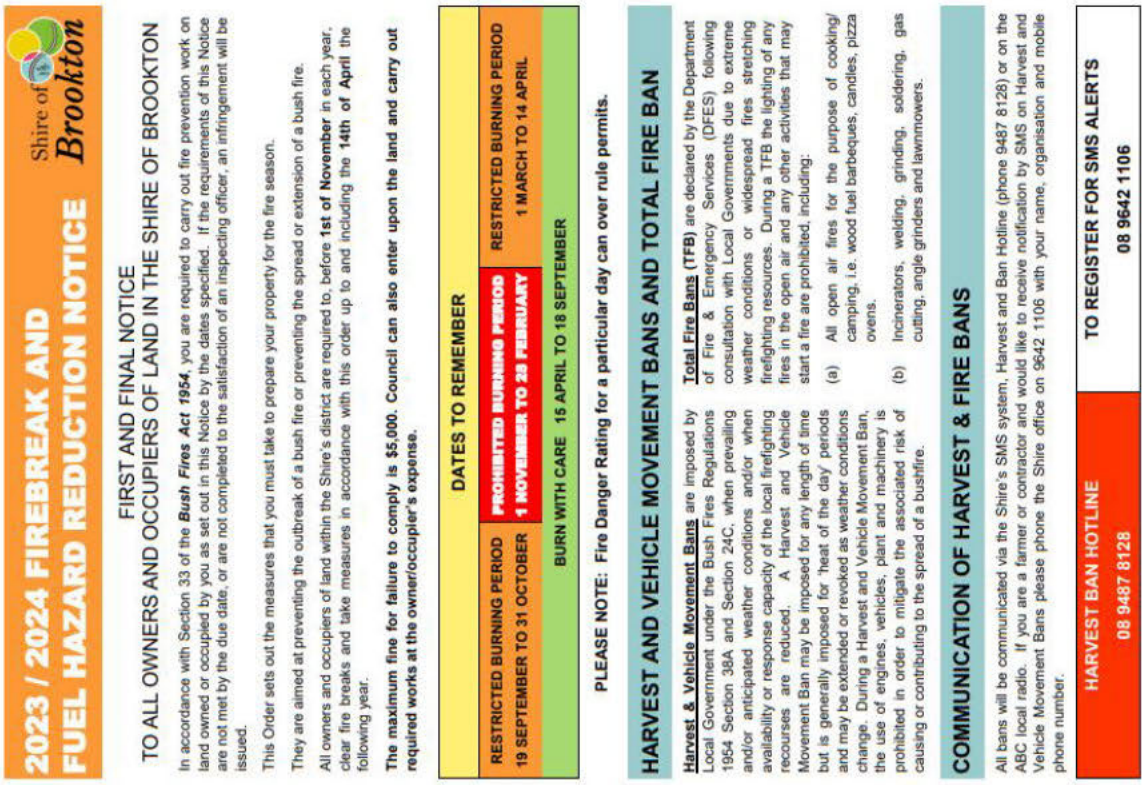
A private driveway greater than 70m is to meet all of the following requirements:

a) Requirements in Table 10, Column 5; and
b) passing bays every 200 metres with a minimum length of 20 metres and a minimum additional carriageway width of 2 metres (i.e. the combined carriageway width of the passing bay and constructed private driveway to be a minimum 6 metres); and
c) turn-around area (Figure 30) and within 30 metres of the habitable building (Figure 38).

Figure 30: Design requirements for a turn-around area



9. Appendix 3: LG's Firebreak Notice



2023 / 2024 FIREBREAK AND FUEL HAZARD REDUCTION NOTICE

Shire of Brookton

FIRST AND FINAL NOTICE
TO ALL OWNERS AND OCCUPIERS OF LAND IN THE SHIRE OF BROOKTON

In accordance with Section 33 of the ***Bush Fires Act 1954***, you are required to carry out fire prevention work on land owned or occupied by you as set out in this Notice by the dates specified. If the requirements of this Notice are not met by the due date, or are not completed to the satisfaction of an inspecting officer, an infringement will be issued.

This Order sets out the measures that you must take to prepare your property for the fire season.

They are aimed at preventing the outbreak of a bush fire or preventing the spread or extension of a bush fire.

All owners and occupiers of land within the Shire's district are required to, before **1st of November** in each year, clear fire breaks and take measures in accordance with this order up to and including the **14th of April** the following year.

The maximum fine for failure to comply is $5,000. Council can also enter upon the land and carry out required works at the owner/occupier's expense.

DATES TO REMEMBER

RESTRICTED BURNING PERIOD 19 SEPTEMBER TO 31 OCTOBER	PROHIBITED BURNING PERIOD 1 NOVEMBER TO 28 FEBRUARY	RESTRICTED BURNING PERIOD 1 MARCH TO 14 APRIL
BURN WITH CARE 15 APRIL TO 18 SEPTEMBER		

PLEASE NOTE: Fire Danger Rating for a particular day can over rule permits.

HARVEST AND VEHICLE MOVEMENT BANS AND TOTAL FIRE BAN

Harvest & Vehicle Movement Bans are imposed by Local Government under the Bush Fires Regulations 1954 Section 38A and Section 24C, when prevailing and/or anticipated weather conditions and/or when availability or response capacity of the local firefighting recourses are reduced. A Harvest and Vehicle Movement Ban may be imposed for any length of time but is generally imposed for 'heat of the day' periods and may be extended or revoked as weather conditions change. During a Harvest and Vehicle Movement Ban, the use of engines, vehicles, plant and machinery is prohibited in order to mitigate the associated risk of causing or contributing to the spread of a bushfire.

Total Fire Bans (TFB) are declared by the Department of Fire & Emergency Services (DFES) following consultation with Local Governments due to extreme weather conditions or widespread fires stretching firefighting resources. During a TFB the lighting of any fires in the open air and any other activities that may start a fire are prohibited, including:

(a) All open air fires for the purpose of cooking/ camping, i.e. wood fuel barbeques, candles, pizza ovens.

(b) Incinerators, welding, grinding, soldering, gas cutting, angle grinders and lawnmowers.

COMMUNICATION OF HARVEST & FIRE BANS

All bans will be communicated via the Shire's SMS system, Harvest and Ban Hotline (phone 9487 8128) or on the ABC local radio. If you are a farmer or contractor and would like to receive notification by SMS on Harvest and Vehicle Movement Bans please phone the Shire office on 9642 1106 with your name, organisation and mobile phone number.

HARVEST BAN HOTLINE
08 9487 8128

TO REGISTER FOR SMS ALERTS
08 9642 1106

BUSH FIRE CONTROL OFFICERS

Chief Bush Fire Control Officer	Deputy Chief Bush Fire Control Officer	Community Emergency Services Manager
Murray Hall 0428 421 367	Travis Eva 0428 421 642	Jason Carrail 0448 494 027

CENTRAL BRIGADE	EAST BRIGADE	WEST BRIGADE
Troy Bassett.....0488 190 870	Bevan Walters.....0427 426 061	Tim Evans.....0439 424 010
Andrew Pike.....0428 421 072	Darrell Turner.....0429 426 014	Ross Evans.....0418 935 927
Ashley Hobbs.....0429 421 379	Dennis Wilkinson.....0428 426 022	Len Simmons.....0409 301 022
William Wilkinson.....0429 426 022	Michael Eva.....0428 425 085	Mark Whittington.....0417 954 061
Neville Messenger.....0417 180 630		Jamie Blight.....0428 584 256
Blair Montague.....0428 929 421		
Anton de Lange.....0436 393 311		
Brad Bassett.....0427 421 070		

REPORT ALL FIRES TO 000

BURNING PERMITS

Burning permits can be obtained from your local Fire Control Officer. Please remember the Fire Control Officers are volunteers.

Please plan ahead—do not contact a Fire Control Officer on the day you intend to burn and expect a permit, as it may not be granted. You must give notice to your neighbours and the Shire once the permit is granted.

Please ensure you have the following information before calling a Fire Control Officer.

- Name & contact details of no less than three (3) able bodied persons who will be attending the fire at all times.
- The address or property location numbers that the permit is to apply to.
- Firefighting equipment and resources to be present at the fire front.
- Size of burn to take place (area).
- Confirm that firebreaks are installed and a fire unit can access the area.

FIRE DANGER RATINGS

The Australian Fire Danger Ratings (AFDRS) levels are:

The Fire Danger Rating (FDR) tells you how dangerous a fire would be if one started. The higher the FDR, the more severe a bushfire is expected to be.

It is vital that you are aware of the FDR for any areas you are travelling to or through.

For further information about the **Australian Fire Danger Rating System (AFDRS)** go to: https://afdrs.com.au/

You can find all the **current FDRs for WA on Emergency WA** at https://www.emergency.wa.gov.au/#firedangerratings

No Rating	Moderate	High	Extreme	Catastrophic

WORK REQUIRED TO BE UNDERTAKEN

TOWNSITE LAND - EQUAL TO OR LESS THAN 2,023m² IN SIZE—all land within the Brookton and Aldersyde townsites. Are required to be fire hazard reduced by:

A. Reduction of the vegetation fire hazard to a maximum height of 75mm. All slashed material is to be removed.

All townsite properties **over 2,023m²** in size are required to be fire hazard reduced by:

A. Construction and maintenance of a 3m wide minimum bare earth unobstructed trafficable firebreak within 3m of the property boundaries (footpaths and roads or road verges are not to be accepted as firebreaks).

B. Reduction of the vegetation fire hazard to a maximum height of 75mm including the removal of slashed material, unless an exemption is granted by the Chief Executive Officer in consultation with the Chief Bush Fire Control Officer and VFRS Captain.

RURAL LAND - EQUAL TO OR LESS THAN 100 HECTARES IN SIZE all land outside the Brookton and Aldersyde townsites. Are required to be fire hazard reduced by:

A. Construction and maintenance of a 3m wide minimum bare earth unobstructed trafficable firebreak within 30m of the boundary of the property.

B. Any activity that may start a fire on the property requires an operational independent mobile water filled firefighting unit with a water capacity of not less than 450 litres to be at the ready *throughout the restricted and prohibited burning period*. Trailer type units must be attached to a towing vehicle and slip-on units must be attached to the tray of the vehicle in accordance with manufacturer's instructions.

C. Construction of a 5m wide minimum bare earth unobstructed trafficable firebreak within 15m of and surrounding all buildings, sheds, fuel storage including drums and flammable chemicals, silos and fodder stacks as well as hay stacks within a shed or within 400m from any infrastructure including operational generators and stationary motors.

All rural properties and aggregated land within the Shire of Brookton **over** 100 hectares in size are required to be fire hazard reduced by:

A. Construction of a 5m wide minimum bare earth unobstructed trafficable firebreak within 15m of and surrounding all buildings, sheds, fuel storage including drums and flammable chemicals, silos and fodder stacks as well as hay stacks within a shed or within 400m from any infrastructure including operational generators and stationary motors. Excluding seed cleaners as they are deemed part of the harvest operations.

B. Provision on the property of an operational independent mobile water filled firefighting unit with a water capacity of not less than 450 litres to be at the ready *throughout the restricted and prohibited burning period.* Any activity that may start a fire must be accompanied by a trailer type unit that must be attached to a towing vehicle and/or a slip-on unit that must be attached to the tray of the vehicle in accordance with manufacturer's instructions.

Note:

- Hay and straw stacks in open paddock areas awaiting pickup and removal are not required to be surrounded by a firebreak.
- During any period when harvesting operations are being conducted an operational independent mobile firefighting unit must be located in the same paddock, or within 50m of the paddock and be kept full of water at all times. The responsibility to supply the firefighting unit is that of the landowner.
- Harvesting operations includes the use of augers and seed cleaning units, other than when used in a silo compound where surrounded by more than 15 metres cleared area.

LAND OWNERS AND OCCUPIERS

It is the landowner's responsibility, NOT a contractor, to ensure your property complies with the annual Fire Break Notice.

PLANTATIONS—Is an area of planted trees, other than a windbreak, within the gazetted townsites exceeding 3 hectares and outside of a townsite exceeding 10 hectares.

A. Boundary firebreaks: a 15m clear area is required on all boundaries of plantations and along public roads. This clear area must have a minimum trafficable surface of 5m minimum of clear bare earth and a minimum vertical clearance of 4m. The remaining 10m must be maintained in a low fuel condition, i.e. Closely mowed, grazed or sprayed.

B. Compartment firebreaks: internal firebreaks between compartments of up to 30 hectares must be a minimum of 6m wide and for compartments over 30 hectares a minimum of 10m wide. In all cases a 5m trafficable surface and a minimum 4m vertical clearance should be maintained to allow access by firefighting appliances.

C. Firefighting water supplies: must be designed and constructed to enable heavy duty firefighting equipment to access the water supply in accordance with DFES Guidelines for Plantation Fire Protection 2011 or as revised. A copy of these Guidelines is available from the Shire Administration office upon request.

D. Firefighting equipment must be provided by the plantation owner to the minimum standards recommended in the DFES Guidelines for Plantation Fire Protection 2011 or as revised.

E. Paragraphs **A** to **D** do not apply to established plantations which have received planning approval and have an approved fire management plan as part of the planning approval. Owners and managers of such plantations must comply with the conditions of their fire management plan.

HARVESTING MACHINES & HEADERS – REGULATIONS 38

Pursuant to Regulations 38 of the Bush Fires Regulations 1954, a person shall not operate harvesting machinery or header in any crop during the prohibited burning times or restricted burning times set out unless a fire extinguisher is carried in the machine.

SLASHER AND ROTARY MOWER BAN

A ban applies to the use of slasher and rotary mowers from 1st December to 28th February during the hours of 6:00am to 6:00pm and from 6:00pm on the day before an extreme or above fire danger rating is forecast from Bureau of Meteorology, unless the use is:

A. On a property within a townsite, of any size that is reticulated or;

B. On a property outside the townsite, with the area being slashed or mowed is irrigated or reticulated and is less than 1 hectare.

Address: Suite 26, 443 Albany Highway, Victoria Park, WA 6100, **Phone:** (08) 6114 9356
Email: admin@greenstartconsulting.com.au, **Web:** www.greenstartconsulting.com.au

10. Appendix 4: Water Supply Dedicated for Bushfire Firefighting Purposes

Table 11: Water supply dedicated for bushfire firefighting purposes

SECTIONS FROM THE PLANNING FOR BUSHFIRE GUIDELINES					
SECTION 5[2] STRUCTURE PLANS AND SUBDIVISION APPLICATIONS		**SECTION 6[2] DEVELOPMENT – RESIDENTIAL**	**SECTION 7[2] DEVELOPMENT – COMMERCIAL & INDUSTRIAL**	**SECTION 8[2] – DEVELOPMENT – VULNERABLE LAND USES**	
One additional lot	10,000 litre water tank per lot	10,000 litre water tank per habitable building	For each habitable building - 10,000 litre per 1,500 m² of floor space up to 50,000 litre. Provided in a water tank	Camping ground	At the discretion of the local government
Three to 24 lots	10,000 litre water tank per lot[1] **or** 50,000 litre strategic water tank				
25 lots or more	50,000 litre per 25 lots or part thereof, provided as a strategic water tank(s) **and/or** 10,000 litre water tank per lot			Other vulnerable land uses	For each habitable building - 10,000 litre per 500 m² of floor space up to 50,000 litre. Provided in a water tank

Notes:
[1] Evidence that the identified water supply amounts in either column denoted is to be provided at the relevant planning stage.
[2] where more than one habitable building is proposed, strategic water tanks are to be provided in accordance with Section 5 requirements and at the discretion of the Local Government.

B.4.1 CONSTRUCTION AND DESIGN

An above-ground tank and associated stand should be constructed of non-combustible material.

Below-ground tanks should have a 200 millimetres diameter access hole to allow tankers or emergency services vehicles to refill direct from the tank, with the outlet location clearly marked on the surface.

Above and below ground tanks may need to comply with AS/NZS 3500.1:2018.

An inspection opening may double as the access hole provided that the inspection opening meets the requirements of AS/NZS 3500.1:2018.

Where an outlet for an emergency services vehicle is provided, then an unobstructed, hardened ground surface is to be supplied within four metres of any water supply.

B.4.1.1 Pipes and fittings

All above-ground, exposed water supply pipes and fittings should be metal. Fittings should be located away from the source of bushfire hazard and be in accordance with the applicable section below, unless otherwise specified by the local government.

B.4.1.2 Fittings for above-ground water tanks:

- Commercial land uses: 125 millimetres Storz fitting; or
- Strategic water tanks: 50 millimetres or 100 millimetres (where applicable and adapters are available) male camlock coupling with full flow valve; or
- Standalone water tanks: 50 millimetres male camlock coupling with full flow valve; or
- Combined water tanks: 50 millimetres male camlock coupling with full flow valve or a domestic fitting, being a standard household tap that enables an occupant to access the water supply with domestic hoses.

B.4.1.3 Remote outlets

In certain circumstances, it may be beneficial to have the outlet located away from the water supply. In instances in which a remote outlet is to be used, the applicant should consult the local government and DFES on their proposal.

Consulting Civil & Traffic
Engineers, Risk Managers.

PO Box 1271
East Victoria Park
WA 6981

P | +61 8 9355 1300
E |admin@shawmac.com.au

Alex Martin
Lead – Project Delivery
CBH
Level 6, 240 St Georges Terrace
Perth, WA 60004
via email Alex.Martin@cbh.com.au

Dear Alex

Re: Brookton Site & Fixed Rail Outloading Upgrades – Traffic Impacts

Further to recent discussions on the matter, we understand that CBH is proposing upgrades at their existing Brookton site consisting of two new 5kt rail outloading silos and upgrades to rail loading facilities and minor pavement works to improve internal traffic flows.

This letter is provided to outline the traffic impacts associated with the upgrades to support CBH's Development Application to the Shire of Brookton.

In accordance with WAPC's Transport Impact Guidelines (refer excerpt in **Figure 1**), for individual developments which generate a low traffic impact (<10 vehicle trips during peak hour) a formal transport impact document is not normally required, but a brief description of the proposed development should be provided to confirm the low traffic impacts.

The proposed upgrades to rail outloading, site facilities and minor pavement works will not add any storage capacity to the site and will not generate any additional traffic. The works only serve to improve efficiency and safety for internal site movements and rail outloading efficiency/speed. Accordingly, the traffic impacts are low (nil), and a formal transport impact document is not needed.

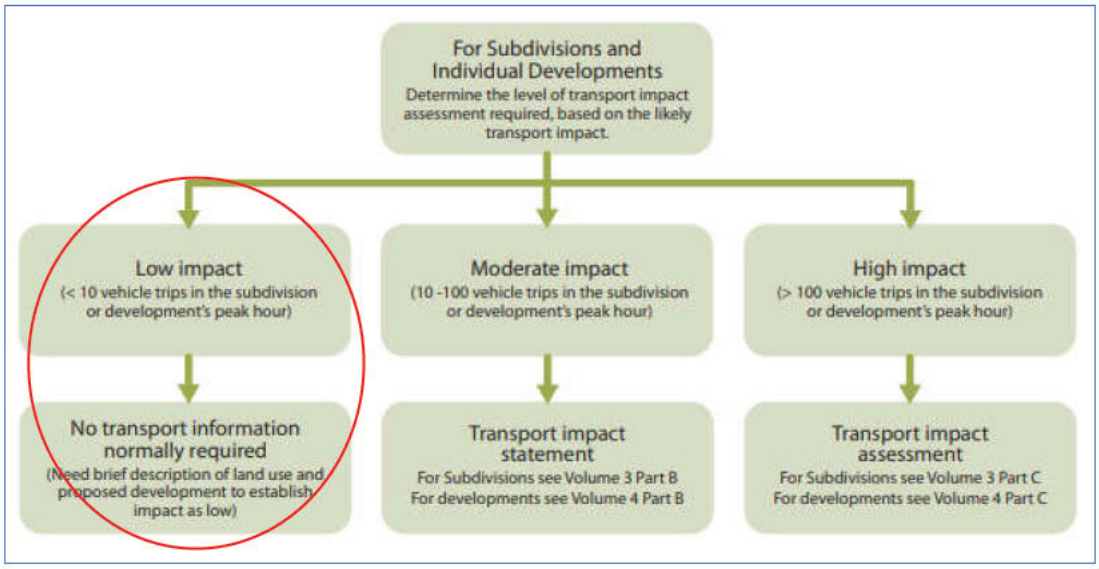


Figure 1: Project Location

I trust this letter addresses your and the Shire's requirements and should you have any queries please do not hesitate to contact the undersigned.

Kind Regards

James Bridge

Director / Principal Civil Engineer

4th February 2025

Attachments:

426-ENG-CI-DCO-0026 (Conceptual Layout No1)

INTRODUCTION

Purpose and Scope

This management plan defines the requirements associated with the process of minimising the impact of dust emissions that could potentially be generated from activities at CBH Brookton Grain Storage facilities.

CBH is committed to improving the overall environmental impacts of its business, and in achieving the environmental objectives outlined in the CBH Group Health, Safety and Environmental Policy.

All activities undertaken at Brookton Grain Storage facilities must comply with this Dust Management Plan.

The plan will be subject to ongoing review and therefore will be subject to change to ensure that it remains relevant and effective considering site performance, past results, and technological advances throughout the life of the site.

Definitions

Term	Definition
Dust	Dust is considered to be any particle suspended within the atmosphere. Particles can range in size from as small as a few nanometres to 100 microns (um) and can become airborne through the action of wind turbulence, by mechanic disturbance of fine materials or through the release of particulate rich gaseous emissions. Dust is measured using a variety of methods, the most common being Total Suspended Particulates (TSP), which normally measure up to 50um, and PM_{10} or $PM_{2.5}$ (particulate matter less than 10um or 2.5um in size, respectively). Deposited matter measures the mass of any particulate falling out of suspension expressed in mass per area per time and is the least commonly used in determining dust concentrations (Environment Australia, 1998).
Fugitive Dust	Refers to dust derived from a mixture of sources, or a source not easily defined and includes dust generated from vehicular traffic on unpaved roads, materials transport, and handling and unvegetated soils and surfaces.
Nuisance Dust	Describes dust particles ranging in size from 1mm to 50um, which reduce environmental amenity without necessarily resulting in material environmental harm.
PM_{10}	A criteria air pollutant consisting of small particles with an aerodynamic diameter less than or equal to a nominal 10 microns. Their small size allows them to make their way to the air sacs deep within the lungs where they may be deposited and result in adverse health effects.
TWA	Time Weighted Average
$PM_{2.5}$	Includes tiny particles with an aerodynamic diameter less than or equal to a nominal 2.5 microns. This fraction of particulate matter penetrates most deeply into the lungs.
NEPM	*National Environmental Protection (Ambient Air Quality) Measure*
CBH	Co-operative Bulk Handling Limited
BGS	CBH Brookton Grain Storage facilities
SHARE	CBH incident and hazard reporting system

BACKGROUND

Location

The CBH Brookton Grain Storage facilities (BGS) forms part of CBH's grain storage network across the Wheatbelt Region of Western Australia. The BGS is located within the shire of Brookton on the corner of Bartram St ad Bennell St.

The BGS was created in 1972 and is one of the largest sites in the Kwinana South Zone. It consists of ten open bulk heads, one horizontal storage, three circular storages and two planned V-bottom silo storages, with a total storage capacity of around 377,350 tonnes. Storage facilities and associated grain receival, handling and outloading infrastructure are utilised for road and rail transport.

Figure 1: Brookton Grain Storage Location

Extract From MNG

Operations Description

The BGS receives grain from surrounding district via road transport. Received grain is sampled, segregated, and stored on site until it is sent via train to Kwinana Grain Terminal for export.

Other activities conducted at the premises to enable the continued safe and efficient handling of grain include but are not limited to ongoing maintenance on infrastructure, civil and ground improvement works, pavement works, track repair and maintenance and other associated improvement, refurbishment and construction works as required from time to time.

The Area Manager is responsible for dust control on site. Contact details are as follows:

Billy Matthews
Area Manager – Area 12
Billy.matthews@cbh.com.au
M: 0419 690 496

The site layout plan is illustrated in Figure 2.

Sensitive Receptors

The BGS is surrounded by land zoned for rail, industrial, residential and commercial purposes. Sensitive receptors also include environmental conservation reserves, public open space and primary distributor roads. All areas may be impacted by dust emissions from CBH activities.

Locations of sensitive receptors and their proximity to CBH operations are outlined in Figure 3: Sensitive Receptor Locations in Proximity to CBH Brookton Grain Storage.

Figure 2: CBH Brookton Grain Storage Traffic Map

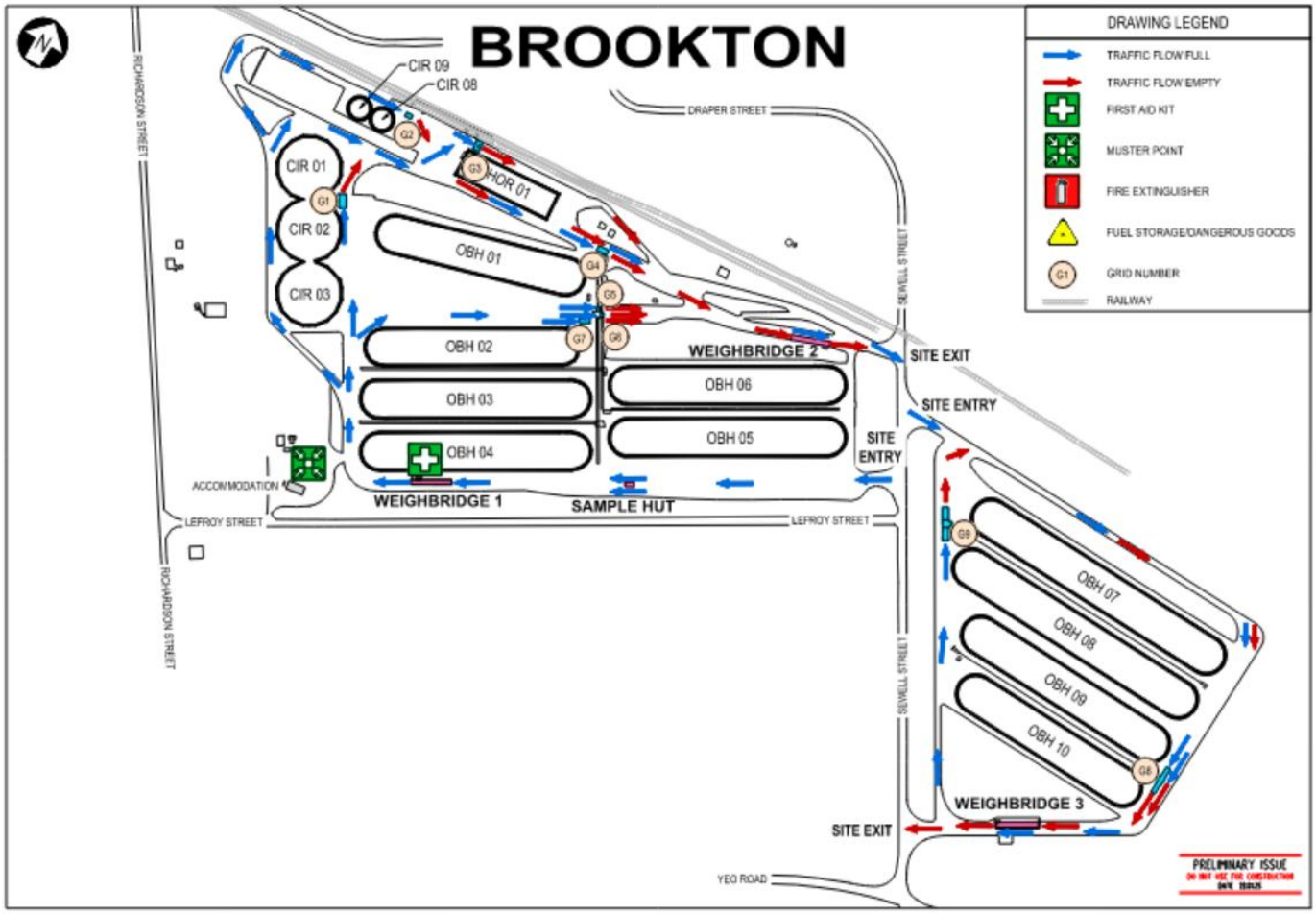
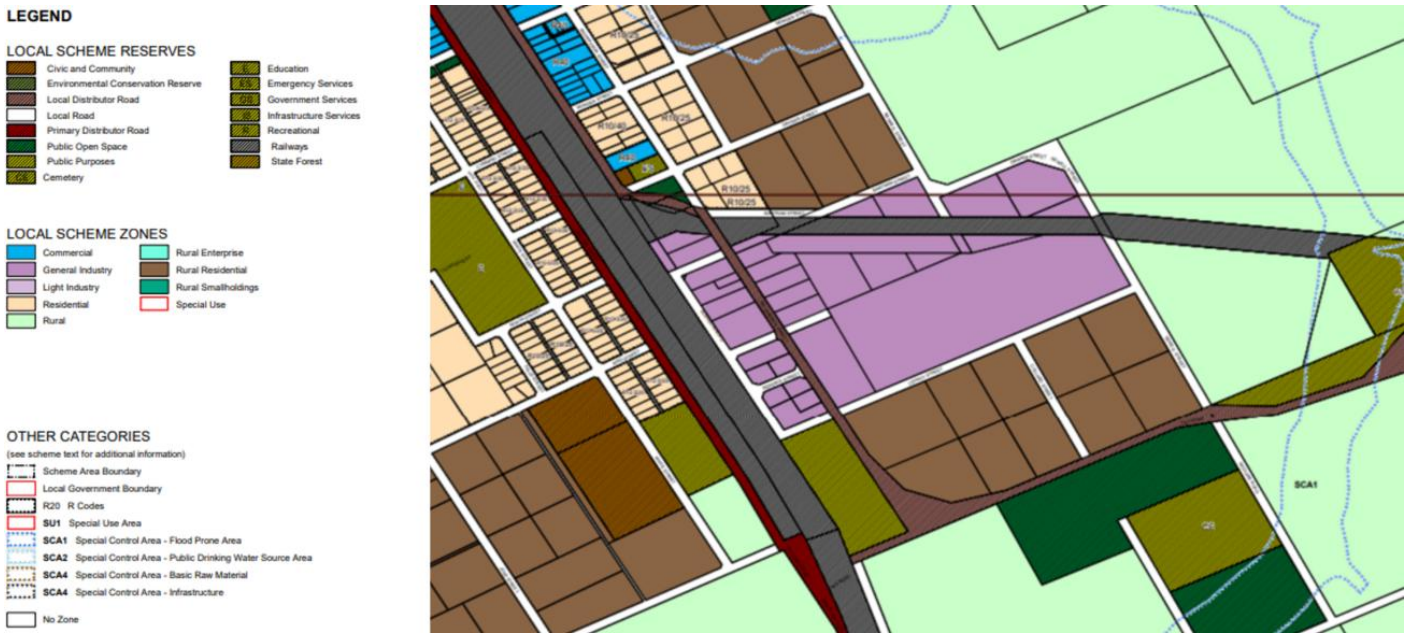


Figure 3: Sensitive Receptor Locations in Proximity to CBH Brookton Grain Storage



Extract From Shire of Brookton displaying the Sensitive Receptors in proximity to CBH Brookton Grain Storage.

COMPLIANCE OBLIGATIONS

Environmental Protection Act 1986

The principal statute relevant to environmental protection in WA. It provides for the establishment of the EPA, preparation, and implementation of EPPs, environmental impact assessment and approvals for new developments, licensing and permitting, and waste management.

Environmental Protection (Unauthorised Discharges) Regulations 2004

Under the Environmental Protection (Unauthorised Discharges) Regulations 2004, it is an offense to cause or allow certain materials to enter the environment in connection with a commercial or business activity.

Under regulation 3(1) a person who, in the course of or in connection with a business or a commercial activity, causes or allows dust (or other schedule 1 material) to be discharged into the environment commits an offence.

Regulatory Criteria for Dust

The National Environmental Protection Council Act 1994 (Cth) has established national objectives in the form of the National Environment Protection Measures (NEPMs) designed to manage ambient air quality concentrations. Fugitive dust emissions as PM10 should not exceed NEPM (Ambient Air Quality) criteria of 50 µm/m^3 (24-hour average) beyond the site boundary.

Table 2: Regulatory Criteria for Dust

Parameter	Monitoring Point	Criteria Target	Averaging Period	Source
Particulates as PM_{10}	Between source and sensitive receptor	50 µg/m^3	24-hour average	NEPC 2016

POTENTIAL IMPACTS

Product Characteristic Summary

Table 3: Product Characteristics

Product Type	Product	Description (particle size – diameter)	Moisture Content	Transport Mode	Storage
Unprocessed Grain	Wheat, Barley, Canola, Lupins	<2.8mm	<13%	Truck and Rail	Enclosed fixed storage and open bulkheads

Sources of Dust

Particulate emissions from a wide range of sources can impact upon air quality in proximity to CBH operations including:

- Unloading of bulk grain products at train and truck unloaders
- Loading of bulk products via conveyors and elevators
- Operation of conveyor and grain storage facilities
- Localised maintenance, construction, and excavation activities
- Heavy vehicle movements
- Offsite agricultural, road maintenance and construction activities
- Dust from unsealed surfaces and disturbed ground.

Elevated ambient background dust levels (regional and local scale) can also contribute to particulate levels in proximity to the site along with offsite sources, such as suspended aerosol components in windblown dust from hot and dry environments.

Characteristics of Grain Dust

Grain dust is a type of inhalable dust with its own designated Time Weighted Average (TWA) exposure standard of 1.5 mg/m^3 (Safework Australia). The recommended TWA is for exposure to the total dust produced during harvesting and handling activities of whole grain of oat, wheat and barley prior to the milling operation to minimise the potential for acute irritation of the upper respiratory tract, eyes and skin, bronchitis and decreased pulmonary function (Safework Australia). It is a respiratory sensitiser and can induce allergic reactions in the respiratory system, with symptoms being immediate or delayed and can occur some hours after exposure when symptoms are not often associated with the trigger. Grain dust is not classified as a carcinogen according to the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

Grain dust consists of 60 to 75 per cent organic material and 25 to 40 per cent inorganic material and can be contaminated by other materials during its growth, transport, and processing. These can include (but are not limited to).

- Bacteria
- Fungal spores
- Insect and insect body parts
- Storage mites and excreta
- Animal hair
- Pollen
- Fungicides, pesticides & fertiliser residues.

Risk Assessment

A risk assessment has been completed to identify potential pathways and receptors that may be impacted from various sources of dust emissions at CGS. Risk ratings have been established based on the CBH Hazard, Risk and Change Management Procedure.

Management actions to mitigate risks identified are outlined in the following sections.

Table 4: Pathways and Receptors Analysis Risk Rating

Potential Emissions	Activity / Sources	Potential Receptors	Potential Pathways	Potential Adverse Impacts	Consequence	Likelihood	Risk Rating
Dust emissions	Truck and rail in-loading or out-loading. Stockpiling of bulk materials (including within storage sheds). Transfer points within the Facility, and other supporting equipment. Exposed areas / unsealed roadways	Residential Public open spaces Commercial premises	Air / wind dispersion. Dust settling on infrastructure Resuspension of particulates in high wind conditions and severe weather.	Impacts to human health through inhalation of particulates.	Minor	Unlikely	Low
				Impacts to amenity at nearby sensitive receptors resulting in nuisance dust (visual dust emissions). Dust deposition on private property. Impacts to public road users. Complaints. Adverse media attention.	Minor	Possible	Moderate

OBJECTIVES AND TARGETS

As outlined in CBH's Environmental Management Standard the key objective for protection of air quality is to ensure "adverse impacts on local or regional air quality from CBH generated air emissions (such as dust, odour, or combustion emissions) are minimised". The following objectives, targets and performance indicators have been established to enable the protection of air quality to be achieved.

Table 5: Objectives, Targets and Performance Indicators

Objective	Target	Performance Indicator
Dust emissions do not adversely impact public health beyond the CBH operational boundary.	Dust emissions related to CBH operations remain below target levels for PM_{10} as defined in NEPM.	Visual monitoring or Continuous PM_{10} monitoring (where deemed necessary).
Dust emissions do not adversely impact public amenity beyond the CBH operational boundary.	No public complaints attributed to dust emissions from CBH operations.	Public Complaints.
Dust emissions do not adversely impact environmental values beyond the CBH operational boundary.	No reportable incidents relating to dust emissions which cause pollution to natural or built environment.	Reportable Incidents in SHARE.

IMPLEMENTATION STRATEGY

A range of management actions are implemented at CBH to ensure that objectives and targets for protecting air quality can be met. The management actions in the table below shall be implemented by CBH, Contractors, and customers to enable dust management objectives to be achieved.

Aspect	Dust Management Action	Frequency/Timing	Responsibility
Training	Environmental issues including dust management are and will continue to be included as part of CBH induction programs for all CBH employees and contractors	Prior to new employees starting	Area / Project Manager
Grain dust suppression systems	Product moisture management is not currently in place or possible at grain handling facilities due to quality impacts to the grain. Investigations are ongoing as to where misting may be beneficial but not pose any product quality risk.	n/a	n/a
Conveyors	Wherever practicable dust covers and wind shields shall be maintained on all conveyors to contain dust and spillage. Measures shall be in place to prevent overloading of conveyors and prevent spillages.	Whenever product movement is occurring.	Maintenance Superintendent / Area Manager
Roadways and open areas	Sweeping and housekeeping duties will be completed as required on sealed roadways, and around infrastructure to remove product spillage that has the potential to generate dust. Unsealed open areas and roadways are either sheeted with gravel or appropriate dust suppression or chemical soil stabilisers are applied.	Frequency of sweeping commensurate with build-up. Frequency of dust suppression in line with situational requirements.	Operations Supervisor
Truck Discharge Grids	Regular hygiene activities shall be conducted around truck discharge grids to remove residual product spillage and prevent it becoming windblown. Where product is migrating due to vehicle movement hygiene activities are to be employed. Hygiene of truck wheels and wheel guards shall be undertaken where required to prevent tracking of product outside of discharge grids or storage sheds.	At all times during truck loading and unloading activities.	Area Manager / Maintenance Superintendent

Aspect	Dust Management Action	Frequency/Timing	Responsibility
Truck Movement	All grain haulage trucks shall be tarped when transporting product within the facility to ensure dust generation is minimised. All site traffic is required to adhere to the site speed limit to minimise dust lift generated by vehicle movement, and this will be communicated at any Growers and Contractor Meetings.	All grain haulage trucks shall be tarped when transporting product within the facility to ensure dust generation is minimised.	Operations Supervisors/ Transporters /Project Manager
Hygiene Program	Hygiene activities will occur daily to maintain a high standard of housekeeping. This reduces the amount of grain and dust build up when more thorough cleaning is required or when maintenance is undertaken. During harvest receivals, efforts are made to sweep dust from the floors of storages on in loading to reduce the amount of dust on outturn. Safety critical grain spills are cleaned up immediately.	At all times during operations.	Operations Supervisor
Inspections	Inspections of facilities shall be undertaken at regular intervals to ensure dust control measures are in place and effective. These include: Environmental Critical Control Verification Inspections Hygiene Inspections Workplace Inspections	As required.	Quality Coordinator / Area Manager / Operations Supervisor
Changes to Operations	Changes to infrastructure, handling methods and throughput volumes shall be thoroughly assessed to ensure environmental, human health and amenity impacts are managed. Project activities outside of operations to have Construction Risk Assessment Workshop (CRAW),	Prior to change in throughput volume, infrastructure or handling method, or site activities.	Area Manager / Maintenance Superintendent / Project Manager

Aspect	Dust Management Action	Frequency/Timing	Responsibility
	and environmental management to be reviewed to include additional controls and monitoring if required.		
Boundary dust control	Where deemed necessary shade cloth is to be installed along boundary fence lines at key locations to reduce emissions of fugitive dust from facilities. Preference for screening trees to be retained and/or planted where landscaping design, Local Government Authority and road safety requirements permit to assist in mitigating nuisance dust.	As required.	Area Manager/ Maintenance Superintendent / Project Manager
Monitoring	Continuous dust monitoring equipment to assess dust concentrations at CBH boundaries through the retention of DT1-SPEC 25 on site. Regular visual monitoring of site activities for the generation of excessive dust emissions in order to implement early intervention measures. Daily assessment of weather conditions and potential effect on dust generation from CBH activities. Continuous dust monitoring equipment to assess dust concentrations at CBH boundaries.	Monitoring with results reported on an annual basis to the local government.	Area Manager / Project Manager / Local Government Authority
Product handling procedures in place to mitigate dust emissions during bulk material handling	Receive Grain SOP Store Grain SOP Outload Grain SOP Outturn Grain SOP Hygiene SOP	At all times during operations.	Area Manager

MONITORING

Dust monitoring data is obtained by from CBH site specific monitoring equipment that is installed where CBH risk assessments identify the measure is necessary or an incident or complaint response requires this as an action.

Monitoring, measurements, equipment siting and reporting will be conducted in accordance with:

- Section 4 of AS 2436-2010 Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites
- AS 3580.1.1-2007 - Methods for sampling and analysis of ambient air Part 1.1;
- National Environmental Protection Council (1998) National Environmental Protection Measure for Ambient Air Quality, June 1998 and variation dated 2015; and
- A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities, Department of Environment and Conservation March 2011.

Real time dust monitoring data, including wind direction information can be collected and access provided to key CBH personnel following approval by the CBH Environmental and Sustainability Manager.

Where real time dust monitoring equipment is deemed necessary, early warning levels and alerts shall be established with the aim to provide early notification to CBH in order to implement effective preventative measures.

TRIGGERS AND CORRECTIVE ACTIONS

In the event of excessive dust emissions being generated from CGS, activities will be reviewed and adjusted until emissions are reduced or controlled.

For trigger events, the process in Figure 4: CBH Guideline for Dust Management shall be followed.

Table 6: Triggers and Corrective Actions

Trigger	Corrective Action	Responsibility
Visual monitoring by CBH staff identifies excessive dust emissions at site boundary.	1. Assess source of dust, wind, weather conditions. 2. Cease dust generating activity until weather conditions change or additional dust control measures are in place.	CBH Operations Supervisors CBH Area Manager CBH Project Manager
Monitoring equipment advise of PM_{10} exceedance of early warning levels.	1. Assess source of dust, wind, weather conditions. 2. Cease dust generating activity until weather conditions change or additional dust control measures are in place.	CBH Operations Supervisors CBH Area Manager
Public complaint received relating to excessive dust emissions.	1. Assess source of dust, wind, weather conditions. 2. Cease dust generating activity until weather conditions change or additional dust control measures are in place.	CBH Operations Supervisors CBH Area Manager
Repeat complaints indicate excessive dust emissions are impacting neighbouring businesses or public.	1. Assess source of dust. 2. Investigate adequacy of control measures. 3. Implement interim dust control measures as necessary until further controls can be put in place.	CBH Operations Supervisors CBH Area Manager CBH General Manager

Figure 4: CBH Guideline for Dust Management

Assess activities and identify source of dust generation	•Confirm dust is from CBH activities and not from external sources. •Identify the specific activities generating the dust.
Are dust control measures in place and working correctly	•Ensure all required dust covers, wind shields, shade cloth and tarps are in place. •Check unsealed areas and earthworks have dust suppression measures as required.
Are hygiene works required to remove excess spilled grain/grain dust.	•Confirm hygiene works being completed frequent enough. •Check if there is an equipment issue resulting in hygiene issues.
Can additional dust control methods be implemented.	•Implement additional dust control measures (additional dust suppression on unsealed areas etc.). •Install additional equipment (shade cloth or covers to create wind breaks etc.).
Do the weather conditions require works to be modified.	•Reschedule activities with high dust generation potential. •Change the location of specific works so dust can be contained to site.
Do activities need to cease until further controls can be implemented or weather conditions become more favourable.	•Cease works generating excessisve dust. •Contain any material that is generating excessive dust.

STAKEHOLDER CONSULTATION

CBH stakeholder consultation and liaison in relation to dust includes the following:

- Regular consultation with growers, local government authority and other stakeholders.

CBH will work closely with all relevant stakeholders in relation to dust generation concerns associated with CBH activities.

REPORTING

This section outlines the reporting responsibilities for all concerned, not only the individual with specified tasks but all employees, contractors, and visitors to CBH sites and receival points.

All CBH employees and contractors will be required to report generation of significant dust plumes, and /or any increase in dust levels to their Supervisor or Area/Project Manager as per the Incident Management Group Procedure. All incidents relating to excessive dust emissions or complaints shall be recorded in SHARE.

In addition, ***any complaints received*** regarding dust is immediately referred to the Area/Project Manager, who would then notify the General Manager of the following information.

- Date of complaint
- Time of Complaint
- Location of Complaint
- Nature of Complaint
- Name of Complainant (if given)
- A summary of any action taken.

All feedback and complaints shall be investigated thoroughly, and an assessment completed to determine appropriate course of action. A response is to be provided to the complainant within three (3) business days, or as otherwise agreed between CBH and the complainant. This response may include investigation findings and remedial action taken.

MONITORING, EVALUATION AND REVIEW

This Dust Management Plan will be reviewed regularly in response to the following:

- Significant changes to infrastructure, operations and/or dust control equipment
- In response to issues raised by regulatory agencies or the community or relevant stakeholders
- In response to additional studies, significant incidents, or monitoring information (such as dust/wind modelling).

The Document Custodian is responsible for conducting the review in accordance with the Document Control and Records Management Group Procedure (STORE-1473931053-253).

ASSOCIATED DOCUMENTS

Reference	STORE ID
Health, Safety and Environment Policy	STORE-1473931053-383
Environmental Management Standard	STORE-1473931053-261
Hazard, Risk and Change Management Procedure	STORE-1473931053-382
Incident Management Group Procedure	STORE-1473931053-24370

REFERENCES

Document	Title
Act or Regulation	Environmental Protection Act 1986 Environmental Protection (Unauthorised Discharges) Regulations 2004 The National Environmental Protection Council Act 1994 (Cth)
Report	Safe Work Australia Evaluation Report - Grain Dust (Oats, Wheat, Barley)

DOCUMENT CONTROL

Authorities

Approved By	Billy Matthews	**Approval Date**	
Review Frequency	Annual	**Next Review Date**	
Owner	Principal – Environment & Sustainability	**Custodian**	Specialist – Environment & Sustainability
Division	Operations	**Department**	Health, Safety and Environment

Review History

Version	Date	Author	Description of Revision
1	01/02/2024	Specialist – Environment & Sustainability	Document created in new template
2	28/01/2025	Lead- Project Delivery	Facility description/ traffic flow map adjusted for new V-bottom silos

CBH RISK CRITERIA AND RISK RATING MATRIX

Table 7: Risk Impact / Consequence Rating

Impact Area	1- Insignificant	2 - Minor	3 – Moderate	4 – Major	5- Catastrophic
Health and Safety – Injury or Illness	No medical treatment required. Negligible or no injury	Minor injuries / occupational illness / psychological injury requiring First Aid or Medical treatment	Serious injury / occupational illness / psychological injury requiring possible hospitalisation or permanent loss / significant effects	Life-threatening or multiple serious injuries or illnesses requiring hospitalisation and permanent effects	Death or multiple life-threatening injuries or illnesses
Environment	No effect on local environment No impact outside of site boundary No environmental breach	Minor environmental effect Minor release contained on site No environmental breach	Moderate environmental effects to localised area Moderate release contained within site boundary Environmental breach that would require reporting to an external body	Major environmental effects to localised area with offsite impacts Major release contained within site boundary Environmental breach that would require reporting to environmental or external body with likely investigation	Serious long-term effects to wide area and/or irreversible damage to environment Major release not contained within site boundary Breach likely to result in loss or impact on site operations and activities
Reputation	Minor local community / shire attention	Adverse attention from local media	Significant adverse local public or media attention	Significant adverse national public or media attention	Significant loss of international public or media attention or loss of grower/customer support.
Legal	Minor internal non-compliance	Minor legal issues and non-compliances	Internally detected breaches, reported to regulators	Serious breach of legislation with remediation notice	Suspension of licenses, prosecution and litigation
Financial	Under $1m	$1m - $10m	$10m-$50m	$50m-$150m	Over $150m
Continuity	1 hour	1 day	2-5 days	1-4 weeks	>4 weeks

Table 8: Likelihood Rating

Rating	Frequency	Description	Frequency example
1	Rare	The event may occur in exceptional circumstances	Occur in more than 100 years
2	Unlikely	The event could occur sometimes	Occur between 10 and 100 years
3	Possible	The event should occur sometimes	Occur between 1 and 10 years
4	Likely	The event will probably occur in most circumstances	Occur once or twice per year
5	Almost certain	The event is expected to occur in most circumstances	Occur more than twice per year

Table 9: CBH Risk Rating Matrix

		Consequence				
		1- Insignificant (No Injuries or health issues)	**2 – Minor** (First Aid treatment)	**3 – Moderate** (Medical treatment, potential LTI)	**4 – Major** (Permanent injury or illness)	**5- Catastrophic** (Fatality)
Likelihood	**1 – Rare** (Occur in more than 100 years)	Low 1	Low 2	Low 3	Low 4	Moderate 5
	2 – Unlikely (Occur between 10 and 100 years)	Low 2	Low 4	Moderate 6	Moderate 8	High 10
	3 – Possible (Occur between 1 and 10 years)	Low 3	Moderate 6	High 9	High 12	Critical 15
	4 – Likely (Occur 1 or 2 times per year)	Low 4	Moderate 8	High 12	Critical 16	Catastrophic 20
	5 – Almost Certain (Occur more than 2 times per year)	Moderate 5	High 10	Critical 15	Catastrophic 20	Catastrophic 25

Government of **Western Australia**
Public Transport Authority

Your ref: N/A
Our ref: A13557694
Enquiries: Ajrina Baradja
Ajrina.Baradja@pta.wa.gov.au

5 February 2025

Shire of Brookton
14 White Street, Brookton
PO Box 42,
Brookton WA 6306

To Whom It May Concern,

Landowner Consent for CBH Development Application for Upgrades the Existing Rail Loading Facility in Brookton.

The Public Transport Authority of WA (PTA) acknowledges receipt of Co-operative Bulk Handling Limited's ("CBH") application for development approval to the Shire of Brookton, to conduct works to upgrade the existing rail loading facility on land managed by PTA in Brookton.

The proposed development works, the subject of this development application, fall within PTA reserve which is leased to CBH from the PTA under a 99-year lease known as L6646 on several parcels of lands outlined below:

1. Lot 1 on D044738 with Certificate of Title LR2946/711.
2. Lot 27 on D063222 with Certificate of Title LR2187/503.
3. Lot 422 on DP213828 with Certificate of Title LR3120/240.
4. Lot 436 on DP184673 with Certificate of Title LR3120/241.
5. Lot 50 on P222180 with Certificate of Title LR555/189A.
6. Lot 51 on P222180 with Certificate of Title LR555/189A
7. Lot 52 on P222180 with Certificate of Title LR1136/350.

The PTA manages, maintains, and controls all government railway land (Government Railway's Act 1904 s.13) and, as the management body for the parcel of land, consents to CBH's lodgement of this development application over the rail reserve and. PTA's consent is conditional that all costs incurred are borne by CBH Group.

Yours sincerely

Michael Parker
EXECUTIVE DIRECTOR
INFRASTRUCTURE PLANNING AND LAND SERVICES
Tel: (08) 9326 2603
Email: Michael.Parker@pta.wa.gov.au

Shire of Brookton

OUR REF: A707
YOUR REF:
ENQUIRIES/CONTACT GARY SHERRY
mail@brookton.wa.gov.au

Co-operative Bulk Handling Limited
Att: Giselle Alliex
GPO Box L886
Perth WA 6001

Dear Giselle,

Proposed extension of existing rail siding - Lot 422 on Diagram 231828 (No. 20) Sewell Street, and Lot 29190 on Plan 193004, Brookton

I refer to your recent application regarding the above. I can advise that the Shire has conditionally approved the Development Application with the notice of decision attached.

Please contact the Shire should you wish to clarify or discuss.

Yours faithfully

Gary Sherry
Chief Executive Officer

05 May 2022

Shire of Brookton

Planning and Development Act 2005

Notice of determination on application for development approval

Name and address of applicant:	Co-operative Bulk Handling Limited Giselle Alliex GPO Box L886 Perth WA
Name and address of owner:	Public Transport Authority Karen Van Der Merwe PO Box 8125 Perth Business Centre 6849
Description of land:	Lot 422 Sewell Street, Brookton Lot 29190 on P193004, Brookton
Description of development:	Extending the existing rail siding to reduce shunting and improve safety at level crossings.
Approval number:	P2022/001

Pursuant to Clause 68 (2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* – Schedule 2/Part 9 (Deemed Provisions), and the *Shire of Brookton Local Planning Scheme No. 4*, development approval to commence development in accordance with an application dated 4th April 2022 and the plans attached are granted subject to the following conditions and advice notes:

CONDITIONS

1. The development hereby approved must be carried out in accordance with the submitted plans and specifications (addressing all conditions) or otherwise amended by the Shire and these shall not be altered and/or modified without the prior knowledge and written consent of the Shire.

2. The applicant shall prepare and submit a Drainage Management Plan prior to the commencement of works to the specification and satisfaction of the Shire which sets out, amongst matters:

    a. Drains, swales, detention basins and/or other measures to enhance water quality and limit off-site impacts; and
    b. Proposed earthworks;

    The drainage infrastructure provided in accordance with this condition shall be permanently maintained in an operative condition to the satisfaction of the Shire.

3. The applicant shall install and maintain signs along transport routes warning road users of railway operations entering prior to the commencement of works. Signs are to be to specification of the Shire in locations approved in writing by the Shire.

4. The site shall be fenced, gated and sign-posted against unauthorised entry, and such features shall thereafter be permanently maintained to the satisfaction of the Shire.

5. The applicant to submit a Works Safety Plan to the satisfaction of the Shire prior to the commencement of works. The safety of persons employed at or visiting the site are to be implemented in accordance with a Works Safety Plan to the satisfaction of the Shire.

6. Measures shall be taken to minimise the amount of dust pollution associated with the operation to the specification and satisfaction of the Shire.

ADVICE

A) The property is located within a designated bushfire prone area as set out at https://maps.slip.wa.gov.au/landgate/bushfireprone/.

B) The proposed development is near a registered Aboriginal Heritage Site. Any works should ensure there are no impacts on this site or its values.

C) The proposed works are partly within a flood risk area. The Shire's decision is made in 'good faith' noting that no habitable accommodation is proposed and that the land has long been used for railway purposes.

D) To reduce flood damages, all electrical installations should be located as high as practical and suitably installed.

Date of determination: 05 May 2022

Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.

Note 2: Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.

Note 3: If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

Signed: **Dated:**

05 May 2022

.....

Gary Sherry
Chief Executive Officer

SHIRE OF BROOKTON
PLANNING APPROVAL

Approval No. P2022/001 Assessment Number: A707

CHIEF EXECUTIVE OFFICER

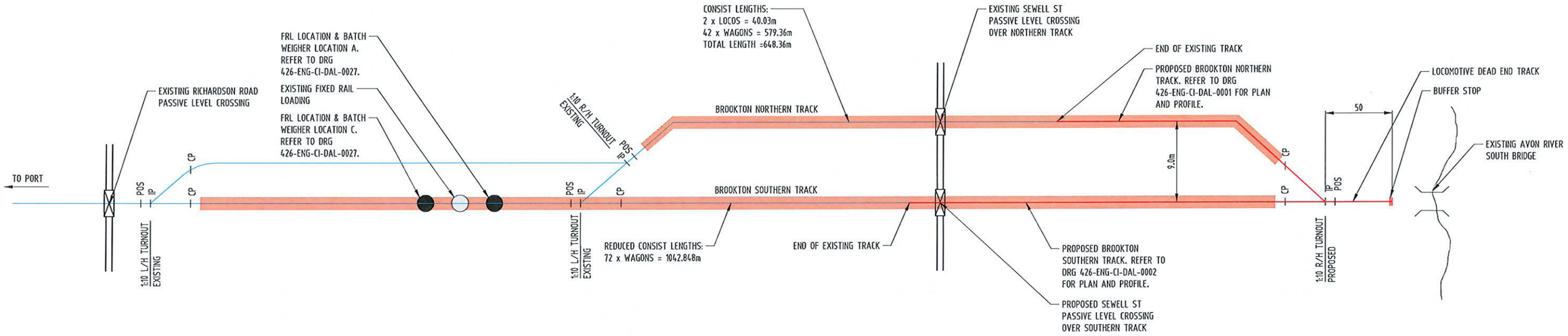
05 May 2022
DATE

NOTES

1. REFER TO DRG 426-ENG-RL-DGA-0002 FOR GENERAL NOTES.

LEGEND

	EXISTING RAIL
	PROPOSED RAIL
	TRAIN CONSIST
CP	CLEARANCE POINT
IP	INTERSECTION POINT
POS	POINT OF SWITCH



PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE -

DIAL BEFORE YOU DIG
www.1100.com.au

CBH GROUP
ABN 29 256 604 947

Stantec

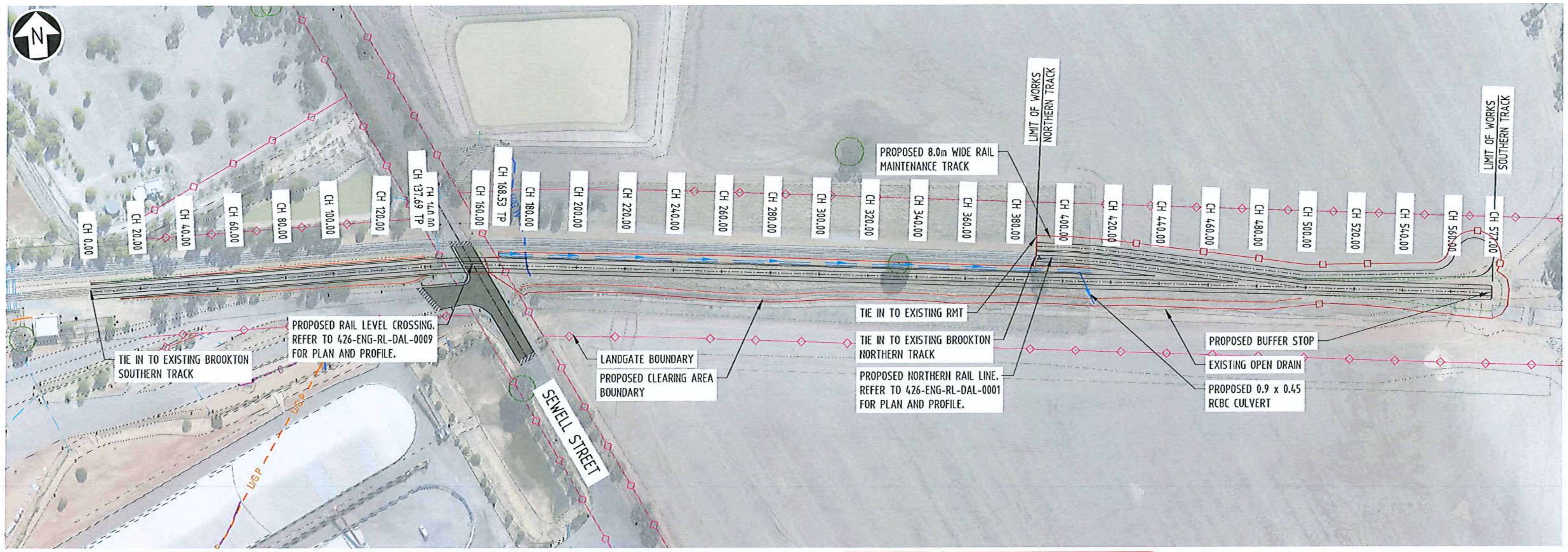
REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHKD	APPD
426-ENG-RL-DGA-0002	RAIL UPGRADE - GENERAL ARRANGEMENT						
426-ENG-CI-DAL-0027	FRL CONCRETE AND EARTHWORKS DESIGN - PLAN						
426-ENG-CI-DAL-0002	RAIL UPGRADE-SOUTHERN RAIL-PLAN AND PROFILE-SHEET 1						
426-ENG-CI-DAL-0001	RAIL UPGRADE-NORTHERN RAIL-PLAN AND PROFILE-SHEET 1	A	15.03.22	ISSUED FOR 30% CLIENT REVIEW	BWH	CFI	GOR

SCALE 1:1500
SHEET A1
PROJECT
CONTRACT No

DRAWN	B.WHITCOMBE	
CHECKED	C.FINGHER	
DESIGNED	B.WHITCOMBE	
DESIGN APPR	G.O'BOURKE	
PROJECT APPR		

TITLE
INFRASTRUCTURE PLANNING
BROOKTON SITE DEVELOPMENT
RAIL UPGRADE
RAIL SCHEMATIC

DRG No 426-ENG-RL-DAL-0012 | SHEET 1 OF 1 | REV. A



PLAN
1:1000

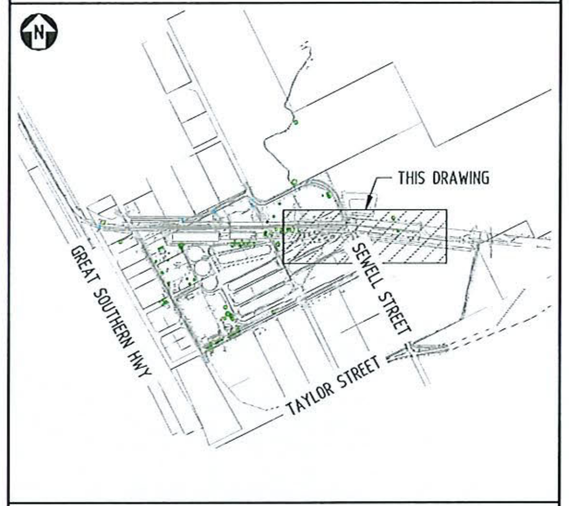
SHIRE OF BROOKTON
PLANNING APPROVAL

Approval No. P2022/001 Assessment Number: A707

CHIEF EXECUTIVE OFFICER [signature]

DATE 05 May 2022

KEY PLAN



GENERAL NOTES

1. ALL WORKS TO BE IN ACCORDANCE WITH CBH AND ARC INFRASTRUCTURE SPECIFICATIONS, SCOPE OF WORKS AND GEOTECHNICAL REPORTS.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL IDENTIFY, LOCATE AND VERIFY EXISTING SERVICES PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO VERIFY SETOUT PRIOR TO CONSTRUCTION.

SURVEY

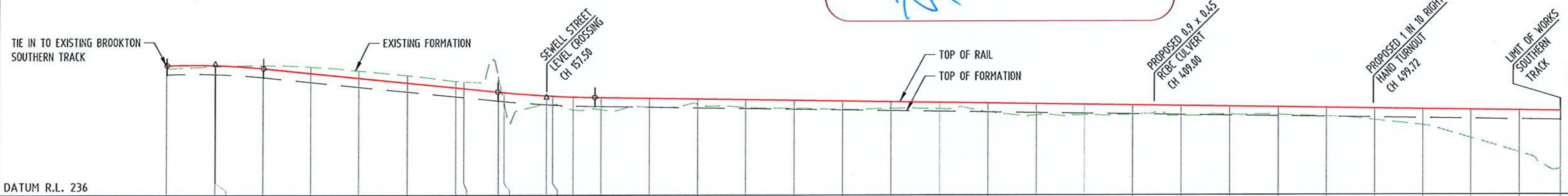
HORIZONTAL DATUM	MGA94 ZONE 50
HEIGHT DATUM	AUSTRALIAN HEIGHT DATUM (AHD)

LEGEND

- EDGE OF FORMATION
- FILL BATTER
- CUT BATTER
- OPEN EARTH DRAIN
- PROPOSED CULVERT
- FLOW DIRECTION
- PROPOSED CLEARING AREA BOUNDARY
- LANDGATE BOUNDARY
- TREE

EXISTING SERVICES

- O/H P — OVERHEAD POWERLINE
- U/G P — UNDERGROUND POWERLINE
- U/G W — UNDERGROUND WATERLINE
- C — UNDERGROUND COMMS
- STORMWATER PIPES



VERTICAL GRADE: 0.4% / -1% / -0.15%
VERTICAL CURVE: 28.63 K, LVC 40 / 46.9 K, LVC 40
HORIZONTAL ALIGNMENT / ARC LENGTH: TAN 123.374 / TAN 14.312 / R 300, ARC 30.848 / TAN 408.465

CHAINAGE	DESIGN LEVEL (T.O.F.)	DEPTH (-CUT/+FILL)	NATURAL SURFACE LEVEL (NSL)
0.00	241.39	0.13	241.26
20.00	241.40	0.05	241.35
20.24	241.40	0.04	241.36
40.00	241.27	-0.12	241.39
60.00	241.07	-0.27	241.34
80.00	240.87	-0.31	241.18
100.00	240.67	-0.31	240.98
120.00	240.47	-0.27	240.73
123.37	240.44	-0.28	240.72
137.69	240.29	-0.64	240.93
140.00	240.27	0.41	239.86
157.49	240.14	0.38	239.76
160.00	240.12	0.36	239.76
168.53	240.09	0.54	239.55
180.00	240.06	0.50	239.56
200.00	240.03	0.38	239.65
220.00	240.00	0.20	239.80
240.00	239.97	0.33	239.64
260.00	239.94	0.33	239.61
280.00	239.91	0.34	239.57
300.00	239.88	0.27	239.61
320.00	239.85	0.26	239.59
340.00	239.82	0.37	239.45
360.00	239.79	0.47	239.32
380.00	239.76	0.43	239.33
400.00	239.73	0.38	239.35
420.00	239.70	0.41	239.30
440.00	239.67	0.33	239.34
460.00	239.64	0.31	239.33
480.00	239.61	0.35	239.26
500.00	239.58	0.48	239.10
520.00	239.55	0.67	238.89
540.00	239.52	1.17	238.35
560.00	239.49	1.73	237.77
577.00	239.47	2.39	237.07

LONGITUDINAL PROFILE
SCALE 1:1000 (H) 1:100 (V)

BULK EARTHWORK VOLUMES:
FROM STRIPPED SURFACE TO BOTTOM OF SUB BALLAST CAPPING

CUT = $1305m^3$
FILL = $623m^3$
BALANCE = $682m^3$ CUT

INCLUDES 150mm STRIPPING, EXCLUDES BULKING FACTOR

PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE -

1:100 @ A1 / 1:200 @ A3 — 0 1 2 3 4 5 6 7 8 9 10 m
1:1000 @ A1 / 1:2000 @ A3 — 0 10 20 30 40 50 60 70 80 90 100 m

DO NOT SCALE FROM THIS DRAWING

CBH GROUP ABN 29 256 604 947

Stantec

REF DRAWING No.	REFERENCE DRAWING TITLE
426-ENG-RL-DAL-0009	RAIL UPGRADE - RAIL LEVEL CROSSING - PLAN AND PROFILE
426-ENG-RL-DAL-0001	RAIL UPGRADE - NORTHERN RAIL - PLAN AND PROFILE - SHEET 1 OF 1
426-ENG-RL-DDR-0002	RAIL UPGRADE - DRAINAGE - SECTION AND DETAILS - SHEET 1 OF 2
426-ENG-RL-DGA-0002	RAIL UPGRADE - GENERAL ARRANGEMENT

REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
A		ISSUED FOR INFORMATION	BWH	CFI	GOR

SCALE	AS SHOWN
SHEET	A1
PROJECT	
CONTRACT No	
DRAWN	B.WHITCOMBE
CHECKED	C.FINGHER
DESIGNED	B.WHITCOMBE
DESIGN APPR	G.O'ROURKE
PROJECT APPR	

TITLE
INFRASTRUCTURE PLANNING
BROOKTON SITE DEVELOPMENT
RAIL UPGRADE - 17m EXTENSION OPTION
SOUTHERN RAIL - PLAN AND PROFILE - SHEET 1 OF 1

DRG No 426-ENG-RL-SKT-003 SHEET 1 OF 1 REV. A

OUR REF: A707
YOUR REF:
ENQUIRIES/CONTACT: GARY SHERRY

Shire of Brookton

Cooperative Bulk Handling
Attn: Timothy Roberts
GPO Box L886
PERTH WA 6001

Dear Timothy

P2022/001 - EXTENSION OF EXISTING RAIL SIDING - LOT 422 ON DIAGRAM 231828 (NO. 20) SEWELL STREET, AND LOT 29190 ON PLAN 193004, BROOKTON – AMENDED SITE PLAN

I refer to your email and amended site plan provided to the Shire on 4 November 2022.

The formally advise that the Shire approves the amended site plan (date stamped 7 November 2022). This approved amended site plan replaces the site plan approved by the Shire on 5 May 2022. The development conditions, as set out in the development approval dated 5 May 2022, continue to apply.

If you have any queries or wish to discuss this matter further, please do not hesitate to contact me at the Shire of Brookton or 0427 421 032.

Yours faithfully

Gary Sherry
Chief Executive Officer

7th November 2022

Enc.

NOTES

1. REFER TO DRG 426-ENG-RL-DGA-0003 FOR GENERAL NOTES.

LEGEND

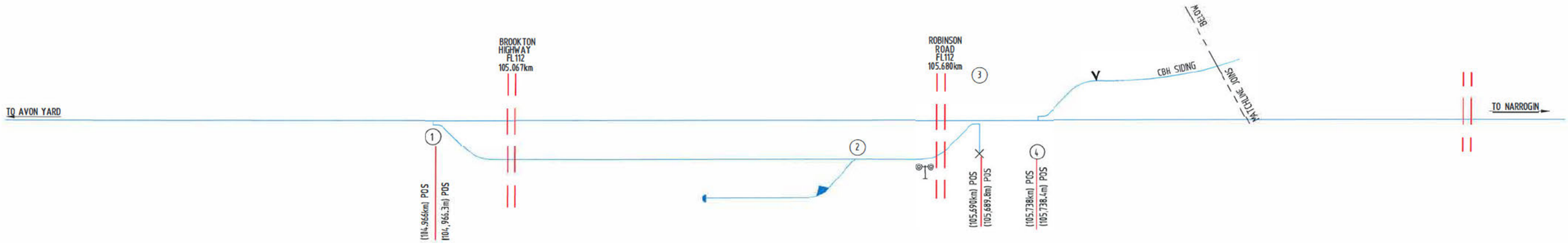
	EXISTING RAIL
	PROPOSED RAIL
	TRAIN CONSIST
CP	CLEARANCE POINT
IP	INTERSECTION POINT
POS	POINT OF SWITCH

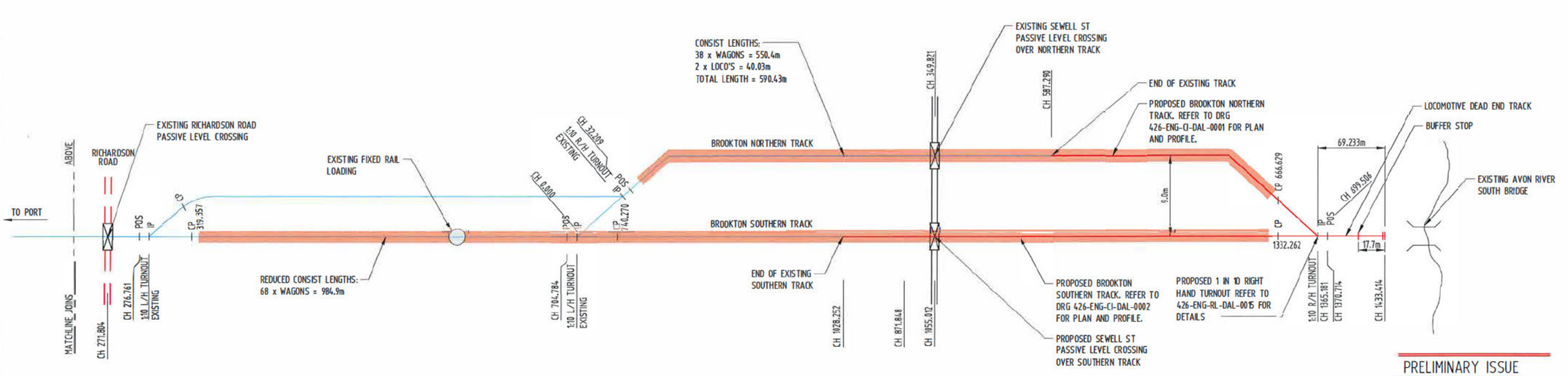
SHIRE OF Brookton

PLANNING/DEVELOPMENT APPROVAL

Approval No. P2022-001 Assessment No. A707

CHIEF EXECUTIVE OFFICER — 7 November 2022 DATE





PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE -

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CBH GROUP ABN 29 256 604 947

Stantec

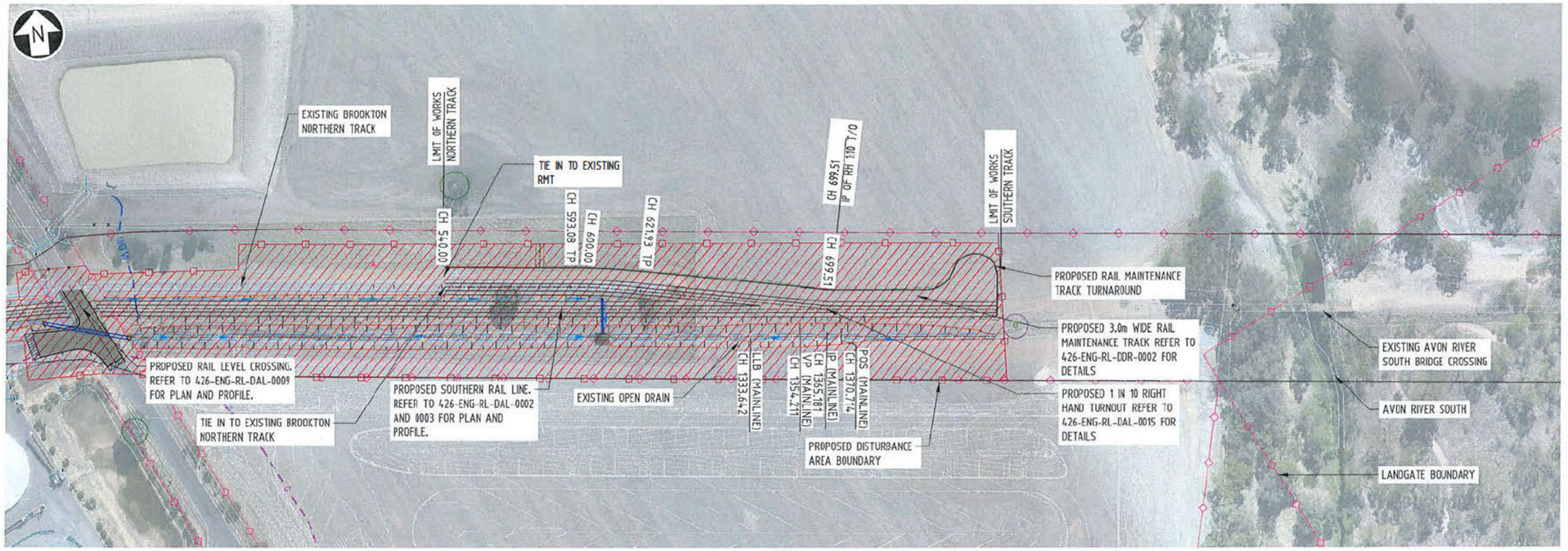
REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
426-ENG-RL-DAL-0015	RAIL UPGRADE - TURNOUT SETOUT PLAN						
426-ENG-RL-DAL-0003	RAIL UPGRADE-SOUTHERN RAIL -PLAN AND PROFILE-SHEET 2 OF 2						
426-ENG-RL-DGA-0002	RAIL UPGRADE - GENERAL ARRANGEMENT	C	09.08.22	ISSUED FOR 85% REVIEW	NKA	CFI	GDR
426-ENG-RL-DAL-0002	RAIL UPGRADE-SOUTHERN RAIL-PLAN AND PROFILE-SHEET 1 OF 2	B	11.05.22	ISSUED FOR 60% REVIEW	BWH	CFI	GDR
426-ENG-RL-DAL-0001	RAIL UPGRADE-NORTHERN RAIL-PLAN AND PROFILE-SHEET 1 OF 1	A	15.03.22	ISSUED FOR 30% CLIENT REVIEW	BWH	CFI	GDR

SCALE N.T.S
SHEET A1
PROJECT
CONTRACT No

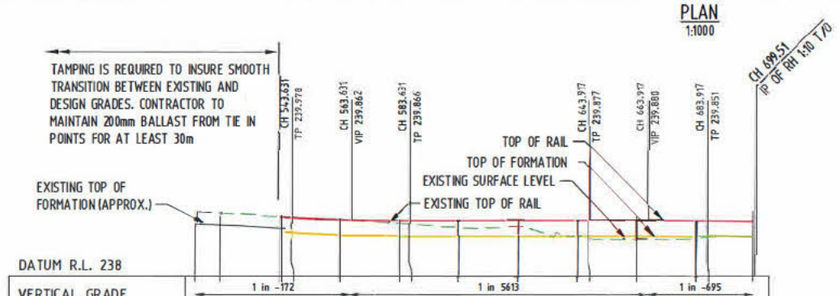
DRAWN N.KAUR
CHECKED C.FINGHER
DESIGNED B.WHITCOMBE PP
DESIGN APPR G.O'ROURKE
PROJECT APPR

TITLE
INFRASTRUCTURE PLANNING
BROOKTON SITE DEVELOPMENT
RAIL UPGRADE
RAIL SCHEMATIC

DRG No 426-ENG-RL-DAL-0012 SHEET 1 OF 1 REV. C



PLAN
1:1000



DATUM R.L. 238

VERTICAL GRADE VERTICAL CURVE	1 in -172 -0.58%		66.92 K LVC 40		1 in 5613 0.018%		247.3 K LVC 40		1 in -695 -0.144%				
HORIZONTAL ALIGNMENT HORIZONTAL RADIUS	TAN 81.481				ARC 28.849 R 300		TAN 77.576						
LOW LEG DESIGN TOP OF RAIL AT CL	240.132	240.161	239.999	239.978	239.903	239.866	239.866	239.869	239.872	239.676	239.617	239.674	239.657	239.851	239.829
TOP OF LOW RAIL TO TOP OF FORMATION	0.425	0.410	0.389	0.577	0.577	0.577	0.577	0.577	0.577	0.577	0.577	0.577	0.577	0.577	
TOP OF FORMATION LEVEL AT CL	239.707	239.751	239.610	239.401	239.326	239.289	239.289	239.292	239.295	239.099	239.040	239.097	239.080	239.274	239.252
FORMATION DEPTH (-CUT/+FILL) AT CL			-0.489		-0.469	-0.408	-0.393	-0.348	-0.316	0.022	0.019	0.105	0.073	0.043	0.010
EXISTING SURFACE LEVEL	240.132	240.161	239.999	239.978	239.903	239.866	239.866	239.869	239.872	239.351	239.317	239.352	239.287	239.297	239.302
BALLAST DEPTH	EXISTING		0.200		0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200	0.200
CHAINAGE	519.6	526	540	543.631	560	580	583.631	600	620	641	643.917	660	680	683.917	699.506

LONGITUDINAL PROFILE
SCALE 1:1000 (H) 1:100 (V)

SHIRE OF Brookton
PLANNING/DEVELOPMENT APPROVAL

Approval No. P2022-001 Assessment No. A707

CHIEF EXECUTIVE OFFICER — 7 November 2022 DATE

PRELIMINARY ISSUE
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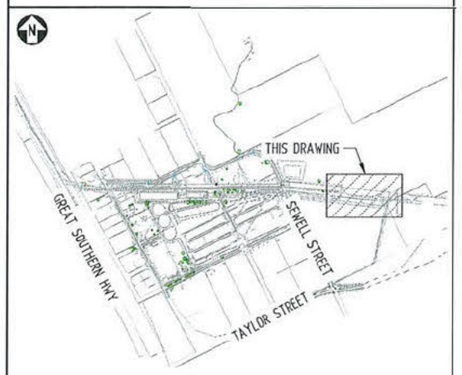
KEY PLAN



GENERAL NOTES

1. ALL WORKS TO BE IN ACCORDANCE AND ARC INFRASTRUCTURE SPECIFICATIONS AND SCOPE OF WORKS.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL IDENTIFY, LOCATE AND VERIFY EXISTING SERVICES PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO VERIFY SETOUT PRIOR TO CONSTRUCTION.
5. NO TREES TO BE REMOVED OR DAMAGED WITHOUT PRIOR PRINCIPAL APPROVAL.
6. ACCESS PROHIBITED BEYOND HERITAGE BOUNDARY WITHIN THE RAIL CORRIDOR AND REGISTERED ABORIGINAL HERITAGE SITES.

SURVEY

HORIZONTAL DATUM	MGA94 ZONE 50
HEIGHT DATUM	AUSTRALIAN HEIGHT DATUM (AHD)

LEGEND

- EDGE OF FORMATION
- FILL BATTER
- CUT BATTER
- OPEN EARTH DRAIN
- PROPOSED CULVERT
- FLOW DIRECTION
- PROPOSED CLEARING AREA BOUNDARY
- LANDGATE BOUNDARY
- TREE
- GULLY PIT WITH 'V' NOTCH
- PRECAST HEADWALL WITH STONE PITCHING

EXISTING SERVICES

- O/H P — OVERHEAD POWERLINE
- U/G P — UNDERGROUND POWERLINE
- U/G W — UNDERGROUND WATERLINE
- C — UNDERGROUND COMMS
- STORMWATER PIPES

1:100 @ A1 1:200 @ A3 — 0 1 2 3 4 5 6 7 8 9 10 m
1:1000 @ A1 1:2000 @ A3 — 0 10 20 30 40 50 60 70 80 90 100 m

CBHGROUP ABN 29 256 604 947

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426-ENG-RL-DDR-0002	RAIL UPGRADE - DRAINAGE-SECTION AND DETAILS - SHEET 1 OF 2	B	25.02.22	RE-ISSUED FOR 30% REVIEW	BWH	CFI	GOR
426-ENG-RL-DGA-0002	RAIL UPGRADE - GENERAL ARRANGEMENT	A	18.02.22	ISSUED FOR 30% REVIEW	BWH	CFI	GOR

SCALE AS SHOWN | SHEET A1 | PROJECT | CONTRACT No

DRAWN N.KAUR | CHECKED E.PANGHER | DESIGNED B.WHITCOMBE PP | DESIGN APPR G.O'ROURKE | PROJECT APPR

TITLE
INFRASTRUCTURE PLANNING
BROOKTON SITE DEVELOPMENT
RAIL UPGRADE
NORTHERN RAIL - PLAN AND PROFILE - SHEET 1 OF 1

DRG No. 426-ENG-RL-DAL-0001 | SHEET 1 OF 1 | REV. D

Co-operative Bulk Handling Ltd
ABN 29 256 604 947

Level 6, 240 St Georges Terrace
Perth WA 6000 Australia

GPO Box L886
Perth WA 6842 Australia

Telephone
+61 8 9237 9600

Grower Service Centre
1800 199 083

cbh.com.au

CONSENT TO SIGN APPLICATIONS FOR DEVELOPMENT APPROVAL AND BUILDING PERMITS FOR LAND OWNED, LEASED OR LICENSED BY CO-OPERATIVE BULK HANDING LIMITED

This is to confirm that Co-operative Bulk Handling Limited (**CBH**) authorises each of the following CBH personnel to sign and lodge on behalf of CBH all applications for development approval and building permits (and all documents associated with those applications) in connection with land owned, leased or licensed by CBH:

1. Brianna Peake, Chief Stakeholder Relations, Sustainability and Strategy Officer
2. Rob Dickie, Head of Government & Industry Relations
3. Kellie Todman, Manager – Government & Industry Relations
4. Aaron Lohman, Principal – Planning & Approvals
5. Timothy Roberts, Lead - Planning and Approvals

Should you require further information regarding any present or future applications for development approval or building permits, please do not hesitate to contact CBH Planning Approvals at PlanningApprovals@cbh.com.au.

This consent takes effect on the last date written below and from that date supersedes any and all previous consents to sign and lodge on behalf of CBH applications for development approval and / or building permits (and documents associated with those applications) in connection with land owned, leased or licensed by CBH.

Yours faithfully

Signed for and on behalf of Co-operative Bulk Handling Limited by or in the presence of:

Signature of Director

Signature of ~~Director or~~ Company Secretary

SIMON STEAD

Name of Director

RICHARD GODLING

Name of ~~Director or~~ Company Secretary

30/1/2024

Date of signing

30/1/2024.

Date of signing