



Shire of  
**Nannup**  
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# Agenda Attachments

Ordinary Meeting of Council to be held  
on Thursday 22 July 2021  
Commencing at 5.30pm  
in Council Chambers

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# Minutes

**Council Meeting held Thursday 24 June 2021**

**Unconfirmed Copy**

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## SHIRE OF NANNUP

Minutes of Ordinary Council Meeting held in Council Chambers, Adam Street  
Thursday 24 June 2021 at 5.30 pm

### 1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS/ACKNOWLEDGEMENT OF COUNTRY:

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The Shire President declared the meeting open at 5.32pm.

The Shire President acknowledged the traditional custodians of the land, the Wardandi and Bibbulmun people; paying respects to Elders past, present and emerging.

### 2. ATTENDANCE/APOLOGIES:

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#### 2.1 ATTENDANCE

<i>Councillors</i>	<i>Staff</i>
Cr Tony Dean (Shire President)	David Taylor – Chief Executive Officer
Cr Robin Mellema (Deputy Shire President)	Kim Dolzadelli – Manager Corporate & Community Services
Cr Cheryle Brown	Sarah Dean – Governance Officer (Minute Taker)
Cr Chris Buckland	
Cr Patricia Fraser	
Cr Vicki Hansen	
Cr Cate Stevenson	

#### *Public Gallery*

Wayne Leece, Ian Gibb, Jim Green and Isabel Green.

#### 2.2 APOLOGIES

- Cr Corlett

### 3. PUBLIC QUESTION TIME:

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#### 3.1 RESPONSES TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Please see attachment 3.1.

#### 3.2 PUBLIC QUESTION TIME

Nil.

#### 4. MEMBERS ON LEAVE OF ABSENCE AND APPLICATIONS FOR LEAVE OF ABSENCE:

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##### 4.1 APPROVED LEAVE OF ABSENCE

Nil.

##### 4.2 APPLICATION FOR A LEAVE OF ABSENCE

Nil.

#### 5. CONFIRMATION OF MINUTES:

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##### 5.1 Shire of Nannup Ordinary Council Meeting – 27 May 2021

###### COUNCIL RESOLUTION 21056

<b>MOVED: CR BUCKLAND</b>	<b>SECONDED: CR HANSEN</b>
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*That the Minutes from the Ordinary Meeting of Council held 27 May 2021 be confirmed as a true and accurate record (attachment 5.1).*

**CARRIED (7/0)**

*Items 5.2 and 5.3 were adopted by en block resolution:*

###### COUNCIL RESOLUTION 21057

<b>MOVED: CR STEVENSON</b>	<b>SECONDED: CR FRASER</b>
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##### 5.2 Tourism Committee – 6 May 2021

*That the Minutes of the meeting of Tourism Committee held 6 May 2021 be received (attachment 5.2).*

##### 5.3 Bush Fire Advisory Committee AGM – 3 May 2021

*That the Minutes of the Bush Fire Advisory Committee AGM held 3 May 2021 be received (attachment 5.3).*

**CARRIED (7/0)**

#### **5.4 Bush Fire Advisory Committee – 3 May 2021**

***Procedural Motion – That the officer recommendation to receive the Bush Fire Advisory Committee Minutes from 3 May 2021 lie on the table.***

#### **COUNCIL RESOLUTION 21058**

<b><i>MOVED: CR STEVENSON</i></b>	<b><i>SECONDED: CR FRASER</i></b>
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***CARRIED (7/0)***

#### **6. ANNOUNCEMENTS FROM PRESIDING MEMBER:**

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Nil.

#### **7. DISCLOSURE OF INTEREST:**

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Cr Fraser declared an Impartiality Interest in item 12.2 – Early Learning Centre Service – Nannup as a family member works at the FROGS Early Learning Centre.

CEO David Taylor declared an Impartiality Interest in item 12.7 – Standards for CEO Recruitment, Performance & Termination as it potentially concerns his employment.

#### **8. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN:**

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Nil.

#### **9. PRESENTATIONS:**

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##### **9.1 PETITIONS**

Nil.

##### **9.2 PRESENTATIONS**

Nil.

##### **9.3 DEPUTATIONS**

Nil.



## 10. MEETING CLOSED TO THE PUBLIC:

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### 10.1 MATTERS FOR WHICH THE MEETING MAY BE CLOSED:

Nil.

### 10.2 PUBLIC READING OF RESOLUTIONS THAT MAY BE MADE PUBLIC:

Nil.

## 11. REPORTS BY MEMBERS ATTENDING COMMITTEES:

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Councillor	Committee/Working Group	Date
Dean, Hansen	Warren Blackwood Alliance of Councils	1 June
Dean	South West Development Commission	24 June

**12. REPORTS OF OFFICERS:**

AGENDA NUMBER & SUBJECT:	12.1 –Delegated Planning Decisions for May 2021
LOCATION/ADDRESS:	Various
NAME OF APPLICANT:	Various
FILE REFERENCE:	TPL18
AUTHOR:	Jane Buckland – Development Services Officer
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
DATE OF REPORT:	14 June 2021
PREVIOUS MEETING REFERENCE:	Nil
ATTACHMENT:	12.1.1 – Register of Delegated Development Approvals

**BACKGROUND:**

To ensure the efficient and timely processing of planning related applications, Council delegates authority to the Chief Executive Officer to conditionally approve Applications for Development Approval that meet the requirements of both Local Planning Scheme No.3 (LPS3) and adopted Council policy.

Delegated planning decisions are reported to Council on a monthly basis to ensure that Council has an appropriate level of oversight on the use of this delegation. A Register of Delegated Development Approvals, detailing those decisions made under delegated authority in May 2021 is presented in Attachment 12.1.1.

**COMMENT:**

As shown in the attachment, each application has been advertised in accordance with LPS3 and Council's adopted Local Planning Policy *LPP5 Consultation* as detailed in the Policy Implications section of this report.

During May 2021, three (3) development applications were determined under delegated authority. The table below shows the number and value of development applications determined under both delegated authority and by Council for May 2021 compared to May 2020:

	<b>May 2020</b>	<b>May 2021</b>
<b>Delegated Decisions</b>	1 (\$7,500)	5 (\$76,000)
<b>Council Decisions</b>	0	0
<b>Total</b>	<b>1 (\$7,500)</b>	<b>5 (\$76,000)</b>

100% of all approvals issued in the month of May were completed within the statutory timeframes of either 60 or 90 days.

**STATUTORY ENVIRONMENT:**

*Planning and Development Act 2005, Local Government Act 1995 and LPS3.*

Regulation 19 of the *Local Government (Administration) Regulations 1996* requires that a written record of each delegated decision is kept.

**POLICY IMPLICATIONS:**

Applications for Development Approval must be assessed against the requirements of LPS3 and Local Planning Policies adopted by Council. These Policies include Local Planning Policy *LPP5 Consultation* which details the level and scope of advertising required for Applications for Development Approval.

Each application processed under delegated authority has been processed and advertised, and has been determined to be consistent with the requirements of all adopted Local Planning Policies.

**FINANCIAL IMPLICATIONS:**

The required planning fees have been paid for all applications for Development Approval processed under delegated authority.

**STRATEGIC IMPLICATIONS:**

Nil.

**VOTING REQUIREMENTS:**

Simple Majority

**OFFICER RECOMMENDATION:**

That Council receives the report on Delegated Development Approvals for May 2021 as per Attachment 12.1.1.

**COUNCIL RESOLUTION 21059**

<b>MOVED: CR STEVENSON</b>
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<b>SECONDED: CR BROWN</b>
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***That Council receives the report on Delegated Development Approvals for May 2021 as per Attachment 12.1.1.***

***CARRIED (7/0)***

AGENDA NUMBER & SUBJECT:	12.2 - Early Learning Centre Service – Nannup
LOCATION/ADDRESS:	32 Grange Road Nannup
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FNC 15
AUTHOR:	Kim Dolzadeli – Manager Corporate and Community Services
REPORTING OFFICER:	Kim Dolzadeli – Manager Corporate and Community Services
DISCLOSURE OF INTEREST:	None
DATE OF REPORT	16 June 2021
ATTACHMENTS:	12.2.1 – Letter from Nannup Occasional Childcare Association Inc. (FROGS) 12.2.2 – Letter from Regional Early Education & Development Inc. (REED) 12.2.3 – Comprehensive background information Regional Early Education & Development Inc. (REED)

**BACKGROUND:**

FROGs have been delivering Early Learning Centre Services from the property located at 32 Grange Road Nannup which is leased from the Shire of Nannup

FROGs is incorporated with their registration name being Nannup Occasional Childcare Association Incorporated since 16<sup>th</sup> February 2005.

**COMMENT:**

FROGs is a committee run Not for Profit Organisation.

FROG's through their President have been in communication with Senior Officers since April 2021 with respect to operation of the Early Learning Centre raising concerns with respect to committee liability exposure, operating model and long term ability to provide ongoing services.

The FROGs Committee has been discussing potential options for delivery of service with Regional Early Education and Development Incorporated (REED).

The FROGs Committee formally requested a merger on 29th April 2021 with the REED Board happy to support this request. Both Associations have signed a merger agreement and are working towards a merger taking place in mid 2021.

The process of merger involves both Associations lodging a formal application with the Early Childhood Regulatory Unit (ECRU) to transfer the approved provider status to REED, thereby ensuring that FROGS becomes a service under the auspices of REED.

**Why was REED formed:**

Work commenced in 2015 as part of the Wheatbelt Early Childhood Education and Care (ECEC) Sustainability Project looked at ways to ensure that ECEC services:

- continue to be provided across the Wheatbelt Region for the benefit of children and their families, communities and the economy,
- are sustainable and deliver high quality programs which contribute to children's development in their critical early years.

The outcome of that project was the agreement that a single regionally based ECEC organisation be established, recognised for its professionalism, sound governance and financial management, together with the quality of the services it provides for children.

This organisation, established in 2018, is REED Inc. (Regional Early Education and Development Inc.).

REED currently operates the following centres throughout regional locations within Western Australia:

- |                                    |                              |
|------------------------------------|------------------------------|
| • Great Beginnings Family Day Care | • Mobile – Wickepin Pingelly |
| • REED – Brookton                  | • REED – Bruce Rock          |
| • REED – Corrigin                  | • REED – Cunderdin           |
| • REED – Dalwallinu                | • REED – Darkan              |
| • REED – Dowerin                   | • REED – Hyden               |
| • REED – Merredin                  | • REED – Mukinbudin          |
| • REED – Narembreen                | • Narrogin OSHC              |
| • REED – Narrogin                  | • REED – Quairading          |
| • REED – Wundowie                  | • REED – Yilgarn             |

**Note:** Comprehensive Background can be found in Attachment 12.2.3.

**STATUTORY ENVIRONMENT:**

Section 3.58 of the Local Government Act and Regulation 30 of the Local Government (Functions and General) Regulations 1996.

**POLICY IMPLICATIONS:**

Nil.

**FINANCIAL IMPLICATIONS:**

TBC – will be determined as part of Lease negotiations, staff will work towards balancing cost/benefit to Council in order to maintain this service in Nannup.

**STRATEGIC IMPLICATIONS:**

Ongoing delivery of Early Learning Centre Services in Nannup.

**VOTING REQUIREMENTS:**

Simple Majority.

**OFFICER RECOMMENDATION:**

That Council:

1. Agree to negotiate a Lease with Regional Early Education and Development Incorporated (REED) for the property located at 32 Grange Road, Nannup to be utilised for the purpose of Early Learning Centre Services, and
2. Authorise the Chief Executive Officer to sign an “intent to enter into lease agreement” letter pending the lease negotiations proceeding.
3. Note that the Final Lease agreement will be presented to Council for approval.

*Advice Note: a formal application with the Early Childhood Regulatory Unit (ECRU) to transfer the approved provider status to REED cannot commence without the letter of intent.*

**COUNCIL RESOLUTION 21060**

<b>MOVED: CR HANSEN</b>	<b>SECONDED: CR BUCKLAND</b>
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***That Council:***

***1. Agree to negotiate a Lease with Regional Early Education and Development Incorporated (REED) for the property located at 32 Grange Road, Nannup to be utilised for the purpose of Early Learning Centre Services, and***

***2. Authorise the Chief Executive Officer to sign an “intent to enter into lease agreement” letter pending the lease negotiations proceeding.***

***3. Note that the Final Lease agreement will be presented to Council for approval.***

***Advice Note: a formal application with the Early Childhood Regulatory Unit (ECRU) to transfer the approved provider status to REED cannot commence without the letter of intent.***

***CARRIED (7/0)***



AGENDA NUMBER & SUBJECT:	12.3 – Monthly Accounts for Payment – May 2021
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FNC 8
AUTHOR:	Susan Fitchat - Corporate Services Coordinator
REPORTING OFFICER:	Kim Dolzadelli
DISCLOSURE OF INTEREST:	None
PREVIOUS MEETING REFERENCE:	None
DATE OF REPORT	17 May 2021
ATTACHMENT:	12.3.1 – Accounts for Payment May 2021

**BACKGROUND:**

The Accounts for Payment for the Nannup Shire Municipal Account fund and Trust Account fund from 1 May to 31 May 2021 as detailed hereunder and noted on the attached schedule, are submitted to Council.

**COMMENT:**

If Councillors have questions about individual payments prior notice of these questions will enable officers to provide properly researched responses at the Council meeting.

There is currently one corporate credit cards in use. A breakdown of this expenditure in the monthly financial report is required to comply with financial regulations. This breakdown is included within the attachments.

**Municipal Account**

Accounts paid by EFT	13562 to 13653	280,063.66
Accounts paid by cheque	20509 to 20516	10,383.30
Accounts paid by Direct Debit	DD11134.1 to D11175.14	72,960.03
<i>Sub Total Municipal Account</i>		<u>\$323,207.95</u>

**Trust Account**

Accounts paid by EFT	13580, 13581, 13644, 13654	3,800.62
<i>Sub Total Trust Account</i>		<u>3,800.62</u>
<b>Total Payments</b>		<u><b>\$367,209.61</b></u>

**STATUTORY ENVIRONMENT:**

LG (Financial Management) Regulation 13

**POLICY IMPLICATIONS:**

None.

**FINANCIAL IMPLICATIONS:**

As indicated in Schedule of Accounts for Payment.

**STRATEGIC IMPLICATIONS:**

None.

**VOTING REQUIREMENTS:**

Simple Majority

**RECOMMENDATION:**

That the List of Accounts for Payment for the Nannup Shire Municipal and Trust Account fund totalling \$367,209.61 for the period 1 May 2021 to 31 May 2021 in the attached schedule(s) be endorsed.

***COUNCIL RESOLUTION 21061***

<b><i>MOVED: CR MELLEMA</i></b>	<b><i>SECONDED: CR STEVENSON</i></b>
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***That the List of Accounts for Payment for the Nannup Shire Municipal and Trust Account fund totalling \$367,209.61 for the period 1 May 2021 to 31 May 2021 in the attached schedule(s) be endorsed.***

***CARRIED (7/0)***

AGENDA NUMBER & SUBJECT:	12.4 – Statement of Financial Activity – 31 May 2021
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FNC 15
AUTHOR:	Kim Dolzadelli – Manager Corporate and Community Services
REPORTING OFFICER:	Kim Dolzadelli – Manager Corporate and Community Services
DISCLOSURE OF INTEREST:	None
DATE OF REPORT	17 June 2021
ATTACHMENT:	12.4.1 – Statement of Financial Activity for the period ending 31 May 2021

**BACKGROUND:**

Local Government (Financial Management) Regulation 34(1) requires that Council report monthly on the financial activity from all the various operating and capital divisions. Council has adopted a variance threshold of 10% or \$30,000, whichever is the greater on which to report.

Monthly reporting draws on the flexibility allowed in the Financial Management Regulations to draw attention to likely under and overspends at the end of the year.

**COMMENT:**

As at 31 May 2021, the Shire's financial performance is considered satisfactory.

Whilst current variances exist in some operational areas, these are primarily due to timing differences or are offset with matching income/expenditure, are not material in nature or are transactions that have no direct impact on the Net Current Position.

Acknowledging Capital expenditure is presently tracking below year to date budget estimates the officer notes that whilst many items will be addressed in the remaining months to 30 June there is a likelihood that some of these items will need to be carried over into the coming 2021/2022 Municipal Budget.

Reporting on Material Variances can be found on Page 4 of Attachment 12.4.1.

**STATUTORY ENVIRONMENT:**

Section 6.4 of the Local Government Act and Regulation 34 of the Local Government (Financial Management) Regulations detail the form and manner in which a local government is to prepare financial activity statements.

**POLICY IMPLICATIONS:**

Nil.

**FINANCIAL IMPLICATIONS:**

Nil

**STRATEGIC IMPLICATIONS:**

Nil.

**VOTING REQUIREMENTS:**

Simple Majority.

**RECOMMENDATION:**

That Council receives the statutory Statement of Financial Activity for the period ending 31 May 2021, pursuant to Regulation 34(4) of the Local Government (Financial Management) Regulations.

***COUNCIL RESOLUTION 21062***

<b><i>MOVED: CR MELLEMA</i></b>	<b><i>SECONDED: CR STEVENSON</i></b>
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***That Council receives the statutory Statement of Financial Activity for the period ending 31 May 2021, pursuant to Regulation 34(4) of the Local Government (Financial Management) Regulations.***

***CARRIED (7/0)***

AGENDA NUMBER & SUBJECT:	12.5 – Acceptance of Shire of Nannup Cultural Plan
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	Shire of Nannup
FILE REFERENCE:	WLF 5
AUTHOR:	Nicole Botica – Economic & Community Development Officer
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
DATE OF REPORT	18 June 2021
ATTACHMENT:	12.5.1 - Shire of Nannup Cultural Plan

### **BACKGROUND:**

The previous Cultural Plan has been reviewed through a process of community consultation. This was advertised for public comment for a period of one month and letters inviting comment were sent to Nannup Arts Inc., Nannup Music Club, Nannup CWA, Nannup Historical Society, Nannup Chamber of Commerce and Industry, Nannup Community Resource Centre and the Nannup Lions Club. Public comments closed on 26 July 2019.

The Nannup Shire Council reviewed the Plan in August 2019 and requested that a priority action plan be included in the plan. This has been workshopped with the Shire Councillors in September and October of 2019. The Cultural Plan Implementation Strategy has been included utilising the different objectives and timeframes for implementation.

Cultural planning supports local economic development and encourages municipalities to integrate cultural planning into their daily business; to emphasize local arts, cultural industries, heritage and libraries as we plan for the future of our communities. Culture adds to the wealth of a community in many ways, such as attracting tourists, creating jobs, revitalizing neighbourhoods and attracting new businesses.

### **COMMENT:**

A high number of the key recommendations in the previous Cultural Plan were achieved by Council and community groups. This demonstrates the value of the plan and that it has remained active and current to the community needs.

While completing the Cultural Plan, consultation has been undertaken with numerous groups, these include:

- Community organisations,
- Artists,

- Creative Corner (who are based in Margaret River),
- Engaging with residents within the shire, and
- A drop in day and invitation to complete a written survey.

The recommendations collated through this process now form part of an informing document to Council's Strategic Community Plan 2017 - 2027.

**STATUTORY ENVIRONMENT:**

Nil.

**POLICY IMPLICATIONS:**

Nil.

**FINANCIAL IMPLICATIONS:**

\$2,000 annual operational budget to implement activities and leverage further funding.

**STRATEGIC IMPLICATIONS:**

Strategic Community Plan 2017 -2027

***1.1 All of us/who we are:***

*We will retain pride in being a small but friendly town that is a welcoming place to live and is full of wonderful people.*

**VOTING REQUIREMENTS:**

Simple Majority.

**OFFICER RECOMMENDATION:**

That Council endorse the Shire of Nannup Cultural Plan.

*Cr Dean moved an amended motion, seconded by Cr Hansen. This motion was not carried as Councillors suspended Standing Orders as detailed below:*

**COUNCIL RESOLUTION 21063**

<b>MOVED: CR STEVENSON</b>
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<b>SECONDED: CR BROWN</b>
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*Procedural Motion – that Standing Orders be suspended to allow for discussion.*

**CARRIED (7/0)**

**COUNCIL RESOLUTION 21064**

<b>MOVED: CR STEVENSON</b>
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<b>SECONDED: CR BUCKLAND</b>
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*Procedural Motion – that Standing Orders be resumed.*

**CARRIED (7/0)**

**COUNCIL RESOLUTION 21065**

<b>MOVED: CR STEVENSON</b>
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<b>SECONDED: CR MELLEMA</b>
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*Procedural Motion – That agenda item 12.5 lie on the table and be resubmitted to the July 2021 Ordinary Meeting of Council with the alterations as recommended by Councillors.*

**CARRIED (7/0)**



AGENDA NUMBER & SUBJECT:	12.6 - Implementation of the Memorandum of Understanding Delivery Of Works And Coordination Of Activities In Respect Of 2160109 Brockman Highway and 2160047 Mowen Road As Part Of The Regional Road Safety Program.
LOCATION/ADDRESS:	Brockman Highway and Mowen Road – Shire of Nannup
NAME OF APPLICANT:	David Taylor – Chief Executive Officer
FILE REFERENCE:	
AUTHOR:	Jonathan Jones – Manager Infrastructure
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Nil
DATE OF REPORT	14 June 2021
ATTACHMENT:	12.6.1 – Memorandum of Understanding for 2160109 Brockman Highway between Shire of Nannup and Main Roads WA 12.6.2 - Memorandum of Understanding 2160047 Mowen Road between Shire of Nannup and Main Roads WA

#### **BACKGROUND:**

Council is requested to consider agreement with Main Roads Western Australia through a Memorandum of Understanding “Delivery of Works and Coordination of Activities in Respect of Brockman Highway 2160109 – Sealed Shoulders with Audible Line Marking” and a Memorandum of Understanding “Delivery of Works and Coordination of Activities in Respect of Mowen Road 2160047 – Sealed Shoulders with Audible Line Marking” as Part of the Regional Road Safety Program (RRSP).

On 6 January 2021 the Commonwealth and State Government announced via media statement upgrades to regional WA roads. The WA State Government committed that around 10% of the funding would be allocated to upgrading of local roads with up - grades to be undertaken on specific projects based upon certain guidelines.

Main Roads WA were given the responsibility to contact individual Shire Councils advising of nominated roads for inclusion in the program and ask if those shires would be interested in supporting the RRSP program.

The Shire of Nannup was advised that Brockman Highway (Bridgetown to Nannup Road) and Balingup Road were determined to be qualifying roads within the program. A later conversation with Main Roads WA by the Manager Infrastructure identified Mowen Road as another qualifying road and was therefore added.

Main Roads WA advised works on Local Government (LG) roads would be undertaken in two tranches, T2 and T3. T2 works must be started and completed within the period 1 Jul 21 to 31 Dec 21. T3 works must be started and completed within the period 1 Jan 22 – 30 Jun 22. Funding from the Commonwealth is on a 'use it or lose it' basis with it being critical that works are commenced and completed in the tranches nominated.

The Manager Infrastructure prepared and submitted Nomination Forms for all three roads and received advise that two of the three roads were successful, those being Brockman Highway 2160109 and Mowen Road 2160047.

Both roads are regarded as Tranche 3 works.

#### **COMMENT:**

On the 25<sup>th</sup> May Main Roads WA advised via email that a Memorandum of Understanding (MOU) with Project Management Plan must be submitted to Main Roads WA for each road by 8<sup>th</sup> June 2021 to enable inclusion in the RRSP program.

MOU's and Project Management Plans have now been completed and sent to Main Roads WA to allow both Mowen Road and Brockman Highway inclusion.

It is recognised that preliminary preparation works must be undertaken prior to actual shoulder rehabilitation being carried out on Brockman Highway and to a much lesser extent on Mowen Road. Some preliminary preparation work can be funded via Roads To Recovery (RTR) funds with Tree/Stump removal, clearing of table drains and batters plus culvert extensions able to be commenced through this funding source.

To allow timely implementation of project works a Flora/Fauna Desktop Tree Site and Coordinates study is now underway with GIS Data gathering and mapping plus Site survey and pegging planned.

Initial estimations determined that utilisation of Roads To Recovery funds would be sufficient to cover preliminary preparation as outlined above, however due to time constraints determining project costs and timely submission to Main Roads WA the initial cost analysis did not properly capture all challenges that may be faced in carrying out work on Brockman Highway.

Since the initial cost estimation the Manager Infrastructure has determined RTR funds will not cover the complete cost of tree/stump removal, culvert extension and extra materials required, therefore the MI re-estimated this cost and advised Main Roads WA accordingly. Main Roads WA considered the request, determined it as justifiable and advised verbally that they would support this and asked that the project be re nominated. The MI has since resubmitted a nomination for Brockman Highway and is awaiting written confirmation.

**STATUTORY ENVIRONMENT:**

2021 – 2022 Budget  
*Local Government Act 1995*

**POLICY IMPLICATIONS:**

WRK 2 Disposal of Verge Timber  
 WRK 9 Road Verge Development

**FINANCIAL IMPLICATIONS:**

Brockman Highway (Bridgetown – Nannup Road) re estimated at \$1,728,976 fully funded by the RRSP program plus Roads to Recovery (RTR) funds of \$306,800. Total \$2,035,776.

Mowen Road project cost estimated remains at \$1,488,014 fully funded by the RRSP program. To enable completion of Mowen Road there are no unforeseen challenges therefore no extra funding required with the initial estimation being correct.

Nil Cost to Municipal Funds

**STRATEGIC IMPLICATIONS:**

Extract from the Shire of Nannup Strategic Community Plan 2017 – 2027 –

3.1 Our Shire and Streetscape – Keep the charm and fabric of our unique shire and upgrade the amenity

**VOTING REQUIREMENTS:**

Simple Majority.

**RECOMMENDATION:**

That Council endorses the Chief Executive Officer to allow –

1. Delivery of Works and Coordination of Activities in Respect of 2160109 Brockman Highway – Sealed Shoulders with Audible Line Marking as per Memorandum of Understanding between Main Roads WA and the Shire of Nannup as attached and utilising 100% of the 21/22 allocation of Roads to Recovery funds.

2. Delivery of Works and Coordination of Activities in Respect of 2160047 Mowen Road – Sealed Shoulders with Audible Line Marking as per Memorandum of Understanding between Main Roads WA and the Shire of Nannup as attached.

**COUNCIL RESOLUTION 21066**

**MOVED: CR BUCKLAND**

**SECONDED: CR STEVENSON**

*That Council endorses the Chief Executive Officer to allow –*

***1. Delivery of Works and Coordination of Activities in Respect of 2160109 Brockman Highway – Sealed Shoulders with Audible Line Marking as per Memorandum of Understanding between Main Roads WA and the Shire of Nannup as attached and utilising 100% of the 21/22 allocation of Roads to Recovery funds.***

***2. Delivery of Works and Coordination of Activities in Respect of 2160047 Mowen Road – Sealed Shoulders with Audible Line Marking as per Memorandum of Understanding between Main Roads WA and the Shire of Nannup as attached.***

**CARRIED (7/0)**

AGENDA NUMBER & SUBJECT:	12.7 – Standards for CEO Recruitment, Performance & Termination
LOCATION/ADDRESS:	Shire of Nannup
NAME OF APPLICANT:	Shire of Nannup
FILE REFERENCE:	PSN 3
AUTHOR:	David Taylor – Chief Executive Officer
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Impartiality – Chief Executive Officer
DATE OF REPORT:	17 May 2021
ATTACHMENT:	12.7.1 - Standards for CEO Recruitment, Performance and Termination

***\*\*Impartiality Interest – Chief Executive Officer. The Chief Executive Officer has an interest in this matter but it considered impartial and therefore has been involved in the production of this report.***

#### **BACKGROUND:**

The Local Government (Administration) Amendment Regulations 2021 (the Model CEO Regulations) bring into effect section 22 of the Local Government Amendment Act (No.2) 2020 (the Amendment Act) by introducing mandatory minimum standards that cover the recruitment, selection, performance review and early termination of a local government Chief Executive Officer (CEO). The Model CEO Regulations provide a framework for local governments to select a CEO in accordance with the principles of merit, probity, equity and transparency.

Key features of these regulations include the requirement:

1. to establish a selection panel comprised of council members and at least one independent person to conduct the recruitment and selection process for the position of CEO;
2. to establish a performance review process by agreement between the local government and the CEO; and
3. to conduct a recruitment and selection process where an incumbent CEO has held the position for a period of ten or more consecutive years on expiry of the CEO's contract.

In addition, requirements for advertising vacant CEO positions have been updated to align with amendments to state-wide public notice provisions.

Local governments are required to prepare and adopt the Model CEO Standards which form Schedule 2 of the Model CEO Regulations within three months of the regulations coming into effect. Until such time as a local government formally adopts the Model CEO Standards, the regulations apply.

A copy of the Model CEO Standards prepared for adoption by Council is attached.

#### **OFFICER COMMENT:**

The proposed Standards for CEO Recruitment, Performance and Termination are consistent with the model standards as outlined in the amendments to the Local Government Act and the Local Government (Administration) Regulations 1996.

The proposed standards were provided by WALGA as a template administrative tool to assist local governments in developing their own standards for adoption by Council.

As part of the adoption process WALGA has recommended that a review of the local governments current employment actions be carried out to identify any possible inconsistencies with the model standards.

- Regarding Division 2 – Standards for recruitment of CEO's, there are no current recruitment actions under way that would be compromised by the commencement of these new standards.
- Regarding Division 3 – Standards for Review of performance of CEOs, the 2020/21 CEO performance review process is commencing upon adoption of these Standards. Recommendation Part 2 recommends the appointment of Hammond Woodhouse Advisory to be the independent party during the 2021/21 annual performance review.
- Regarding Division 4 – Standards for termination of employment of CEOs, there are no current termination actions under way that would be compromised by the commencement of these new standards.

#### **STATUTORY ENVIRONMENT:**

*Local Government Act 1995*

*Local Government (Administration) Regulations 1996*

*Local Government Amendment Act 2019 (Amendment Act)***POLICY IMPLICATIONS:**

Nil

**FINANCIAL IMPLICATIONS:**

There will be costs associated with procuring an independent party in alignment with the Model Standard.

**STRATEGIC IMPLICATIONS:**

*Extracts from the Shire of Nannup Strategic Community Plan 2017-2027.*

*Our Council Leadership*

**VOTING REQUIREMENTS:**

Absolute Majority

**OFFICER RECOMMENDATION:**

That Council:

1. Adopts the Shire of Nannup Standard for Chief Executive Officer Recruitment, Performance and Termination, and;
2. Appoint Hammond Woodhouse Advisory to be the independent party during the 2021/21 annual performance review.

***COUNCIL RESOLUTION 21067***

***MOVED: CR STEVENSON***

***SECONDED: CR BUCKLAND***

***That Council:***

- 1. Adopts the Shire of Nannup Standard for Chief Executive Officer Recruitment, Performance and Termination, and;***

**2. Appoint Hammond Woodhouse Advisory to be the independent party during the 2021/21 annual performance review.**

**CARRIED BY ABSOLUTE MAJORITY (7/0)**



AGENDA NUMBER & SUBJECT:	12.8 Bush Fire Advisory Committee – AGM – Appointment of Committee Members
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FRC 1
AUTHOR:	Kim Dolzadelli – Manager Corporate and Community Services
REPORTING OFFICER:	Kim Dolzadelli – Manager Corporate and Community Services
DISCLOSURE OF INTEREST:	None
DATE OF REPORT	21 May 2021

**BACKGROUND:**

The Bush Fire Advisory Committee (BFAC) met on the 3<sup>rd</sup> of May 2021 for its Annual General Meeting.

**COMMENT:**

The following motions were carried at the meeting:

Motion

1. That Councillor Cate Stevenson be elected as Presiding Member of the Shire of Nannup Bush Fire Advisory Committee.

Moved: Robin Mellema

Seconded: Mark Scott

Carried

Motion

1. That Councillor Patricia Fraser be elected as Deputy Presiding Member of the Shire of Nannup Bush Fire Advisory Committee.

Moved: Robin Mellema

Seconded: Mark Scott

Carried

Motion

1. That Robin Mellema be elected as Chief Bush Fire Control Officer of the Shire of Nannup for the 2021/22 financial year.

Moved: John Patman

Seconded: Carey Curtis

Carried

Motion

1. That Mark Scott and John Patman be elected as Deputy Chief Bush Fire Control Officers of the Shire of Nannup for the 2021/22 financial year.

Moved: Robin Mellema

Seconded: Carey Curtis

Carried

Motion

1. That the following individuals be elected as Fire Control Officers of the Shire of Nannup for the 2021/22 financial year.

Peter Hastie – Carlotta Fire Control Officer (FCO)  
 Gerald Brown – Cundinup Fire Control Officer (FCO)  
 Andrew McNab – Scott River Fire Control Officer (FCO)  
 Vic Lorkiewicz – East Nannup Fire Control Officer (FCO)  
 Mike Vasey – North Nannup (FCO)  
 Carey Curtis – Nannup Brook (FCO)  
 Mark Scott – Balingup Road (FCO)  
 John Gaunt – Peerabeelup (FCO)  
 John Patman – Darradup (FCO)

Moved: Robin Mellema

Seconded: Peter Hastie

Carried

Council also appoints its Community Emergency Services Officer, Leigh Fletcher, and Shire of Nannup Ranger Rosalyn Edwards to the position of Fire Control Officer for the purpose of operation.

**STATUTORY ENVIRONMENT:**

“Part 5 – Administration” of the Local Government Act 1995 details the operation of Committees of Council.

**POLICY IMPLICATIONS:**

Nil.

**FINANCIAL IMPLICATIONS:**

Nil

**STRATEGIC IMPLICATIONS:**

Nil.

**VOTING REQUIREMENTS:**

Absolute Majority.

**RECOMMENDATION:**

1. That in relation to the Bush Fire Advisory Committee Council appoint the following individuals for the 2021/22 Financial Year:

a) Councillor Catherine Stevenson to the position of Presiding Member of the Shire of Nannup Bush Fire Advisory Committee,

b) Councillor Patricia Fraser to the position of Deputy Presiding Member of the Shire of Nannup Bush Fire Advisory Committee,

c) Robin Mellema to the position of Chief Bush Fire Control Officer of the Shire of Nannup,

d) Mark Scott and John Patman to the position of Deputy Chief Bush Fire Control Officers of the Shire of Nannup, and

e) That the following individuals be appointed to the position of the Fire Control Officers for the Shire of Nannup:

- Peter Hastie – Carlotta Fire Control Officer (FCO)
- Gerald Brown – Cundinup Fire Control Officer (FCO)
- Andrew McNab – Scott River Fire Control Officer (FCO)
- Vic Lorkiewicz – East Nannup Fire Control Officer (FCO)
- Mike Vasey – North Nannup (FCO)
- Carey Curtis – Nannup Brook (FCO)
- Mark Scott – Balingup Road (FCO)
- John Gaunt – Peerabeelup (FCO)

- John Patman – Darradup (FCO)

2. That Council appoint the following officers to the position of the Fire Control Officers for the Shire of Nannup:

- Leigh Fletcher – Shire of Nannup Community Emergency Services Office (FCO)
- Rosalyn Edwards - Shire of Nannup Ranger (FCO)

#### **COUNCIL RESOLUTION 21068**

**MOVED: CR MELLEMA**

**SECONDED: CR BUCKLAND**

**1. That in relation to the Bush Fire Advisory Committee Council appoint the following individuals for the 2021/22 Financial Year:**

**a) Councillor Catherine Stevenson to the position of Presiding Member of the Shire of Nannup Bush Fire Advisory Committee,**

**b) Councillor Patricia Fraser to the position of Deputy Presiding Member of the Shire of Nannup Bush Fire Advisory Committee,**

**c) Robin Mellema to the position of Chief Bush Fire Control Officer of the Shire of Nannup,**

**d) Mark Scott and John Patman to the position of Deputy Chief Bush Fire Control Officers of the Shire of Nannup, and**

**e) That the following individuals be appointed to the position of the Fire Control Officers for the Shire of Nannup:**

- **Peter Hastie – Carlotta Fire Control Officer (FCO)**
- **Gerald Brown – Cundinup Fire Control Officer (FCO)**
- **Andrew McNab – Scott River Fire Control Officer (FCO)**
- **Vic Lorkiewicz – East Nannup Fire Control Officer (FCO)**
- **Mike Vasey – North Nannup (FCO)**
- **Carey Curtis – Nannup Brook (FCO)**
- **Mark Scott – Balingup Road (FCO)**
- **John Gaunt – Peerabeelup (FCO)**
- **John Patman – Darradup (FCO)**

**2. That Council appoint the following officers to the position of the Fire Control Officers for the Shire of Nannup:**

- **Leigh Fletcher – Shire of Nannup Community Emergency Services Office (FCO)**

- *Rosalyn Edwards - Shire of Nannup Ranger (FCO)*

***CARRIED BY ABSOLUTE MAJORITY (7/0)***

AGENDA NUMBER & SUBJECT:	12.9 – Bush Fire Advisory Committee – Terms of Reference
LOCATION/ADDRESS:	Nannup Shire
NAME OF APPLICANT:	N/A
FILE REFERENCE:	FRC 1
AUTHOR:	Kim Dolzadelli – Manager Corporate & Community Services
REPORTING OFFICER:	Kim Dolzadelli – Manager Corporate & Community Services
DISCLOSURE OF INTEREST:	None
DATE OF REPORT	21 May 2021
ATTACHMENT:	12.9.1 – BFAC Terms of Reference

### **BACKGROUND:**

The Bush Fire Advisory Committee (BFAC) met on the 3<sup>rd</sup> of May 2021 for its General Meeting, in this meeting the Committee considered changes to the Terms of Reference of the Committee.

### **COMMENT:**

The changes contained within the proposed amended Terms of Reference of the Committee are as follows:

1. The addition of section 7.2(b) as below:

*“7.2(b) Nomination of Fire Control Officers for Brigades - Individual Brigades should lodge their endorsed nomination of Fire Control Officer (for their Brigade) to be considered by the Bushfire Advisory Committee, generally, at the BFAC AGM.*

*It is also noted that, from time to time, Brigades may need to recommend appointment of Fire Control Officers at different times of the year in which instance these are to be made to the BFAC at the next scheduled meeting.*

*BFAC is then to recommend to Council the appointment of Chief Bushfire Control Officer, Deputy Chief Fire Control Officer/s x 2 if applicable and Fire Control Officers for the district as applicable.*

*It is also noted that the following Officer positions are considered for appointment by Council as Fire Control Officers for the district:*

- *Community Emergency Services Manager (CESM)*
  - *Ranger*
2. *Under section 7.3 the addition of Manager of Corporate and Community Services (MCCS) – Shire of Nannup*
  3. *Change to section 8.2 with the Month of August being changed to May:*

*From:*

- *“8.2 The August Meeting shall be the Bush Fire Advisory Committee’s Annual General Meeting.”*

*To:*

- *“8.2 The May Meeting shall be the Bush Fire Advisory Committee’s Annual General Meeting.”*

4. *Under section 12. “Officer Responsible for administration of Committee” the addition of Manager of Corporate and Community Services (MCCS) – Shire of Nannup*

The following motion with respect to the Committee Terms of Reference was carried at the meeting:

*Motion*

*1. That BFAC endorse the amended Bush Fire Advisory Committee (BFAC) Terms of Reference as tabled at the meeting.*

*2. That BFAC request Council officers to prepare an item for consideration of Council to consider the adoption of the amended BFAC Terms of Reference.*

*Moved: CBFCO*

*Seconded: Mark Scott*

*Carried*

**STATUTORY ENVIRONMENT:**

“Part 5 – Administration” of the Local Government Act 1995 details the operation of Committees of Council.

**POLICY IMPLICATIONS:**

Nil.

**FINANCIAL IMPLICATIONS:**

Nil

**STRATEGIC IMPLICATIONS:**

Nil.

**VOTING REQUIREMENTS:**

Absolute Majority.

**RECOMMENDATION:**

That in relation to the Bush Fire Advisory Committee Council adopt the amended Bush Fire Advisory Committee Terms of Reference as attachment 12.9.1.

***COUNCIL RESOLUTION 21069***

***MOVED: CR STEVENSON***

***SECONDED: CR MELLEMA***

***That in relation to the Bush Fire Advisory Committee Council adopt the amended Bush Fire Advisory Committee Terms of Reference as attachment 12.9.1.***

***CARRIED BY ABSOLUTE MAJORITY (7/0)***



AGENDA NUMBER & SUBJECT:	12.10 – 2021 Local Government Elections
LOCATION/ADDRESS:	Nannup
NAME OF APPLICANT:	N/A
FILE REFERENCE:	ADM 2
AUTHOR:	David Taylor – Chief Executive Officer
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	None
DATE OF REPORT:	22 June 2021
ATTACHMENT:	12.10.1 - Quotation from WA Electoral Commission

### **BACKGROUND:**

For Council to consider appointing the Western Australian Electoral Commission (WAEC) to carry out the 2021 Ordinary Election as a Postal Election.

In accordance with Section 4.20 of the Local Government Act 1995, the Chief Executive Officer is the Returning Officer for Local Government Elections unless other arrangements are made, such as the appointment of the WA Electoral Commissioner being appointed as the Returning Officer and authorised to conduct the elections.

The upcoming elections in 2021 are to be held on the third Saturday in October 2021 (16 October 2021) with four councillor positions up for re-election.

Historically, the Shire of Nannup have conducted elections in-house with the Chief Executive Officer being the returning officer with assistance being provided from the Manager Corporate & Community Services.

### **COMMENT:**

Many Local Governments throughout Western Australia utilise the services of the Electoral Office in managing the election process as it streamlines the process and allows staff to progress other priority areas within the organisation. The Shire of Nannup is the only Local Government Authority within the South West catchment of Council's that does not utilise the services of the WAEC.

The WAEC has provided an estimate of \$14,500 including GST (\$13,181.82 Ex GST).

Advantages of appointing the WA Electoral Commission

- Increased Transparency – it may be perceived to be a greater level of independence and transparency by Councillor's and the Community in the running of the election as the Shire Administration is removed from the election process.
- Shire staff are able to pursue other priorities set by Council.

Disadvantages of appointing the WA Electoral Commission

- Higher costs when compared to being run internally.

If council wishes the Electoral Commissioner to be responsible for the conduct of the election this now has to be passed by Council (absolute majority) by no later than 28 July 2021.

#### **STATUTORY ENVIRONMENT:**

Section 4.20(4) of the Local Government Act 1995 and Section 4.61(2) of the Local Government Act 1995.

#### **POLICY IMPLICATIONS:**

Nil.

#### **FINANCIAL IMPLICATIONS:**

##### Option 1 - WA Electoral Commission conducted election

WA Electoral Commission Quotation estimate \$13,181.82 Exc GST (\$14,500 Inc. GST). This amount is currently included in the Draft Budget for 2021/22.

##### Option 2 – Shire of Nannup In-House conducted election

Internal Staff Costs are estimated to be \$8,000 – which includes wages, on-costs, advertising and consumables. This calculation excludes election day staff costs in order to align costings with the WAEC quotation, these additional costs would be in the vicinity of \$1,000.

This results in an estimated difference of \$4,181.81 in election costs.

#### **STRATEGIC IMPLICATIONS:**

##### Shire of Nannup Strategic Community Plan

##### Our Council Leadership

6.1 Lead, Listen, Advocate, Represent and Provide:

A) Listening Leadership that provides and represents all.

##### Our Council Leadership

6.2 We are one – To do what is right and fair for the people.

**VOTING REQUIREMENTS:**

Absolute Majority.

**RECOMMENDATION:**

That Council;

1. Declare, in accordance with Section 4.20(4) of the Local Government Act 1995, the Electoral Commission to be responsible for the conduct of the 2021 ordinary elections together with any other elections or polls which may be required, and
2. Decide in accordance with Section 4.61(2) of the Local Government Act 1995 that the method of conducting the election will be as a postal election, and
3. Included provision in its 2021/22 Budget for the costs associated with the WA Electoral Commission running the 2021.

**COUNCIL RESOLUTION 21070**

<b>MOVED: CR STEVENSON</b>	<b>SECONDED: CR BROWN</b>
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*That Council;*

***1. Declare, in accordance with Section 4.20(4) of the Local Government Act 1995, the Electoral Commission to be responsible for the conduct of the 2021 ordinary elections together with any other elections or polls which may be required, and***

***2. Decide in accordance with Section 4.61(2) of the Local Government Act 1995 that the method of conducting the election will be as a postal election, and***

***3. Included provision in its 2021/22 Budget for the costs associated with the WA Electoral Commission running the 2021.***

***CARRIED BY ABSOLUTE MAJORITY (5/2)  
CR DEAN AND CR BUCKLAND VOTED AGAINST MOTION***

**13. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN:**

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Nil.

**14. URGENT BUSINESS:**

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Nil.

**15. CLOSURE OF MEETING:**

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The Shire President declared the meeting closed at 6.30 pm.



# ***Shire of Nannup***

## **Bush Fire Advisory Committee Meeting 3 May 2021**

### **Minutes**

Committee Meeting held  
on Monday 3 May 2021  
at 7.20pm in Council Chambers  
at 15 Adam Street, Nannup

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# Minutes

## 1. DECLARATION OF OPENING/ACKNOWLEDGMENT TO COUNTRY/ANNOUNCEMENT OF VISITORS:

The Presiding Member Councillor Cate Stevenson declared the Bush Fire Advisory Committee (BFAC) meeting open at 7:20pm, with an Acknowledgement of Country.

## 2. RECORD OF ATTENDANCE/APOLOGIES:

### Attendees

Cr Cate Stevenson (Chair) – Councillor  
Robin Mellema – Chief Bush Fire Control Officer (CBFCO)  
Mark Scott – Deputy Chief Bush Fire Control Officer (BFCO)  
John Patman – Deputy Chief Bush Fire Control Officer (BFCO)  
Peter Hastie – Carlotta Fire Control Officer (FCO)  
Gerald Brown – Cundinup Fire Control Officer (FCO)  
Andrew McNab – Scott River Fire Control Officer (FCO)  
Vic Lorkiewicz – East Nannup Fire Control Officer (FCO)  
Mike Vasey – North Nannup (FCO)  
Carey Curtis – Nannup Brook (FCO)  
Leigh Fletcher – Community Emergency Services Manager (CESM)  
Ed Haverly – Dept. of Biodiversity Conservation and Attractions (DBCA – Blackwood)  
Steve Mills – Dept. of Biodiversity Conservation and Attractions (DBCA Donnelly)  
Rosalyn Edwards – Ranger/Fire Control Officer  
Kim Dolzadelli – Manager of Corporate and Community Services  
John Gaunt – Peerabeelup (FCO) – arrived 8.00pm

### Apologies

Greg Hodgson – Forest Product Commission (FPC)  
Cr Patricia Fraser - Councillor  
Peter Thomas – Department of Fire and Emergency Services (DFES)

## 3. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS:

### Motion

**That the Minutes of the Bushfire Advisory Meeting of the Shire of Nannup held in the Council Chambers on 22<sup>nd</sup> February 2021 be confirmed as a true and correct record, noting that these Minutes were considered and endorsed by Council on April 22 2021.**

**Moved: Mark Scott**  
**Seconded: John Patman**

**Carried**

#### **4. BUSINESS ARISING FROM THE PREVIOUS MINUTES:**

##### **4.1 SMS Messaging system update**

Requested by CBFCO & Cr Cate

#### **5. REPORTS OF COMMITTEE MEMBERS:**

##### **Robin Mellema - Chief Bush Fire Control Officer**

- Tabled (attached)

##### **John Patman – Deputy Chief Bush Fire Control Officer**

- Noted attendance at the Regional Operations Advisory Committee meeting

##### **Mark Scott - Deputy Chief Bush Fire Control Officer**

- Nil to report

##### **Mark Scott – Balingup Rd**

- Shire Ranger and Balingup Rd FCO have been looking into emergency access and fire safety land management of Tanjanerup lots North of the Blackwood River, accessible through Milward Plantation and Revelly Bridge. These lots were sold by the government agency CALM, maintenance responsibility of logging tracks and firebreaks on these properties are unclear to the landowners.
- The Shire in previous years have approved firebreak variations for some individual lots. Maintenance on most of the identified access track/firebreaks have not been kept up.
- The Ranger and FCO have identified preferred emergency access that runs through these private properties and also through Forest Product Commission (FPC) and Department of Biodiversity Conservation and Attractions (DBCA) land.
- In March 2021 (Restricted times) a private logging company commenced logging operations on a private property, Tanjanerup lot 2 Balingup-Nannup Road. Although the property had a current approved firebreak variation the firebreaks/access tracks had not been maintained. Firebreaks are required on the land, to stop the spread or outbreak of fire under the *Bush Fire Act 1954 Section 33*.
- Logging operations were identified by the FCO to likely cause a bush fire. Subsequently the Ranger issued a notice under *Regulation 38A. Vehicle etc. power to prohibit etc. use of in restricted or prohibited time*. This gave the FCO power to stopped logging operations until firebreaks were installed.



- The private landowner was reluctant to carry out the work. The logging company resolved the issues by upgrading firebreaks on the private lot 2. They also upgraded many tracks/firebreaks on private lands that were identified as preferred emergency access. FPC has also upgraded their access tracks in the area.
- The FCO and ranger will continue to work with landowners to ensure the properties are compliant with *Sec 33 of the Bush Fire Act 1954* and ongoing safe access for firefighting is maintained throughout the area.

#### **John Patman – Darradup**

- Hazard reduction burns and clearing around Brigade Fire Shed
- Repairs to rear of Fire Building have been completed
- Brigade AGM to occur end of this month
- Approval for \$600 contribution applications received.

#### **Vic Lorkiewicz – East Nannup**

Fire at Donnelly

- 000 calls in areas where no fires – Folly
- Permits – notification of Land Owners Shire will not give adjoining land owners details

**MCCS** – Shire will definitely provide adjoining land owners details, will inform all staff. Shire will not release information to be used for commercial purposes. Any issues please contact MCCS, Ros or Leigh direct.

**Ranger** - 8 Days' notice to neighbors required unless mutual agreement met.

**MCCS** - clarified that it is the responsibility of the permit holder to make contact with the neighbours, not Shire Officers or FCOs.

#### **Andrew McNab – Scott River**

- Relatively quiet
- Private property burn 17 April where Brigade assisted

#### **Mike Vasey – North Nannup**

- Assisted with Mill Fire a few weeks ago
- A few fires lit during prohibited season
- New sign on Fire Shed to highlight when fires permitted (Unrestricted, Restricted & Prohibited)

#### **Carey Curtis – Nannup Brook**

- Attended the Mill Fire
- 6 November 2020 - new Mobile number still not on ComCen
- CESM to follow up

#### **ED Hatherly – Department of Biodiversity Conservation and Attractions (DBCA – Blackwood)**

- Powerpoint presentation on activities undertaken and planned for future within the Shire of Nannup. (see attached)

**John Gaunt - Peerabeelup (arrived)**

- Nothing to report.

**Steve Mills – Department of Biodiversity Conservation and Attractions (DBCA Donnelly)**

- Taken over from Jeff Bennet.
- Edge burning on Graphite Road
- Burn Plan meeting on Wednesday will report back to next meeting of BFAC
- Karri burn runs Karribrook along Vasse Highway up to back of Donnelly Winery east side of Hwy to be done in Spring
- Donnelly Huts prescription burn completed, Karridale next Autumn
- Fires at Donnelly mill thanks to Carlotta and East Nannup – 3 more Fires found the following day – suspicious Police
- Blackpoint Fire additional burn to lock the boundary in – Ministerial Received today complaining about additional burn
- Fire 19 Pneumonia Road/Scott Road in process of rehab works to tidy up.

**DFES – No Report**

**FPC – Notes tabled in the form of an Email.**

**CESO – Written report tabled with verbal update of highlights in relation to General Business Items 6.1 – 6.5 below.**

Presiding Member reminded members that requests for Purchase of PPE and Brigade funded materials come from an Elected officer of the Brigades, not individual Brigade members.

Membership of Brigades needs to be updated to ensure that the list is current and that this list be provided to DFES to update their records.

Presiding Member suggested that a date be set for the request for purchasing of Equipment – members agreed that orders need to be submitted to CESM by 17 May 2021.

Motion put to meeting.

**Motion**

**“That the committee receive the Reports as tabled or presented at the meeting.”**

**Moved: Mark Scott**

**Seconded: Gerald Brown**

**Carried**

**6. GENERAL BUSINESS:**

6.1 Emergency Services Levy (ESL) expenditure

Noted that ESL Expenditure YTD \$59,818.41 Refer to tabled **Resolution Tracker** item under **BFAC 2<sup>nd</sup> November** Line item *Feb-23/2022 (sic) 8.8*

6.2 ESL funded purchasing requirements

Refer to CESM Report above

6.3 Vehicle/Plant maintenance scheduling

Refer to CESM Report above

6.4 MAF Program (Fire mitigation)

Refer to CESM Report above

6.5 Potential training opportunities

Refer to CESM Report above

6.6 Consideration of Terms of Reference for BFAC

Council Officer Report:

- Attachments:           6.6.1 – BFAC Minutes September 2020  
                              6.6.2 – Amended BFAC Terms of Reference

The current adopted terms of Reference for the Bush Fire Advisory Committee were adopted by Council in May 2019. At the Bush Fire Advisory Committee Meeting held 7 September 2020 a motion was put to amend the current Terms of Reference; however, these amendments have not been considered by Council and therefore as such are not in operation (see attached 6.6.1). Members of the committee are requested to consider the following resolution:

- 1. That BFAC endorse the attached amended Bush Fire Advisory Committee (BFAC) Terms of Reference.**
- 2. That BFAC request Council officers to prepare an item for consideration of Council to consider the adoption of the amended BFAC Terms of Reference.**

Note: A further revised *Bush Fire Advisory Committee (BFAC) Terms of Reference* was tabled for consideration of the meeting.

Presiding member introduced Item 6.6.

CBFCO spoke to the tabled Bush Fire Advisory Committee (BFAC) Terms of Reference and moved the following motion:

**Motion**

- 1. That BFAC endorse the amended Bush Fire Advisory Committee (BFAC) Terms of Reference as tabled at the meeting.**
- 2. That BFAC request Council officers to prepare an item for consideration of Council to consider the adoption of the amended BFAC Terms of Reference.**
- Moved: CBFCO**  
**Seconded: Mark Scott** **Carried**

## 6.7 Fire Break Notice 2021 / 2022

**Presiding member** introduced the Shire Ranger to provide an update on development of Fire Break Notice for 2021/2022.

**Ranger** thanked all members for their assistance throughout the Fire Season and spoke to documents circulated at the meeting as follows:

- Gazetted Fire Break Notice 2020/2021
- Burning of Refuse
- Campfires
- Booklet Magnet

Requested feedback within the next 3 weeks in relation to the Shire of Nannup Fire Break Notice, timeline attached showing further ability to have input.

Noted that the Fire restricted season opened early.

Spoke Fire Ready program, looking at doing more community education.

### **Peter Hastie**

Request for permit for a “camp fire” received over Easter declined yet at “Workers Pool” in fires in provided pits permitted, seems to be a contradiction.

**ED Haverly DBCA** – restriction on burning camp fires, only allowed between 6pm to 10am only allowed when risk is low enough and only in designated camp sites.

**Ranger** – advise from DFES is we are unable to restrict campfires; notice uses the “should” as such this is not enforceable.

**Presiding member** requested clarification on if a permit is required by law or not.

**Ranger** to seek further advice.

### **Mike Vasey FCO**

2 minor incidents, people renting properties not getting BF Notice.

**Presiding member** – responsibility of property owner to inform.

It was also noted that the BF Notice will be published in the Nannup Telegraph.

**MCCS** suggested talking to local Real Estate agents and provide BF Notices to be handed out to Tenants.

## **6.8 Nannup Airstrip**

### **Mark Scott**

Have the issues raised last year with DBCA in respect to Nannup Airstrip been resolved?  
Ed Haverly – have been taken onboard and sent to Head Office for approval, will follow-up and provide feedback.

## **6.9 Delegation to approve Expenditure**

### **Mark Scott**

Standing delegation to CBFCO and DBFCO/s to allow expenditure for heavy machinery in response to fire situation.

**CBFCO** believes that this is still in place but should be reviewed. Believes the amount is \$5,000.

Presiding member asked MCCA to comment.

**MCCA** will follow up, reiterated importance of getting an incident number.

**Mark Scott** advised that the Shire has been advised by DFES that the Shire must first spend \$ before DFES would contribute to cost.

Presiding Member asked that the MCCA follow this up with CBFCO and DBFCOs

## **6.10 Fire Season road signage**

**CBFCO** in relation of road signage, do we need to review our signage with respect to Fire awareness and dates. Is our signage too small and/or over complicated.

Ranger has been looking at signage and will report back to BFAC and sought feedback.

## **6.11 Peerabeelup Brigade**

**CBFCO** - Clarification sought on Peerabeelup changes to FCO.

**John Gaunt** may have sold property and if this proceeds there would be a change in FCO.

**Vic Lorkiewicz** – Donnelly River Huts does this area come under is this under Peerabeelup or is it still separate.

### **Steve Mills**

Advised that they have their own Brigade who report through to Todd Ridley and all their work is through the Shire of Manjimup.

Presiding member requested that clarification be provided on this.

## **7. DATE FOR NEXT MEETING PROPOSED:**

Monday 2 August 2021.

## **8. CLOSURE OF MEETING:**

Presiding member thanked all in attendance and closed the meeting at 8:41pm.



# ***Shire of Nannup***

## **Tourism Committee Meeting**

### **Minutes**

Committee Meeting held on Thursday 8 July 2021  
4.00pm in Council Chambers; 15 Adam Street, Nannup

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# Minutes

## 1. DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY / ANNOUNCEMENT OF VISITORS:

- Welcome Kirsty Hatt representing the Blackwood Café.

## 2. RECORD OF ATTENDANCE/APOLOGIES:

Cr T Dean	Shire President
Cr C Brown	Councillor
Cr C Buckland	Councillor
Cr P Fraser	Councillor
Cr V Hansen	Councillor
David Taylor	Chief Executive Officer
Nicole Botica	Economic and Community Development Officer
Kirsty Hatt	Representing Visitor Service Contractor
Louise Stokes	Advisory Member
Maree Tinker	Advisory Member
Mark White	Advisory Member
<b>Apologies:</b>	
Cr C Stevenson	Councillor
Cr V Corlett	Councillor
Cr R Mellema	Deputy Shire President
Bettie Prichodko	Visitor Service Contractor
Rebecca Cotton	Advisory Member
Rob Marshall	Advisory Member

## 3. PRESENTATIONS / GUEST SPEAKERS

Nil

## 4. DECLARATIONS OF INTEREST:

Cr Brown declared a conflict of interest to point 7.a; Banners on Warren. It was noted the interest as an employees of the Nannup CRC.

## 5. CONFIRMATION OF MINUTES OF PREVIOUS MEETING:

Minutes from Thursday 6 May 2021 are accurate and correct.  
Moved by Cr Hanson, second by Cr Buckland.

## 6. BUSINESS ARISING FROM PREVIOUS MINUTES:

### 6.1 Terms of Reference



- Discussion around the Committee Terms of Reference.
- Attachment 1, Tourism Committee Terms of Reference – 4. Guiding Principles and Purpose; 5.2 Membership: Advisory members

*4. The Committee is to develop ideas and drive the future of visitor servicing within Nannup.*

*5.2 Up to five (5) Tourism Service Providers within the Shire of Nannup - these Tourism Operators will be chosen by the Shire of Nannup annually in order to ensure a broad range of tourism classifications.*

- Those present agreed to continue their term as Advisory members of the committee
- Interest to include new members to the committee was discussed and suggestions will be presented at the next meeting
- Meetings to maintain engagement with members to discuss strategic direction of visitor servicing and Destination Marketing for Nannup
- Engagement to include strategic airport ready planning and industry lead trends
- It was agreed that the meetings are to run on a quarterly basis

## **6.2 Nannup Trail Town Project**

### **a. Funding announcement – Regional Recovery Partnership (Federal funds) \$2.86m**

- Nannup Trail Town project has been funded up to Stage 3 in the business case, more information see Attachment 2 – Fact Sheet.
- Awaiting grant agreement to establish project management.
- Indigenous engagement will form part of this project.
- Stage 4 will be used to leverage funding to complete the project; it is expected an application will be lodged with BBRF Rd 6 to fund this stage – Principle Trail Head.
- It was noted that the original alignment for the Bibbulmun Track runs through the Barrabup region and to be considered in the planning for trails in that area
- Discussions were held around engagement with Trail Bike Riders who frequent the area, collaborate messaging with Shire of Manjimup to divert riders to the new park being developed in Manjimup

### **6.3 Visitor Information Servicing at the Blackwood Cafe;**

- Update on Visitor Servicing Quarterly Report Attachment 3.
- Discussions were around installing road counters at entry points to Nannup to measure the traffic entering town from what direction
- Investigations to install trail counters in various businesses on the main street to record foot traffic

### **b. SF&V update**

- Update from LTO; Louise Stokes.

- The officer has co-located with SF Food Council
- Capacity building project being developed with ASW
- Focus on trail marketing and the region's proximity to the airport
- GWN television campaign being supported together with regional town maps being developed
- Trail Town Series is seeking to on sell the series to Singapore and New Zealand

**c. Geo Tourism Update**

- Mark White provided an update on community support, Geo Park must be driven by the community
- The best approach is education focused and science based
- Information session still a vehicle for community participation
- DBCA engagement to be developed with GeoParks
- Potential to generate digital science trails

**7. GENERAL BUSINESS**

**a. Banners on Warren**

- Cr Brown left the room - conflict of interest
- Style guide, branding, guidelines for eligibility of advertisers/banner subjects is being developed with CRC and Shire of Nannup
- Budget still allows some extra banners to be developed this will be allocated to - Tank 7, Munda Bididi and Bridle Trail

**b. Experience Nannup**

- More options for accommodation and business inclusion
- Website is in final development, call to action is to push for the App.
- Request for extra A-board signs
- Establish Beyonderup Falls accessibility and inclusion in App
- Three other trails to be included; Jarrah Tree trail, Old school trail & RSL Trail
- ECDO working with WBAC to gather data for Bridle Trail

**c. Website**

- Domain name concerns as we cannot use [www.expereincenannup.com.au](http://www.expereincenannup.com.au) as it has been taken and negotiations with the owner have not been successful in transferring it to the Shire of Nannup
- Other options can include:
  - [experienannup.info](http://experienannup.info)
  - [experienannup.guide](http://experienannup.guide)
  - [experienannupnow.com.au](http://experienannupnow.com.au)
  - [experienannuptoday.com.au](http://experienannuptoday.com.au)
  - [experience.nannup.wa.gov.au](http://experience.nannup.wa.gov.au)
- The link to the mock website is <http://expnannup.wpenqine.com/>
- It was agreed the best domain name would be [experienannupwa.com](http://experienannupwa.com) & [experienannupwa.com.au](http://experienannupwa.com.au)

**d. Munda Bididi Halfway Town**

- 17 September official opening with dignitaries

- 18 September Community activities and group rides, workshops
- Welcome signs to be developed using with Wayfinding scope in Trail Town project

**e. Blackwood Bike Park collaboration**

- This project has registered business name and activated a Facebook account.

**f. Blue Print**

- Blueprint still in production with Jack in the Box
- Detail now available for the story to capture the Trail Town Project delivery and what this means to Nannup.

**8. OTHER BUSINESS**

- Shire Officers, CEO & ECDO will be travelling to Tasmania in November for a study tour and will include strategic meetings with Regional Tourism bodies, local government and Regional Development executives to support the Trail Town project development and sister city relationship.

**9. NEXT MEETING:**

Thursday 21 October at 4pm

**10. CLOSURE OF MEETING: 6.00pm**

**Attachment 12.1.1**



## Attachment 12.1.2

*Whisperwind*

16 December 2020

Jane Buckland  
Development Services Officer  
Shire of Nannup  
Adam Street  
Nannup WA 6275

Dear Jane

Bitumen Driveway/Private Airstrip Development Approval Application – 40 Rivergum Way, Darradup

I have signed a contract to purchase the above property subject to being granted Private Airstrip Development Approval by the Shire of Nannup as the private airstrip is a necessity for our required use of the property. The following has reference:

- It will have dual use as a vehicle driveway to the house, and as a private airstrip, and it will have the benefit of being a fire break.
- The driveway/private airstrip is an “ancillary use” for the purpose of accessing the aforementioned farm from Perth and for local flying.
- The proposed driveway/private airstrip will measure 1,000 meters long x 20 meters wide which will be covered in bitumen. There will be a 20 meter grassed area on either side of the bitumen and it will extend North/South on the property with a minimum clearance of at least 20 meters from the Eastern neighbours. The entire property is adequately fenced providing secure access.
- Due to its dual purpose nature, the bitumen will extend from the front entrance gate through to the area adjoining the house.
- Apart from ancillary use, airstrips have many benefits for emergencies such as fire, flood, medical and natural disasters and provide evacuation options in emergencies.
- As the proposed runway direction approach will be North-South over forest area, there will be little disturbance.
- I am CEO of an international aviation group and we are seasoned, highly experienced and professional aviators.
- The Civil Aviation Safety Authority states that aviation is governed by federal law. Private aeroplane operations may be conducted from a landing area and as such, in the instance of our research regarding our potential purchase of rural property in Busselton, the City of Busselton resolved that there was no need for planning approval for a private airstrip for ancillary use and accordingly issued us with “no objection” correspondence.

# Whisperwind

-2-


- ~~in the Shire of Nannup's LPS2 there is no mention of airfields or airstrips and in the draft LPS4 private airstrips are excluded from requiring development approval.~~

We therefore hereby kindly request that the Shire of Nannup grants Development Approval for the proposed bitumen driveway/private airstrip. We attach the following for your consideration:

1. Fully executed Shire of Nannup Application for Development Approval
2. Sketch of the proposed driveway/private airstrip
3. Receipt for payment of the Shire of Nannup Planning fee

We thank you for your kind consideration of this matter and look forward to investing into the Nannup regional area.

Yours sincerely



Dieter Ebeling

Director - Evernow Pty Ltd ACN 120978761

ATF Whisperwind ABN 20694477418

# Proposed Bitumen Driveway & Private Airstrip 40 Rivergum Way, Darradup WA



**From:** Dieter Ebeling

**Subject:** DA Application: Proposed Bitumen Driveway and Private Airstrip - 40 Rivergum Way, Darradup WA

From: Dieter Ebeling

Subject: DA Application: Proposed Bitumen Driveway and Private Airstrip - 40 Rivergum Way, Darradup WA

Date: Sat, 19 Dec 2020 10:08:49 +0800

References: <[CB8DCE035D74024980759998AF9596FA662B49AE@AASBSSVR.aaperth.local](mailto:CB8DCE035D74024980759998AF9596FA662B49AE@AASBSSVR.aaperth.local)>

To: <[david@nannup.wa.gov.au](mailto:david@nannup.wa.gov.au)>

Hi David

Many thanks for your email. I too enjoyed our conversation and thank you for the opportunity to provide further clarity of our intentions under this DA application.

Thank you also for reducing my answers to your questions to writing. I confirm they are in order and that they capture the essence of what we discussed. For the sake of clarity, I have inserted a few words which I have underlined.

**The type of aircraft that are expected to use the airstrip (other than for emergencies)?**

The types of aircraft that are expected to land on the airstrip are classified as light aircraft which are below 5700kg, this is a classification determined by CASA.

**Expected frequency of use (other than for emergencies)?**

The light aircraft is a mode of transport to and from the property. The owners will not be at the property all of the time as it is a holiday property. It is anticipated that 365 movements per year would be more than sufficient to cater for the needs.

**Expected hours of operation i.e. daytime only or also at night (other than for emergencies)?**

Usually daytime but there may be times whereby aircraft are required to leave outside of this. Will make every effort to be a good neighbour as any person would do.

**If the airstrip is to be used at night, will any lighting be installed?**

Night landing and take-offs are governed by CASA with a number of requirements required. Lights would need to be fitted to the airstrip in order to undertake night flying. There may be occasions where night flying may occur, however, will try and accommodate peoples right and be a good neighbour.

**Will fuel be stored onsite and the location of any fuel storage area?**

Not intending to store fuel on site in the form of an underground/above ground storage tank. It is anticipated that there will be a fuel trailer on site for refuelling. There are a number of requirements by CASA for fuel storage if fuel is stored on a trailer on the property.

**How will runoff from the airstrip be controlled to prevent it entering the Blackwood River and adjoining properties?**

It will be a driveway as well, if not bitumen it will be grass, aircraft are well maintained for safety and therefore would not create any more spill than an ordinary farm vehicle.



I also note the requirement that the 14 days advertising period excludes public holidays which will result in a 17 day period before we are presented with the outcome, and this is in order.

Yours sincerely,

Dieter Ebeling  
Evernow PTY LTD atf Whisperwind

Librarian

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**From:** MASON Amy  
**Sent:** Monday, 28 December 2020 12:23 PM  
**To:** ShireofNannup; David Taylor  
**Subject:** OPPOSE THE AIRSTRIP/DRIVEWAY

**Importance:** High

Dear Mr David Taylor and Ms Jane Buckland,

My name is Amy Mason of Lot 14 (21) Rosella Close, Darradup, WA 6275 and I am writing to you in response to the letter dated from 18th December 2020 regarding the '**Development Application -LOT 2 (40) Rivergum Way, Nannup. Proposed Private Airstrip**'. Our property runs directly alongside Lot 2 and we feel this will negatively impact our lives here.

I want to make it clear that my husband Manu Mason and I, are **STRONGLY OPPOSED** to the development of the airstrip and bitumen driveway.

We purchased our property three years ago and have been living here permanently ever since. We specifically selected this rural property as it is peaceful, quiet and showcases some of our finest flora and fauna in the southwest, this is our forever home and we love living in the Shire of Nannup. We want to bring our kids up here. We believe that having the above-proposed development take place, it would reduce our property value and we would potentially have to leave the Shire in search of peace and quiet again - as this is NOT what we wanted to have in our area and our neighbours feel the same way.

We share a fenced area alongside where the proposed airstrip would be built and that treed area there is home to many varieties of animals that have been returning each year with their young to nest in the hollows and roost in the old-growth jarrah and marri trees. The natural habitat that is on our property and runs along the fence line is home to the Red-tailed Black Cockatoos, Baudin's and Carnaby's back cockatoo as well as phascogales which have all been listed as endangered or threatened by the Western Australian Government, DPAW and the International Union of Nature Conservation (IUNC). The airstrip would need to clear more of that bush, which further impacts the habitat destruction and further decreases their population numbers.

In the email between Dieter and David it is stated that there will be "an anticipated movement of 365 times per year" - indicating this could be every day. It is said to be a private airstrip, but his email also indicates that multiple different types of light aircraft will be used. It is also stated that night landing and takeoffs could be required. My concern is that the lighting will penetrate the cleared bush and into our home. It would also be a requirement to install high fencing to provide adequate safety - thus further opposing on our native wildlife and risking the safety of the children. The setback zone on the map indicates a 42m buffer but in another letter to Jane indicates that the strip will be a minimum clearance of 20m. We are worried about the noise, pollution, impact on wildlife, lights, fencing and general traffic that this development will have on our lives. We both work full time, and I am a Primary School teacher - we need restful sleep and tranquillity.

In terms of safety, I do not believe there can be adequate measures taken for reducing run off into our property or into the Blackwood River. Being so close to our boundary line and ending the strip down a steep slope into the Blackwood (past the home) will not prevent this. Dieter says that it "would not be more than ordinary farm equipment", however, the current owners do not use machinery in these

proposed areas and have not cleared the habitat there either. It won't be a firebreak as suggested either as all of our properties are managed accordingly and Lot 2 has cleared paddocks that act as a buffer zone. We are trained volunteer bush firefighters with the Darradup Fire Brigade and we have experienced firefighters in our small community here also. If the prospect owners are using this property as a holiday house, I worry about the fuel that will be stored on a trailer - if they are not here to manage it and then the further implications of this.

What is meant by the term "ancillary use" - it is mentioned twice in the letter to Jane but used in differing contexts. By definition, an ancillary use is a use that is subordinate to the dominant purpose. So which is the dominant purpose here? I feel the time in which the letter was sent to the residents of this area, and the time to respond over the Christmas period and when the Shire offices are open over the holiday period is not sufficient.

I have been in consultation with our neighbours and discussing our rights and options. I want to make this clear again, we are **OPPOSED** to this application and **DO NOT WANT** the bitumen driveway/airstrip to be approved.

Looking forward to hearing from you in a follow up email. Can you please provide me with a receipt from this written email so I know it has been considered.

Regards,

Amy and Manu Mason  
Lot 14, Rosella close Darradup

**Jane Buckland**

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**From:** Alan Boynton  
**Sent:** Wednesday, 30 December 2020 10:21 AM  
**To:** Jane Buckland; david@nannup.wa.net.au  
**Cc:**  
  
**Subject:** Your Ref A770 - Proposed Air Strip

Jane

Ref your mail A770 regarding 40 Rivergum - Proposed Air strip.

I have reviewed the proposal and conferred with a number of other residents. I am strongly opposed to the proposed air strip. Reasons for opposing this include:

- The proposed limit to the type of aircraft is very broad and would include planes seating approx. 20 people.
- I don't know if it would include jets, the submission is very vague (probably deliberately so).
- The facility would include a very long bituminised runway and lights. We do not want night flights and suspect that once built there is the potential to introduce larger aircraft.
- This appears to be more a business development than a domestic addition. I estimate this would cost more than \$1,000,000 to construct and the use of bitumen seems unnecessary for the proposed use.
- I understand that a family member is in the Red Bull air race team so this could be used as a practice ground, or could be used for joy flights and not just a commuting stop. The proposed reference to "local flying" is vague and could well include both of these activities.
- The flight limit is very high which suggests use could be extensive.
- The timing of this application over the Christmas/new year period with submissions closing on 8<sup>th</sup> January impacts the ability of people to respond.

I have been told but can't confirm that a similar application was rejected by Margaret River.

In short, the proposal seems to be carefully worded to enable extensive use, which could be expanded once the facility is constructed.

Please acknowledge receipt of this submission.

Rgds Alan

**Alan Boynton –Projects Consultant**  
**Delcharm Pty Ltd**

Mob: 0409 780 800  
Email: [alan.boynton@outlook.com](mailto:alan.boynton@outlook.com)

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**Librarian**

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**From:** Rick BRUCE  
**Sent:** Monday, 4 January 2021 8:28 PM  
**To:** ShireofNannup  
**Subject:** Development Application -Lot 2[40] Rivergum Way , Nannup Proposed Private Airstrip

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To: nannup@nannup.wa.gov.au

Dear David Taylor and Jane Buckland

My wife Sandie and I moved to Nannup in 1975 because of the natural beauty and ecology of the area. The Helyar Farm was sub-divided in aprox. the late 80's and was bought up by people who had similar passions for the natural beauty and quiet lifestyle offered.

Sandie and I live about 500 meters from the western boundary of Lot 2 Rivergum Way and would be affected by aircraft traffic landing or taking off as well as the flight paths involved in this proposal.

The Nannup Shire's local planning strategy LPS3 [3.1] regarding Sustainability aims to provide a sustainable well designed and liveable communities that generally promote the positive enhancement of all these issues such as biodiversity and healthy lifestyles.

And following LPS3 on to 3.2 promotes — Land use management / avoiding land use conflicts with the aim to minimise land use impact and subsequent conflicts ie. generally not support the introduction of land uses that may adversely impact upon the existing land uses.

The development proposal offers scant information on issues such as

- what aircraft and size except to say they will be under 5,700kg [ small jets ? ]
- what will be the frequency of flights and how this would be monitored ? 365 per year or 20 per weekend?
- the flight paths
- how many people will be carried as a light plane of this size could carry 16 to 20 people

As the applicant pointed out CASA is responsible for aviation law in Australia but this is a complex issue and may involve environmental impact issues and because Busselton has no purported issues meaning , so why should Nannup have any issues?


I think that this development application is totally inappropriate for this area especially for the rate payers living along the eastern boundary and for all people living in the surrounding two to three kilometres . I feel there is great lack of sensitivity and respect to even propose this aviation development !

The local environment is under threat as the mature jarrah and marri woodland at the southern end of the runway would need to be cleared of more than 200 meters of trees . This area is a roosting and nesting area for the Red tail black cockatoos and feeding area for all three species of cockatoo.

An airstrip could seriously damage the on going viability of these three species of cockatoo to survive longterm as they are officially listed as endangered .

The proposed airstrip also presents a fire risk to this sensitive area which has virgin bush to the west across the river as well as the nearby Millyeannup National Park. it is also a serious risk to all living around the vicinity .

I am living here because i saw the beauty and the peace in this wonderful environment and wish to reside here in appreciation of this without conflict of interest.



Yours faithfully

Rick Bruce



4<sup>th</sup> January 2021

Development Services Officer  
Shire Of Nannup  
PO Box 11  
NANNUP WA 6275

ATTENTION : Jane Buckland

Dear Jane

I write to you with objections to the Development Application – Ref : A770 for a proposed private air strip at Lot 2 (40) Rivergum Way Nannup.

We purchased our property at Lot 17 Rosella Close, which adjoins Lot 2 Rivergum Way, with a view to retire in the Nannup Shire for a peaceful and quiet life.

We don't feel a private air strip running the entire back length of our property is conducive to that proposed lifestyle for us. The proposed air strip is only 42 metres from our back fence with a minimal tree buffer of 20 metres which is included in the 42 metre total. This tree buffer also seems to be home to a population of Red Tailed Black Cockatoos.

As stated in the application the maximum amount of movements would be 365 per year with both day and night flights which seems excessive to us and I would question at what point this becomes a Commercial Operation. Also who would police this?

Could you please advise us when a decision is made as we will be putting our property on the market if this Development Application is successful as this isn't what we want for our future lifestyle.

Thank you for the opportunity to air our views and we look forward to hearing from you.

Regards



Jeromy and Robina Rice

COPY

Jane Buckland  
Development Services Officer  
Shire of Nannup  
Adam St  
Nannup WA 6275



5<sup>th</sup> Jan 2021

DEVELOPMENT APPLICATION – LOT 2 (40) RIVERGUM WAY, NANNUP  
PROPOSED PRIVATE AIRSTRIP

As per your recent correspondence regarding the proposed private airstrip at Lot 2 Rivergum Way Nannup, we would like to voice our disapproval of the development. We have been part time residents in the local community of Darradup for the past 12 years, purchasing our property for the peace and tranquillity that is afforded by the small rural residential estate. We have several concerns regarding the proposed development and hope they will be taken into consideration when assessing the proposal.

- The noise pollution of the construction of an airstrip will impact the residents and wildlife of the community for many months. Since moving to this area we have noticed a great increase in the numbers of birdlife around our property, specifically Carnaby Cockatoos and we feel the construction of the airstrip will impact on this.
- The noise pollution from the operation of the aircraft will impact both the residents and wildlife of the community. As noted previously we purchased our property for the tranquil lifestyle that it can afford and to be impacted by the sounds of aircraft on a daily basis will cause conflict to this lifestyle.
- The lights necessary for night landing will impact the serenity of the area and the native animals and birds.
- We are concerned regarding the environmental impact of such a development. A large number of trees will need to be felled to make way for the airstrip, reducing the native habitat for birds and animals alike. The exhaust fumes and gases emitted by the aircraft will have a significant effect on the natural bushland surrounding the property.
- We feel that the safety of the residents and native bushland will be impeded if the airstrip development is approved. Fuel storage will be a necessity for the operation of the airplanes and the storage of large amounts of fuel so close to other properties in this rural setting will be detrimental to the safety of the residents.
- What will happen to the value of our property should this airstrip proposal be granted? Most people moving to the rural areas, do so because of the lifestyle, peace and tranquillity of the area and having an airstrip with the constant coming and going of planes will not be conducive to this lifestyle. We note that the proposed movements of the aircraft would be about 365. This is a great deal of movement for personal holiday use and suggest the airstrip may be used for more than for personal use in the future.

In closing we reiterate that we are against the construction of an airstrip of any kind at Lot 2 Rivergum Way Nannup and hope the council will take this into consideration when assessing the proposal.

Alan & Pam Pryce  
39 Wattle Place  
Darradup WA 6275

Postal Address  
16 Joondanna Dr  
Joondanna WA 6060



**Librarian**

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**From:** Sue Cranstoun  
**Sent:** Wednesday, 6 January 2021 4:16 PM  
**To:** ShireofNannup  
**Subject:** Comments on DA for Lot 2 Rivergum Way Nannup  
**Attachments:** Darradup Airstrip Proposal - Hydrology.pdf

**Enquiries: Sue Cranstoun**

**6 January 2021**

**Attention: Jane Buckland**

**Nannup Shire  
Adam Street  
Nannup WA 6275**

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Dear Jane

**COMMUNITY RESPONSE TO DEVELOPMENT APPLICATION – LOT 2 (40) RIVERGUM WAY, NANNUP PROPOSED PRIVATE AIRSTRIP**

Thank you for the opportunity to comment on Whisperwind's proposal for an airstrip as part of a condition on the purchase of property Lot 2 (40) Rivergum Way, Nannup (the Proposal).

Unfortunately due to the timing of the Development Application (DA) and the resultant consultation period provided by the Shire of Nannup to its residents, a number of our community are on holidays, and as such may not have had sufficient time to read and respond to this locally, very significant Proposal. It is requested that the consultation period be extended by an additional fortnight to allow for a holistic response from those that would be affected by the Proposal.

I share considerable concern amongst those community members currently aware of the Proposal, that environmental and heritage matters may not have been assessed, even considered by Whisperwind, prior to the offer to purchase the property and resultant application of this DA. I have therefore provided a brief summary of aspects I see as relevant under our State and Federal Legislation for your consideration.

Aboriginal Heritage

I am seeking confirmation of whether consultation with local Traditional Owners will be undertaken prior to the processing of this DA, to ensure the voices and concerns of our Traditional Owners are also considered given the proximity of the Proposal to the Aboriginal Heritage Site – Blackwood River.

Air Quality and Dust

No information has been provided to myself and the other residents, on the potential reduction in air quality from the proposed daily use of the airstrip. At the nearest point the proposed airstrip is within approximately 50 m of several residential properties. All these residents may be exposed to ongoing, short term reductions in air quality from the associated flight activities. It is requested that prior to further processing of this DA, an Air Quality assessment is undertaken by a suitably qualified consultancy to determine the potential risks that would be imposed on nearby residents.

Black Cockatoo Habitat

The Proposal would result in the removal of Jarrah/Marri Forest that is locally known to contain high quality foraging habitat for Threatened Black Cockatoo Species. The local area has various fresh water sources

and old growth Eucalyptus forest that also make the area a highly suitable breeding habitat for the species, should suitable hollows be present. It is requested that a Targeted Black Cockatoo Habitat Assessment is undertaken by a suitably qualified specialist, to ensure that there will be no significant impacts to Black Cockatoos and their habitat.

### Conservation Areas and Reserves

The Proposed disturbance area abuts Department of Biodiversity, Conservation and Attractions (DBCA)' Class A Reserve "Milyeannup State Forest". Activities associated with an airstrip may cause the degradation, contamination or increased risk of fire impacts to this reserve. Consideration of this should be included in an environmental impact assessment and Bushfire Attack Level Assessment prior to further processing of the DA.

### Surface Water and associated fauna habitat

The proposed development area is located on a topographic high point within the local landscape (please see attached hydrological map). During average rainfall, sub-surface and surface water flows are locally known to result in the movement of water from this property into the Blackwood River to the north and west, but also the Milyeannup Brook to the east. Residual hydrocarbons on the airstrip, stored fuel/oils and other toxic contaminants would have a direct link to these adjacent waterways, with associated risks of impacting indigenous aquatic fauna. Prior to progressing the DA, a full hydrological assessment should be undertaken with consideration of the proposed airstrip's drainage design and the local hydrology and hydrogeology of the area.

The Blackwood River and Milyeannup Brook are home to a vast array of native fauna species, which also includes critical habitat for two Threatened fish species Western mud minnow (Vulnerable) and Balston's pygmy perch (Vulnerable), and one Priority 3 fish species the Pouched lamprey. Known records of these species are approximately 600 metres to the east of the Proposal's footprint and known by the local community to be hydrologically connected to the higher elevation areas of this small community. Potential contamination of these waterways could have significant impacts on individuals of these Threatened species and even impact the perseverance of the species.

### Noise


The consultation package provided to the local community did not contain any information on noise pollution that would result from operation of the airstrip. I request that prior to progressing the DA that the Whisperwind undertake an acoustic assessment by a suitably qualified consultant and that this provided to the community for further consideration. The small community adjacent to the Proposed airstrip is a quiet community that values the peace of this isolated area. The daily use of the airstrip may not only impact daily lives of the residents but also impact on the value of their properties for people seeking to buy into a tranquil lifestyle.

I would like further information that demonstrates Whisperwind's effort to avoid, minimise and mitigate their environmental impacts associated with the proposed use of the property. It is requested that the Shire consider that the Nannup Airport is only 24 km from the property and this would be the most environmentally responsible way for Whisperwind to undertake proposed business on the property.

I am also concerned that the 20 m wide footprint that has been included in the DA proposal does not take into consideration the topography of the area and the drainage requirements to service the airstrip. The sloping nature of the property would presumably need to fill downslope areas to ensure a relatively flat airstrip, meaning that the environmental impacts of the Proposal are even more significant than stipulated, once fully designed.

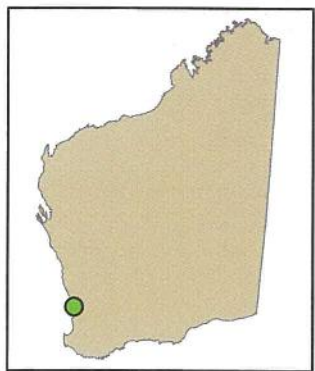
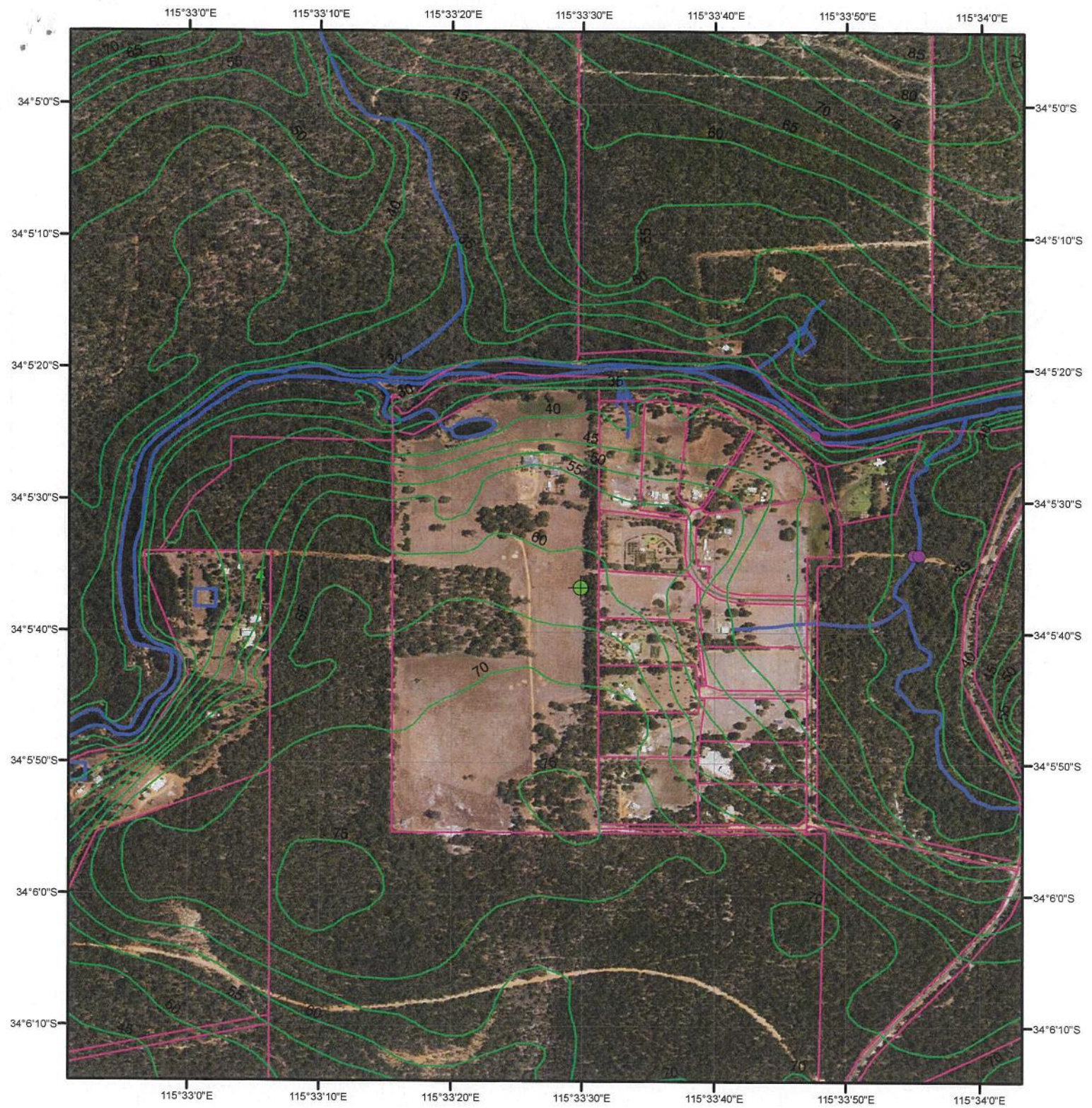
There is an absence of sufficient information provided to myself and the other local residents to make an informed decision on the potential impacts the proposal may have on not only local flora and fauna, water quality, cultural sites of significance but also the social/health impacts of noise and air quality to adjacent residents. I am therefore advising that **taking into consideration the information provided, I strongly, do not support the proposal.**

I respectfully request that Shire of Nannup not expedite the application due to the conditions of property purchase at the expense of the Shire's residents and the locally biodiverse environment.



Yours sincerely

**Sue Cranstoun**  
**Resident**



**Legend**

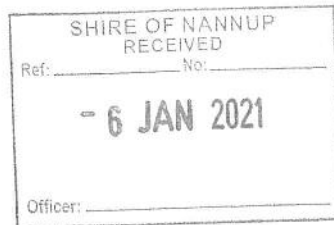
- Cadastre
- Hydrology South
- South West Contours

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1 cm = 121 meters



5 January 2021



Shire Ref: A770

JANE BUCKLAND

DEVELOPMENT SERVICES OFFICER  
SHIRE OF NANNUP

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Dear JANE BUCKLAND/DAVID TAYLOR:

Thank you David for making time on Monday, 4th of January, to discuss the Development Application- Lot 2[40] Rivergum Way, Nannup-Proposed Private Air Strip. The discussion has given us a clearer understanding of the proposal to build a Private Air Strip.

Anne and I, while welcoming the proposed development, do have some concerns.

1. Expected hours of operation- aircraft noise between the hours, 7PM until 7 AM we would find intrusive. We would prefer no movement between these hours except in emergency situations.
2. Property values- while this point is outside of the Shire of Nannup's control, an airstrip in close proximity to private residence could have a negative impact on our property value.
3. Construction of runway- the dust and noise created by the earth moving machinery would be an annoyance. We realise that this would be relatively short term, none the less an annoyance all the same.
4. Does the construction of the driveway/airstrip mean increased heavy equipment movement on our public roads in this local area? If so, traffic through the intersection of Helyar Road and Brockman Highway could prove to be hazardous. There is limited vision north and south onto Brockman highway.

Thank you once again for the opportunity to comment.

Yours faithfully

Anne Bennetts

A handwritten signature in blue ink, appearing to read "David Bennetts".

Anne and David Bennetts

22 Rosella Close

Darradup

6275

## Librarian

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**From:** Irene Jarzabek  
**Sent:** Wednesday, 6 January 2021 1:00 PM  
**To:** ShireofNannup  
**Subject:** ATTN: Jane Buckland DEVELOPMENT APPLICATION Lot 2 (40) Rivergum Way, Nannup

**Importance:** High

Dear Jane,

Thanks for the letter REF A770 on proposed Private Air Strip and applicant Whisperwind.

We have read the application and we would like to advise of our objection.

The following reasons are the close proximity to our property and the inevitable noise factor.

We are concerned re the anticipated movements per year which equate to one take off/landing per day.

Thank you for giving us the opportunity to voice our concerns.

John C Goldney and Irene W Jarzabek

Look forward to hearing from you.

Can you please respond that you have received our objection.

Kind Regards

  
Irene Jarzabek Publicity

**Librarian**

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**From:** Sandie Bruce  
**Sent:** Thursday, 7 January 2021 4:26 PM  
**To:** ShireofNannup  
**Subject:** Proposal for airstrip on Lot 2 (40) Rivergum Way Nannup

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Planning Unit, shire of Nannup

It was with dismay that I read the development application for proposed airstrip basically next door, being a joint landowner of Nelson Location 11864, Poison Swamp Rd, Darradup, where i have resided in peace and tranquility since 1975.

There are many inconveniences attached to living in such an isolated area. I have to rely on satellite connection to access NBN and TV and installation of a booster to deliver mobile phone coverage. It is a 200km round trip to access medical, hospital and dental care which are limited in the town of Nannup, not to mention access to a wide range of retail and other service necessities.

I willingly, if not always eagerly, accept these limitations and inconveniences, with the trade off being the peace and tranquillity which this location provides and is so important to my well being.

I am concerned on many other levels as well.

A bitumised runway would indicate more than what a light aircraft would require.

An estimate of 365 plane activities is also very problematic in terms of intrusion and diminution of quality of life.

Rural subdivisions are for the most part, inhabited by people who choose to live in a natural environment, not next to a runway. I want to listen to birds, not aeroplanes.

Just because a landowner has the means to bypass the inconvenience of distance in order to access his or her rural estate, does not mean that it should be automatically taken as a given entitlement, to the detriment of neighbors.

I hope the Shire will take these concerns into consideration when making any decisions on said application.

I thank you for your attention and can only hope for a sympathetic outcome.

Regards, Sandie Bruce.

Sent from my iPad

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**Librarian**

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**From:** Susan Elton  
**Sent:** Thursday, 7 January 2021 6:11 PM  
**To:** ShireofNannup  
**Subject:** Attn:Jane Buckland

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Jane

Thanks you for your letter dated 18 December - your ref A770 regarding the proposed air strip at Lot 2 Rivergum Way.

My feedback is that:

The location of the proposed air strip is too close to my boundary and there is no rationale provided as to why this should be the case given the size of the property;

The location doesn't make sense given that as it approaches the river the land drops away dramatically making the runway at this location impossible

The application says that the runway will also provide access to the house. There is already an access driveway - could this not be used for the runway also - it is further away from my boundary; and

The frequency of use doesn't match the stated intention to use the property for holiday purposes - even if a flight in and out of the property occurred once a week - it would warrant only 104 movements - not 365 as requested.

Whilst the idea of runways on rural properties might be commonplace, it should be remembered that this rural property abuts several rural residential lots, which puts activities on the subject lot in closer proximity to people's houses.

Given the applicants stated objective of being neighbourly and their aviation credentials which they point out - I would have expected a more thoughtful proposal.

Regards

Matt Cuthbert

COPY



## David Taylor

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**From:** blackwoodrivercanoeing  
**Sent:** Friday, 8 January 2021 9:02 AM  
**To:** David Taylor  
**Subject:** RE: airstrip development proposal

Hi David

Given I have not had a response to my request for further information or for the submission period to be extended I request that the development application as specified be rejected by the council.

The number of flights is beyond ancillary use and would be a serious intrusion on the peace and quiet of the neighborhood. The provision of lighting and night flights would add insult to injury.

There is no restriction on the size and type of aircraft permitted except that they fall into the category of "light aircraft" which is apparently anything below 5.8 tonnes. This would allow executive jets and twin turboprop passenger aircraft. Will the council specify acceptable decibel levels? Who will police such matters?

The 1 km long bitumen airstrip is far above what is required for the proponent to land aircraft suitable for occasional visits to his holiday house as an ancillary use. Once constructed there is the likelihood of future pressure to make full use of such an expensive investment.

The location adjoining the boundary of many residential properties is completely inappropriate but moving it to the opposite side just transfers the problem to other neighbors.

There is no benefit to the neighborhood. Rescue helicopters have in the past landed at will on most properties, there will never be call for or infrastructure to support water bombing aircraft, and given that currently the proposed site is grazed but will require cattle, kangaroo, emu and pig proof fencing it is likely that any benefit as a firebreak is negated by higher fuel loads on adjacent buffer strips.

If the proponent can be satisfied with permission for an airstrip suitable for single engine rotary piston aircraft that can fulfill the ancillary use of his small rural grazing property/ holiday house and with conditions that ensure his personal use only, and with sufficient community consultation the community may support such an application.

Neville Hamilton  
Loc.11864



To Tony Dean; Jane Buckland; and Nannup Shire Council

I write regarding the matter of a proposed development at 40 Rivergum Way, Darradup, WA 6275 (Lot 2 of subdivision) in the Shire of Nannup, WA.

It is with great concern and apprehension that I and other property owners and tenants, regard and oppose this proposal.

It is incredulous that the Shire would consider such a disruptive proposal on many counts, yet specifically given that the area is zoned *RESIDENTIAL*; as per the map provided on the Shire website and pursuant to the subdivision plan

An evaluation by the Environmental Protection Authority (EPA) would likely find that such an infrastructure development in close proximity to residents' and owners' properties would not conform to, nor comply with, previous evaluations within Western Australia. It would, therefore, be prudent for the Shire to formally seek the EPA for an official evaluation of this proposal, without delay, for both the seller, purchaser and namely on behalf of the numerous ratepaying owners of the properties that would be affected by this proposal.

The suggested "buffer zone" noted by this proposal is negligible, particularly given the matter concerns aircraft, rather than land vehicles; whereby the impact is vastly more significant and intrusive upon the ratepayers and residents.

Further, it is noted that several permanent residents on abounding properties have significant and progressive, diagnosed medical conditions which would clearly be adversely impacted by the noise and interferences created by such a proposed development. In addition, many residents are elderly, whereby this development would most negatively impact their quality of life and enjoyment of their properties and homes.

Environmental impacts of the noise and pollutants of a single aircraft engine are immense, (let alone multiple aircraft engines which may potentially occur due to the listed activities of the proponent – see independent advice provided below).

As the Shire is aware, the exhaust fumes and gases emitted by aircraft are identified as being the most intensive greenhouse gas-generating activity.

The vast majority of property owners have purchased their lots for the amenities of quiet, enjoyment of the rural and natural environment of the subdivision endorsed by the EPA in their advice on approval of this subdivision. This proposed development of an airstrip in such an environment clearly negates this and would predominantly have negative effects on both the amenity and future value of the surrounding properties within a wide radius, given the noise and interference would be both ground-based and airborne.

The proponent wishing to purchase the lot and develop an airstrip, is noted to be a listed company, widely associated with many areas of aircraft use, therefore complicating the matter and including the potential for numerous aircraft to be entering and egressing that lot, compounding the aforementioned concerns regarding this matter.

Expert, independent advice has been sought from an Aviation Consultant with regard to the matter of this proposal. The advice is as follows:

- 1. 365 movements annually is excessive for a 'holiday use' facility.*
- 2. Is Mr Ebeling going to be using it to train for his aerobatic competitions? Competition aircraft are very noisy as they generally use a piston engine and a 'fixed pitch propellor'. Working up to competition standard requires daily, and often twice daily, practice.*
- 3. Non-competition aircraft will be only slightly less noisy.*
- 4. Night operations definitely require lighting, which will require power. Solar-rechargeable battery lighting is appropriate, but night operations will require backup power. If the property cannot supply this power then there will be a generator running.*
- 5. While the flightpaths for landing and takeoff are indeed over the forest and undeveloped areas, the noise from applying takeoff power and rolling along the runway will be significant.*

6. *Although it would be a slightly shorter runway, why not place it along the western boundary and not immediately behind people's houses? This will afford reduced noise impact on residents.*
7. *Rain runoff will be an issue to manage. Runways are built with a 'crown'—a high point down the centreline along their length to ensure runoff as 'wet' runways reduce safety margins. Placing the runway along the western boundary will permit rain runoff from the runway to be engineered to carry west and not towards the existing lots.*

**Matt Granger**

MAvnMgt MAICD FRAeS

Mobile/Cell: +61 (0)418 266 247

ABN: 50 631 125 249

ARN: 1074662

Beyond the human impacts of this matter arising from the development proposal, the negative effects of aircraft on wildlife, including endangered species in this area, such as, but not limited to, the AQUILA AUDAX (Wedge-tailed Eagle); and CALYPTORHYNCHUS (Red Tailed Black Cockatoo), would be devastating and would prospectively shine a negative media light on the Shire and its decision-making and/or lack of foresight.

The reputation of the Shire would certainly be adversely affected by approval of this proposed development. Nannup and its surrounds are widely known and highly regarded for their environmental aspects and amenity and by advancing such a proposal would clearly been seen to be most curious by all and sundry.

Given the obvious current economic climate regarding high demand for properties in regional areas, the prospect of the sale of this Lot (40 Rivergum Way, Darradup, WA 6275) to another purchaser seeking to buy it for its natural amenities and without interfering with or negatively affecting other owners and residents, is most positive and realistic.

Most bounding properties (those that are contactable) and myself have no issue with the sale of the property and, indeed, wish a problem-free sale for the current owner, with whom we have enduring positive friendships and relations with.

However, as a future resident and current Ratepayer, I strongly oppose the proposal for an airstrip for the reasons noted above.

**OUTCOMES SOUGHT:**

- 1. That the Shire does NOT APPROVE this proposed development;**
- 2. That the Shire formally seeks an OFFICIAL EVALUATION of this matter by the EPA before progressing this matter any further;**
- 3. That a SHIRE MEETING be called with AMPLE NOTICE for all ratepayers and residents to attend; and**
- 4. That the Shire represents ALL ratepayers indiscriminately without prejudice or favour, so that the interests of ALL parties are considered and independently evaluated.**

I look forward to transparency and common-sense prevailing, with the Shire seeking the best outcome for all of its Ratepayers and Residents.

Please do not hesitate to contact me for further comment and/or information.

Yours sincerely,

Peter Schmidt

3/35 Wattle Place  
DARRADUP  
WA 6275

(residential address is known to Nannup Shire)

Received

13



8<sup>th</sup> January 2021

David Taylor  
 Chief Executive Officer  
 Shire of Nannup  
 WA 6275

COPY

Kim Koeman, Martin Pollock  
 37 (Lot 4) Wattle Place  
 Darradup WA 6275  
 PO Box 58 Nannup WA 6275

Re: Proposed Development Driveway/Airstrip 40 Rivergum Drive, Darradup, WA.

We write to you in response to the letter dating back to December 18<sup>th</sup> 2020 regarding the above proposal by Mr Dieter Ebeling.

Thank you for the opportunity to provide feedback on this proposal. We would like to add at this point early on in our response that this was at a most inopportune time, with agencies and other government authorities unavailable that would have made a difference to our reply with further supporting information. It will be at this point that we would ask for your deliberation on this decision be extended immediately.

We have owned this property since 2005 and moved to Darradup to live permanently in 2015. This was due to many reasons.

Our property is fortunately right on the Blackwood River, a prime spot. One we cherish due to the nature of the plants, animals, water and amazing eco system that surrounds us. There has never been a day go by where we have not been thankful for such a blessed place to be.

When we first moved down here, it had been after a series of serious and stressful events my partner Kim had endured through her workplace. An armed hold up, witnessing a woman being killed in an accident outside her shop and being vigorously harassed by a drug affected man and trapped in the same shop to name a few. She was unsupported by her employer and soon after was made redundant. We decided to then come down where there was peace, tranquility and quiet to assist her to deal with the PTSD she was dealing with.

Kim started becoming highly fatigued, phono phobic, developing social anxieties and other undiagnosed health issues. These were soon identified as symptoms of Multiple Sclerosis. It was then we realised that moving here was absolutely the right choice. Now we are fully aware of what is now the issue for Kim, there is no way we could live back in the city surrounded by noise pollution and the like.

With MS, Kim suffers whenever there is sensory overload. Too much speaking at once, repetitive noise, any high-sensitivity over stimulation. The results are debilitating.

Please see below some links that will give you some interesting reading into how noise levels can affect someone with MS.

<https://pubmed.ncbi.nlm.nih.gov/11789437/>  
<https://multiplesclerosis.net/living-with-ms/think-normal-sounds-loud-painful-annoying/>  
<https://multiple-sclerosis-research.org/2014/07/clinic-speak-ms-related-hyperacusis/>  
<https://journals.sagepub.com/doi/pdf/10.1191/1352458502ms814oa>

This can be so bad for her, that she will need to wear noise cancelling ear phones when the neighbour's come down and their grandchildren ride the quad bikes and lawn mower for several hours each day. It is highly distressing for her.

So for the reason of Kim's emotional, and physical wellbeing, we really needed this lifestyle change. As stated earlier in this letter, because of the timing of this proposal, it has been difficult to get professional data and letters as these people are still away. With an extension, we will be most pleased to provide more information on the impact of noise and MS for your consideration.

We have grown to love the Darradup community, how everyone is like minded and here for the same reasons as us.

We planned to have a quiet life, living on the river, growing our food, keeping as healthy as possible, appreciating and nurturing the environment. Simple as that. Not interfering in other people's lives, having minimal impact on the environment or creating issue.

We do have several key issues in regards to this airstrip going through, they are as follows:

- Have you consulted with the Aviation Ombudsman in regards to noise levels and what would be acceptable?
- How would the Shire of Nannup look at allowing an airstrip to be developed along a strip of forest that is known to have the Red Tailed Black Cockatoo (*Calyptorhynchus*)
- There are also rare species of Balstans Pygmy Perch in the Milyannup Brook that run into the Blackwood River just near us, has this been considered? Please view report link [https://www.water.wa.gov.au/\\_data/assets/pdf\\_file/0017/4508/59913.pdf](https://www.water.wa.gov.au/_data/assets/pdf_file/0017/4508/59913.pdf)
- You have not considered any buffering zone between the airstrip and our homes at all. That strip will be less than 200 meters from our homes.
- The fact the airstrip has the capacity to operate 365 days a year is a horrendous thought
- The applicant for this development is known to race in the Red Bull Air Race Championships and would therefore need to practice frequently
- The fact there will be large amounts fuel stored on site. This in itself is a safety issue. We live in a high fire risk area.
- There have been two light aircraft crashes in Perth since Dec 25<sup>th</sup> and the impact of a similar event over the forest areas surrounding Darradup and Nannup could only be described as catastrophic.
- As Nannup Shire ratepayers, we do not have rubbish collected, we do not have verges trimmed, we do not ask for much and do not receive much in this area to be

honest. However we do ask that a meeting be held with all Darradup residents present to give their voice to the resounding opposition of this proposal.

In summary, we are strongly opposed to this development application and prepared to fight this to the highest court level should the need arise.

Regards,

 Martin Pollock



**Jane Buckland**

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**From:** Lindesay Blackburne-Kane  
**Sent:** Friday, 8 January 2021 2:51 PM  
**To:** Jane Buckland  
**Cc:** David Taylor  
**Subject:** Airstrip proposal 40 Rivergum way

To Jane Buckland, CC David Taylor

We would like to withdraw our previously given consent (dated 22nd December 2020) to the Airstrip at 40 Rivergum Way Darradup until the existing proposal provides some great amount of detail on the use of the airstrip, **frequency of use** and a **clear definition** of the **types of Aircraft in detail** that would use this airstrip.

Perhaps with suitable permission the Nannup Airstrip could be used as an alternative to developing an Airstrip on this property.

Further, we would want assurance that Rivergum Way would be sealed prior to any development due to the proximity of the gravel road to our house and the impact this would have, also, the intersection of Helyar road to Brockman Highway is on a very dangerous fast sloping bend which would have to be improved prior to any development, as most of the current residents in this subdivision have had both frights and near misses when exiting onto Brockman Highway.

Lindesay & Anne Blackburne-Kane

PO BOX 314  
Nannup WA 6275

**Librarian**

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**From:** Elaine Coffey  
**Sent:** Sunday, 10 January 2021 4:16 PM  
**To:** ShireofNannup  
**Subject:** objection to airstrip proposal

I am in receipt of your letter dated the 18<sup>th</sup> December re the airstrip proposal on Lot 2 Rivergum Way Nannup.

I own Lot 10 Helyar Road, and I wish to object to the proposal. My objections are as follows:

Noise from aircraft traffic and night landing. The movement of 365 movements a year seems to be a lot of air traffic for this airstrip.

Land value may decrease as to the noise of the planes.

As the Nannup airstrip is only about 15 mins away, why could that not be used.

Generally disturbing and frightening the native wildlife

I purchased my property for the privacy, peace and quiet and ambiance of the area.

Sincerely  
Greg Coffey

Sent from [Mail](#) for Windows 10

COPY



Dear Jane Buckland.

I would like to register my strongest objection to the proposed private airstrip proposed for 40 Rivergum rd Darradup.

This proposed airstrip will put the flight path directly over my property at extremely low altitudes,

I have had this property almost 25years and treasure the tranquility and wildlife, having up to 365 flights per year will destroy my tranquility and torment the local wildlife including the endangered Carnabeys, The water authority has already purchased land along Wye rd for the Carnabeys, there habitat already destroyed by pumping stations throughout the region. this will also be in the same flightpath.

I also point out that Nannup has an airstrip suitable for this aircraft.

The proposed runway will also mean the destruction of a lot of Jarrah and Marri trees on the property, I have been informed by the Shire of Nannup that only 10% of trees can be removed without permission, given a lot of the property has already been cleared I would guess this runway would require the destruction of 10% of what is left on the property.

As far as I'm concerned 365 flights per year is an AIRPORT not a private airstrip.

Also will the owners be allowed to have multiple aircraft at the property at the same time?

I also note that some of these airplanes have seating for 18 persons,

I believe my property's value will decrease significantly, NO-ONE wants to live next door to an AIRPORT.

I also note that the applicant has stated that the Busselton shire are ok with the proposed private airstrip, so let them purchase over their and keep everyone happy.

Respectfully Michal Cook

PO BOX 54

NANNUP 6275

SHIRE OF NANNUP RECEIVED	
Ref: _____	No: _____
10 JAN 2021	
Officer: _____	

Glen Davis  
RMB 746 Helyar Rd  
Nannup WA 6275

COPY

7 January 2021

CEO  
Shire of Nannup  
PO Box 11  
Nannup WA 6275

Attn : Jane Buckland – Development Services Officer

Dear Jane,

**RE : Development Application – Lot 2 (40) Rivergum Way, Nannup  
Proposed Private Airstrip (your ref : A770)**

Thank you for the opportunity to provide comment on the above referenced Development Application.

I wish to register my objection to the proposal in total.

My comments and thoughts regarding the proposal are included below.

Location and Properties Affected

The subject land, Lot 2 Rivergum Way, is immediately bounded to the east by a 16 lot Special Rural subdivision, within which my property is located. Within just 1km there are over 30 properties and homes that would be significantly affected by this proposal. The southern and western boundaries abut State Forest. Will DPAW be consulted regarding this proposal ?

Land Usage

The Shire of Nannup Local Planning Scheme No 3 (2007) shows the subject land zoned as Agricultural.

The Shire of Nannup Local Planning Strategy (2018) maps indicate the subject land as Rural Residential. The Local Planning Strategy (2018) will provide strategic direction for the next Local Planning Scheme No 4. As such it would seem that the Shire of Nannup’s intention is that the subject land is for Rural Residential use and will not be subject to further subdivision.

The proponent states *“The owners will not be at the property at all times as it is a holiday home.”* Hence it can be presumed that the subject land will not be used for agricultural purposes but will be used for Rural Residential purposes which is in keeping with the Local Planning Strategy (2018). Therefore the Development Application should be considered on the basis of the property being used for

Rural Residential purposes and all the aims, strategies and actions of the Local Planning Strategy (2018) should apply.

#### Perceived Need

The proponent states “... *the private airstrip is a necessity for our required use of the property.*”

The proponent also states “...*private airstrip is an “ancillary use” for the purposes of accessing the farm from Perth and for local flying.*”

Surely it cannot be “*ancillary*” and yet “*a necessity*” at the same time.

As the intended use for the airstrip is to provide access to Perth for a holiday property, then it's use can hardly be called “*a necessity*”.

#### Definition of Private Airstrip

The Development Application is for a Private Airstrip. What does Private mean in this regard ? Is it that the airstrip is for the private and exclusive use of the land owner. I note that the Application is in a company name. How many owners are there really ? Can the owners of a Private Airstrip allow others to use the airstrip ? What controls can be put in place to define and control access to the airstrip.

#### Frequency of Use

When Shire CEO David Taylor first contacted me via telephone on Friday 18 December it was stated that the use would be infrequent but couldn't provide a number as to what constituted infrequent. Upon receipt of the Shire's correspondence, it now appears that infrequent is now 365 days a year. That's every day. This seems a very high usage considering the stated use of the property as a holiday home. This usage does not seem in-keeping within a residential area.

Once again this brings into question the number of people who could have access to this “Private Airstrip”. Will there be multiple plane movements on any given day ? Could the property be rented for short term accommodation or a time share arrangement that could see the airstrip be used everyday on an ongoing basis ? What controls can be used to regulate the actual usage.

#### Environmental Impacts

There would appear to be very little in the proposal to even identify any environmental impacts let alone address them.

The plans provided would indicate that some land clearing would be required particularly over the southern 300m. This does not include what may be cleared for “safety” reasons. Will the EPA be consulted regarding land clearing and any other environmental issues ?

The local area is a known breeding ground for the endangered Red Tail Black Cockatoo. Apart from the loss of habitat from any land clearing, the noise impact on the nesting sites could be significant. One would also think that the chances of an aircraft bird strike would be significantly higher in a forested area such as this.

In addition to the land clearing, there is the loss of topsoil associated with the construction of the airstrip and its adjacent 20m wide grassed area.

The bitumen area alone measures 20m x 1,000m and covers 2ha of land. The same size as my entire property. Wouldn't want to be one of our 2 or 4 legged fauna trying to cross that on a hot day. We don't need to be putting more heat into the atmosphere in this time of climate change either.

Stormwater runoff from a sealed pavement of this magnitude is going to be significant and will need to be effectively managed. The site is immediately adjacent to the Blackwood River and any runoff flows towards the river.

Construction of the airstrip has not been given any consideration. A conservative estimate of pavement material shows that some 6,000m<sup>3</sup> would be required. At 10m<sup>3</sup> per truck, this gives 600 truck movements on an unformed access road. The unnecessary use of this raw material and the carbon footprint from the transport and construction are not in keeping with the aims, strategies and actions of the Shire's Local Planning Strategy (2018)

#### Fuel Storage

The proposed use of a trailer mounted fuel supply does not seem to equate with the proposed 365 flight movements per year. The logistics of refuelling the fuel trailer must be considered.

Of course any onsite fuel storage is a potential fire risk. The subject land is bounded by State Forest on 2 sides, the Blackwood River, and the 16 lot Rural Residential area. Any fire in this area would be catastrophic.

#### Emergency Plan

Taking off and landing are the most dangerous aspects of flying and that is what is proposed everyday of the year at peoples back fences.

If any catastrophe occurs including crashes, injury and fire, what is the plan ?

All risks associated with this proposal need to be identified.

#### Amenity and Lifestyle

All the surrounding properties and residents enjoy a Rural Residential lifestyle. Many have enjoyed the natural environment and the tranquillity for over 50 years. The noise factor alone is enough to significantly impact all nearby residents. Then there is the visual impact of this number of planes on the natural landscape. The loss of privacy from planes overhead is also of significant concern. The proposal will impact a significant number of people with no benefit to the local area or natural environment.

One of the aims of the Local Planning Strategy (2018) is to *“protect the health, safety, and general economic and social well-being of the community, and the amenity of the area.”* This proposal is not in keeping with this aim in any way at all.

### Existing Nannup Airstrip

An airstrip already exists some 3km south of the Nannup townsite. This airstrip is already used by a number of existing residents. DPAW seems to have no problem providing free and unfettered access to the airstrip.

As a precedent has been established in the use of the existing Nannup Airstrip, it would seem sensible to continue with the current arrangement.

From a Planning perspective, it prevents ad hoc determinations whenever a new Development Application of this nature is received. From an environmental perspective, all the infrastructure exists at the Nannup Airstrip. No further raw materials are used along with the associated carbon footprint. From a safety and bushfire risk perspective, all the risks are contained within the existing facility. No additional risks are imposed on the subject land and the adjacent land owners and residents.

### Summary

I reiterate my objection to the proposal in total.

The proposal is not necessary for the stated use of the subject land. There is no benefit to the local area nor the Shire as a whole.

The proposal is not in keeping within a Rural Residential area.

The risks inherent in the proposal are not acceptable within a Rural Residential area where none of these risks currently exist.

The loss of amenity and lifestyle for the more than 30 existing land owners and residents is not a price worth paying for the benefit of the proponent alone having regard for the aims, strategies and actions of the Local Planning Strategy (2018)

An alternative exists in the form of the Nannup Airstrip.

Thank you again for the opportunity to provide comment on this proposal. The proposal seems very light on detail. Many questions remain and I have included a few within my thoughts and comments. I hope that further details and answers will be forthcoming prior to the consideration of this proposal.

I presume that this matter will be placed before a full Council meeting for determination. Could I therefore request that a copy of the Council agenda item be forwarded to me via email. Could you also please advise the time and date that the matter will be considered by Council.

Yours Faithfully,

Glen Davis



22 January 2021

David Taylor  
Chief Executive Officer  
Shire of Nannup  
Adam Street  
Nannup WA 6275

Dear Mr Taylor

Development Application – 40 Rivergum Way, Darradup – Bitumen Driveway/Private Airstrip  
Your Ref: AS 770

Thank you for your letter dated 15 January 2021 which requested further information and included the responses received from the neighbours.

Herewith please find our response under reply to the items outlined in the aforementioned letter.

We trust that the information furnished will meet your expectations and we look forward to receiving a favourable outcome.

Yours sincerely,

A handwritten signature in black ink that reads "Dieter Ebeling".

Dieter Ebeling  
Evernow Pty Ltd ACN 120978761  
ATF Whisperwind ABN 20694477418



# Whisperwind



Development Application - 40 Rivergum Way, Darradup

Bitumen Driveway/Private Airstrip Development

## INDEX

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# Whisperwind

## Applicant Response to the Shire of Nannup

The points in the letter from The Shire of Nannup dated 15 January 2021 refer.

Please note that we have engaged an independent, third party aviation consultant, namely Robert Potter of Aircraft Performance Systems Pty Ltd (APS) to provide a report addressing various items pertinent to the aforementioned Shire of Nannup letter. The points which have reference to this report are noted under each item below.

### Shire of Nannup Items

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#### 1. Light Aircraft Classification with Maximum Take Off Weight (MTOW) below 5,700kg

The aircraft that we fly are a Beechcraft Baron 58 which is a six seater aircraft and an Evektor Harmony Light Sport Aircraft which is a two seater aircraft. Larger aircraft such as the Embraer 120 and the Beechcraft 1900D will not be flown onto the property and were never intended to be as they are over 5,700kg MTOW. The airstrip is unsuitable for the latter two aircraft types and they are unable to operate there. Other aircraft that we would fly in would be an Extra NG aircraft which has multiple uses (as per the APS report at Annexure A) as a commuter and tourer, and perhaps other Light Sport Aircraft with a MTOW of 600kg similar to the Evektor Harmony. Occasionally a Cessna 182 or similar may visit. The applicant will not operate aerobatics over the property and this was never the intention.

Please refer to:

- **Annexure A – APS:**

Aircraft Classifications

Note: MTOW and Noise Certification for the three aircraft types are provided under Annexure A.

#### 2. Local Flying

Local Flying entails visiting friends in the Southwest region or flying to another town, and not recreational flying around the Town of Nannup, above the property nor over the neighbours' houses. We will not be buzzing around the local area as it is not neighbourly.

#### 3. Night Operations

We have noted a neighbour's request and we concede to no night take-offs and landings at the airstrip.

#### 4. Noise impacts on amenity

Please refer to:

- **Annexure A – APS:**

Aircraft Noise Requirements and Impacts and Aircraft Noise and Environment Amenity

## 5. Number of Movements

We wish to apologise for any consternation caused by the number of 365 previously mentioned. The intent was never for excessive flying to occur and after further review of our requirements the number of annual movements required will not be in excess of 120 take-offs and landings, therefore perhaps averaging 10 per month. Movements will vary on average, depending on the number of visits, however the annual total of 120 won't be exceeded. Multiple movements won't occur on a day, a few at best occasionally, and then within the bounds of the 120 take-offs and landings per year. The applicant assures that there will be no commercial flight activity and that the flying is private and not extensive in nature.

## 6. Location of the Airstrip

Further to the request to relocate the airstrip, we herewith submit an alternative placement for the airstrip, being Option 2, which will place it in the centre of the property, still maintaining the same North – South aspect. Due to the typography, this Option 2 will entail a reduction in airstrip length of 100m resulting in a total length of 900m.

## 7. Airstrip Construction

Please refer to:

- **Annexure B – Bridgetown Surveyors Engineering Design:**  
Specifications of Airstrips Option 1 and Option 2

## 8. Habitat quality and native fauna

We wish to note that the Department of Biodiversity, Conservation and Attractions (DBCA) has an existing airstrip (ALA) in the same region, approximately 18km away, namely Nannup Airstrip YNAU. It is therefore likely that aspects of the quality of habitat and native fauna impact in the area was taken into account with the construction of that airstrip and therefore the same dispensations, if any, should apply to the proposed private airstrip. We also wish to note that there is an existing Clearing Permit 8205/1 - File Number DWERVT1491 authorising the clearing of 60 Eucalyptus Marginata trees on the property, of which only 12 out of the 60 trees have been cleared thus far.

Please refer to:

- **Annexure A – APS:**  
Aircraft Noise Impacts on Habitat and Native Fauna
- **Government of Western Australia Clearing Permit Number 8205/1**  
File Number DWERVT1491

## 9. Responding to neighbours concerns

Please see neighbours items on the page below.

## Neighbours Items

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A number of the neighbour concerns have been addressed in the Shire of Nannup items above. The below addresses those concerns not already covered.

### 1. Wedge-tailed Eagle, Red-tailed Black Cockatoos, Carnaby's Black Cockatoos, Baudin's, and other fauna and flora:

We understand that some neighbours are concerned about the clearing of trees required for the construction of the airstrip and the impact that it may have on the population of the Wedge-tailed Eagle, Red-tailed Black Cockatoos, Carnaby's Black Cockatoos, Baudin's and other fauna and flora on the property. In order to mitigate any tree clearing required for the construction of the private airstrip, we submit that we will register a 2 hectare portion of land bearing existing trees to be set aside for the protection and management of vegetation as an irrevocable Conservation Covenant to be issued in perpetuity according to the Soil and Land Conservation Act 1945. This will be documented on the Certificate of Title recognising the value of sound land management practices and the value of protecting areas within the land in order to promote land conservation. We thereby will establish a permanent sanctuary protected by Covenant that will provide 2 hectares of conservancy in perpetuity.

Please refer to:

- **Annexure C – Proposed Conversation Covenant placement**

Please refer to the below extract from the Soil and Land Conservation Act 1945, Part IVA — Conservation covenants and agreements to reserve, Clause 30B (2) :(b)

#### **30B. Registration and form of covenant or agreement**

- (1) Where, in accordance with this section, the owner of any land covenants with the Commissioner by instrument in writing to set that land aside for the protection and management of vegetation, the Commissioner may deliver a memorial of the instrument, in a form approved by the relevant land registration officer, to the relevant land registration officer who shall thereupon register the memorial and accordingly endorse or note the appropriate register or record in respect of the land to which the instrument relates.
- (2) An instrument under subsection (1) —
  - (a) may be expressed to have effect for a period of time specified in the covenant or in perpetuity;
  - (b) may be expressed to be irrevocable, in which case it shall be known as a *conservation covenant*, and if it is not expressed to be irrevocable shall be known as an *agreement to reserve*.

### 2. Construction material:

As construction materials will be mostly sourced on the property other than the materials required for the bitumen surface, there won't be 600 truck movements required for this project and the disturbance on the public roads should not be out of the ordinary.

### 3. Drainage:

Please refer to:

- **Annexure B – Bridgetown Surveyors Engineering Design:**  
Specifications of Airstrips Option 1 and Option 2

**4. Commercial use concerns:**

The application is in the name of a family trust. We are 2 parents with 3 children aged in their 20's, so a family of 5 in total. There is no business objective here, to the contrary, it is a family retreat. It will be both a family home from home and there will be some farming endeavours.

**5. Aircraft use:**

Our aircraft has a maximum seating capacity of 6 in total and the other aircraft is a two seater. There will be no "big" planes, no 20 seater planes, no commercial jets, no commercial aircraft demo flights, no commercial joy flights and no corporate events. This is solely a private family residence.

**6. Property use:**

As a private family residence, the property is not intended to be made available for any short stay accommodation nor as an AirBnB.

**7. Noise:**

Our aircraft have noise certificates via official certification by ICAO, meeting the Australian Air Navigation (Aircraft Noise) Regulation. A take-off occurs within a minute or two where after the noise dissipates and is gone.

**Please refer to Annexure A:**

- **Annexure A – APS:**  
Aircraft Noise Requirements and Impacts

**8. Fuel:**

A small fuel trailer may be kept on site which will be sufficient to top up fuel if required and we therefore won't necessarily store more fuel than a typical farm would to refuel farming equipment for its own energy purposes.

**9. Bitumen:**

The bitumen runway will be constructed with grass surrounding it. This will attend to runoff and drainage as depicted in the surveyor's detail. Note that a bitumen surface results in a quicker take-off and landing footprint and it mitigates dust and soil erosion.

**10. Aircraft emissions:**

Aircraft emissions of these types of aircraft are minimal and well accepted under the aircrafts' respective type certification issued by CASA – these are not large passenger transport jets.

**Please refer to:**

- **Annexure A – APS:**  
Aircraft Emission Requirements and Impacts

**11. Flight paths:**

There are no proposed approach and departure flight paths over any dwellings as the flight approach path is North – South over the forest for landing and take-off. This is a primary reason for the orientation of the private airstrip.

# Whisperwind



## Annexure A

Independent Report  
Aviation Performance Systems Pty Ltd

## Our Company Story

Operating since 1996 Aviation Performance Systems provides aircraft performance analysis, operational support, ground training and consultancy services to a wide range of aircraft and aerodrome operators.

Although our specialty is direct operational support in the form of takeoff and landing performance analysis, including the design of contingency procedures for engine out operation, we also undertake aircraft capability analysis for pre-purchase business case development, route and city pair analysis and validation, advice on runway extension and expansion planning, design of route minimum safe altitude procedures, aircrew ground training and regulatory advice and liaison.

Our client base is diverse in both size and nature, with runway expansion planning advice for Roma and Merimbula Airports, operational support and aircraft performance analysis for a significant number of corporate, FIFO, freight and scheduled passenger operations including Sydney Jet Charter, Execujet, Corporate Air, Transjet, Raytheon Australia, Hazelton Airlines (now part of Regional Express), Toll Aviation, Macair Airlines, Brindabella Airlines, Air Link, Air South, Aeropelican, Pelican Airlines and Hardy Aviation, instrument procedure designing to both GNSS and conventional NAVAID standards for AirServices Australia and aircraft capability and route analysis for proposed FIFO and tourist development operations through subcontracts to QLD Airport Consultants, Airport Survey Consultants and Aerodrome Management Services.

Like our client base the range of aircraft types for which we have provided services varies widely in size, performance capability and regulatory requirements. Ranging from small turbine and piston transport fleets including Beech 200, and Cessna 404, corporate jet operations including Lear 35/45/60 and Cessna Citation 500/525/550/560, to heavy transport and commuter turbine fleets including B747-400, B737-400/800, EMB 120/145/170, F27-600, ATR42-300/500, DHC-8-315, SAAB340A/B, Jetstream 32/41, Beech 1900C/D, Beech 350 and Metro 3/23.

Aviation Performance Systems draws on a wide range of professional experience and use of current technology to provide our clients with reliable, accurate and timely support and advice. From aircraft performance analysis to regulatory advice, from fleet planning to air operator certification implementation, we offer specialist support whether planned or at short notice. Our documentation draws praise from management and aircrew alike for clear presentation, ease of use and its capacity to draw together a wide range of complex information and present it clearly in one place.

## Our Company Principal

The company principal, Robert Potter, holds a Master of Scientific Studies (Aviation) from the University of Newcastle, is a qualified ICAO PANS-OPS instrument procedure designer and has completed additional professional qualifications including aircraft performance engineering with Boeing Commercial Airplanes. In addition he holds a first class airline transport pilot's licence (Australia) with eight thousand hours of flying experience ranging from a SAAB 340B command in airline operations to corporate jet flying to Tiger Moth and aerobatic experience. His ground training background includes lecturing in aircraft operation and performance at the University of Newcastle and conducting much sort after professional training for aircrew in type specific aircraft performance courses. A collaborative approach with clients is at the heart of his striving to promote a greater understanding of aircraft performance and to improve safety and commercial outcomes for all types of aircraft operation with which he is involved.



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Mr Dieter Ebeling

Evernow Pty Ltd as trustee for  
Whisperwind ABN 20694477418  
C/- Unit 16, 100 Railway Road  
SUBIACO WA 6008

20 January 2021

Dear Mr Ebeling,

Thank you for your recent call and correspondence regarding your proposed private airstrip development and the clarifications sought by the local council.

Below please find the results of my research into the several aspects that you have identified as requiring specific technical input.

### **Aircraft Classifications**

Regarding Item 1 of the correspondence from Mr. Taylor, CEO of the Shire of Nannup, I concur with his conclusion that there appears to be confusion regarding the classification of the aircraft that you propose to operate and also the limitations imposed by the nature of the Aeroplane Landing Area (ALA) that you wish to construct.

As you will be aware, regulatory authorities worldwide have for many years treated aircraft as either large aircraft or small aircraft with numerous pilot licensing, operating, and airworthiness (certification) requirements utilising this distinction.

In 1953 the U.S. Federal Aviation Regulations (FAR) adopted 12,500 pounds maximum certificated take-off weight (MCTOW) as the distinction between large and small aircraft. This was based in part upon certain aircraft and power plant design considerations which were considered relevant at the time. The International Civil Aviation Organisation (ICAO) and the European Joint Aviation Requirements (JAR)<sup>1</sup> later determined to use 5700 kg as the distinction between large and small aircraft.

Australia used the U.S. FAR 12,500 lb weight distinction for many years, but subsequently adopted the ICAO 5,700 kg figure for the applicable airworthiness, operational and pilot licensing requirements, with aircraft **not above** 5,700 kg MCTOW being deemed **small** aircraft and aircraft **above** 5,700 kg MCTOW being deemed **large** aircraft.

While this primary weight based distinction remains, in more recent times there have been additional weight sub-groups developed for very light fixed wing aircraft, gliders, weight-shift micro-light aircraft, gyroplanes, powered parachutes and balloons. In Australia these are generally referred to as Light Sport Aircraft (LSA), however different terminologies are used in overseas jurisdictions. Additionally, the number of passenger seats fitted, aircraft dimensional characteristics and aircraft performance capabilities have also become determinant elements for the regulation of licensing, airworthiness and aircraft operation.

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<sup>1</sup> Subsequently, and currently, the European Union Aviation Safety Agency (EASA).



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The aircraft types referred to by Mr Taylor, namely the Embraer 120 and Beechcraft/Raytheon 1900D are examples of aircraft deemed to be **large aircraft** as they both have MCTOW weights above 5,700 kg, with the Embraer 120 being a Transport Category<sup>2</sup> aircraft and the Beechcraft/Raytheon 1900D being a Commuter Category aircraft. Based on the preliminary information that you have supplied to me, the Aeroplane Landing Area (ALA) that you have proposed would not be a suitable aerodrome under Civil Aviation Regulation 92(1)(d) for the operation of these aircraft or any similar type.

The aircraft types that you have identified as being those intended for operations at the proposed ALA are all **small aircraft**, or sometimes referred to as 'light' aircraft, with all types having MCTOW values not above 5,700 kg.

Below please find a summary of the aircraft identified and their airworthiness certification basis:

<b>Commercial Designation</b>	<b>Model</b>	<b>MCTOW</b>	<b>Certification Categories</b>
<b>Raytheon / Beechcraft Baron 58</b>	58	2,495 kg (5,500 lb)	Normal Category.
<b>Evektor Harmony LSA</b>	EV-97 VLA	600 kg	Light Sport Aircraft (AUS); Very Light Aeroplane (EASA).
<b>Extra NG</b>	EXTRA NG	950 kg	Normal Category; Aerobatic Category.

*Note: The Type Certificate Data Sheet (TCDS) for the Evektor Harmony currently available on the EASA website does not reflect a manufacturer upgrade of the MTOW from 575 kg to 600 kg. The 600 kg MTOW has been accepted by the Civil Aviation Safety Authority (CASA) and applied to this aircraft serial via the published aircraft flight manual.*

A point to note regarding the certification categories for small aircraft, other than Light Sport Aircraft, is that they may be certified in more than one category and have a standard Certificate of Airworthiness issued in these multiple categories. The general categories to which I refer are Normal; Utility and Aerobatic categories. In order to operate in each category limitations regarding occupant numbers, aircraft weight, centre of gravity location and aircraft manoeuvres will be stated in the aircraft flight manual and on placards in the aeroplane.

I draw attention to this point as you have alluded to there being expressions of concern among neighbours regarding the operation of aircraft that may be capable of aerobatic operation by way of having certification in the aerobatic category. The aircraft that you have identified are not competition based aerobatic aircraft, despite one of the aircraft types, namely the Extra NG, having an aerobatic category certification. There are a number of small and commonly recognised aircraft, the Cessna 152 training aircraft being a case in point, that also have the same certification and such certification provides for the conduct of manoeuvres that are beyond those for which a Normal Category aircraft is designed or permitted to conduct. Simply having the design capability or having the airworthiness authorisation to engage in aerobatic manoeuvres does not absolve an aircraft from being required to meet all of the additional regulatory standards such as noise standards and be operated in accordance with the operational requirements such as restrictions on

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<sup>2</sup> The Certification Category determines the design and airworthiness standards applicable to the aircraft type.

operations in the vicinity of aerodromes or over populated areas. It may not be clear to those unfamiliar with the regulatory requirements that merely having access to a capability does not mean that it is possible to utilise such capabilities at all times nor that standards designed to enhance environmental amenity are not applied at all times during the operation of the aircraft.

## **Aircraft Noise Requirements and Impacts**

### ***Australian Legislative Requirements***

The regulation of aircraft noise in Australia is provided by the *Air Navigation (Aircraft Noise) Regulations 2018*, which are made under the Air Navigation Act 1920. Section 6(3) of these regulations require that aircraft of the type addressed by this discussion, i.e. aircraft that are neither subsonic jet aircraft or supersonic aircraft, must have a valid noise certificate in force before being able to conduct 'air navigation' in Australia.

Unless some form of exemption against the required noise standards is granted to a specific aircraft, the issuance of a noise certificate will only be made if it can be demonstrated that the aircraft complies with the required noise standards, the provision of which are detailed in Schedule 1 of the regulations.

In the case of small, propeller driven aeroplanes the applicable provision of standards are detailed at Item 7 and Item 8 of the Schedule, which provides for use of Chapters 6 and 10 of Volume 1 of ICAO Annex 16.

In the cases where the application for an aircraft type certificate was made and granted by an issuing authority that did not make specific use of the ICAO Annex 16 standards, the Australian regulations also provide for the use of standards that are deemed equivalent to the applicable ICAO Annex 16 standards. Standards such as Part 36 of the US Federal Aviation Regulations (FAR), which is the reference used for the Baron 58 Noise Certificate, illustrates such a situation.

### ***Aircraft Noise Standards***

As previously detailed, the aircraft noise standards applicable to small propeller driven aeroplanes are prescribed by Schedule 1 of the Australian *Air Navigation (Aircraft Noise) Regulations 2018* which in turn references the standards produced by the International Civil Aviation Organisation (ICAO) and published in Volume 1 of Annex 16 to the Chicago Convention. The Annex 16 standards are published in various chapters according to the type of aircraft or powered aircraft system, the form of the aircraft's propulsion, the maximum takeoff weight and the date on which the application for a type certificate was submitted. The addition of new chapters trends progressively toward tightening noise restrictions on aircraft as new applications for type certificates are submitted, with an emphasis on the noise requirements for large aircraft.

In the case of small, propeller driven aeroplanes, the division related to type certificate application date is 17-NOV-1988. Applications submitted before 17-NOV-1988 are regulated by Chapter 6, while applications submitted on or after 17-NOV-1988 are regulated by Chapter 10.

The changes prescribed by the later published Chapter 10 requirements centred primarily about the method used to measure the noise output of aircraft. The Chapter 6 standard was based around measuring the noise level received on the ground produced by an aircraft overflying the acoustical equipment at a height of 300 metres, generally referred to as the overfly method, whereas the Chapter 10 standard was based around measuring the noise level received on the ground produced by an aircraft overflying the acoustical equipment at a height that the aircraft naturally gains after commencing a maximum power takeoff from a distance of 2,500 metres from the acoustical equipment, generally referred to as the takeoff method.

The technical detail related to the sound measurement procedures, the equipment requirements and the necessary corrections applicable to standardise the test results is too extensive for this discussion, however the prescribed maximum noise levels for the chapters relevant to this discussion are summarised below:

<b>Maximum Noise Levels: ICAO Annex 16: Volume 1; Chapter 6; para 6.3</b>			
<b>MCTOW (kg)</b>	0 to 600	600 to 1,500	At or above 1,500
<b>Noise Level in dB(A)</b>	68	MCTOW derived linear interpolation between 68 and 80 $60 + 13.33 [M/1000]$	80

Note: The formula shown may be used to derive the interpolation value. M = The MCTOW in kg

<b>Maximum Noise Levels: ICAO Annex 16: Volume 1; Chapter 10; para 10.4(a)</b>			
<b>MCTOW (kg)</b>	0 to 600	600 to 1,400	At or above 1,400
<b>Noise Level in dB(A)</b>	76	MCTOW derived logarithmic interpolation between 76 and 88 $83.23 + 32.67 \log [M/1000]$	88

Note: The formula shown may be used to derive the interpolation value. M = The MCTOW in kg

<b>Maximum Noise Levels: ICAO Annex 16: Volume 1; Chapter 10; para 10.4(b)</b>			
<b>MCTOW (kg)</b>	0 to 570	570 to 1,500	At or above 1,500
<b>Noise Level in dB(A)</b>	70	MCTOW derived logarithmic interpolation between 70 and 85 $78.71 + 35.70 \log [M/1000]$	85

Note: The formula shown may be used to derive the interpolation value. M = The MCTOW in kg

As mentioned previously and relevant to this discussion, the Australian regulations permit the use of equivalent standards for the issuing of aircraft noise certificates and in the case of one of the aircraft that you operate the relevant US FAR Part 36 standard is equivalent to the ICAO Annex 16; Volume 1; Chapter 6 standards. The prescribed maximum noise levels for this US standard are summarised below:

<b>Maximum Noise Levels: US 14 CFR Part 36; Appendix F</b>			
<b>MCTOW (lb)</b>	0 to 1,320	1,320 to 3,300	At or above 3,300
<b>Noise Level in dB(A)</b>	68	MCTOW derived linear interpolation between 68 and 80 $68 + \{(M - 1320) / 165\}$	80

Note: The formula shown may be used to derive the interpolation value. M = The MCTOW in lb

### *Noise Levels and Standards Applicable to Selected Aircraft*

In the case of the aircraft already identified as those that you intend to operate, the following is a summary of the certified noise levels and the noise standards that are applicable to each aircraft type:

<b>Commercial Designation</b>	<b>MCTOW</b>	<b>Applicable Noise Standard &amp; Limit</b>	<b>Certified Noise Level – dB(A)</b>
<b>Raytheon / Beechcraft Baron 58</b>	5,500 lb (2,495 kg)	US 14 CFR Part 36; Appendix F: (80 dB(A))	78.8
<b>Evector Harmony LSA</b>	600 kg	ICAO Annex 16: Volume 1; Chapter 10; para 10.4(a) (76 dB(A))	70.7
<b>Extra NG</b>	950 kg	ICAO Annex 16: Volume 1; Chapter 10; para 10.4(b) (77.9 dB(A))	77.1

By inspection of the relevant international aircraft noise databases it can be seen that the noise levels emitted by the selected aircraft are typical for aircraft of these types and categories. The databases are too extensive to present here, however they may be accessed as follows:

The EASA database may be found at <<https://www.easa.europa.eu/domains/environment/easa-certification-noise-levels>>: Select the download ‘xslm’ file listed as “*Light propeller driven aeroplanes noise database*”; and ...

The US Federal Aviation Administration (FAA) database may be found at <[https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/22942](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22942)> : Select the download ‘pdf’ file listed as “*AC 36-1H Including Change 1*” and inspect Appendix 7 and Appendix 8 for the relevant listings.

### ***Aircraft Noise and Environmental Amenity***

The concept of amenity can be very subjective due to the variations in human hearing acuity and psychological perceptions of sound, particularly in terms of reactions to peak pressure levels, frequency and harmonic tones. The negative effects of excessive and sustained noise levels to human hearing and psychological wellbeing is well documented and it is the results of this research that has been driving the general move to protect the community from excessive and-or sustained noise.

To quote in part the introduction of the ICAO website related to this topic<sup>3</sup>:

*“The primary purpose of noise certification is to ensure that the latest available noise reduction technology is incorporated into aircraft design and that this is demonstrated by procedures that are relevant to day-to-day operations.”*

Regarding the categories of aircraft relevant to this discussion the ICAO website related to this topic states:

*“Noise Standards for light propeller aeroplanes were first included in Annex 16 in 1974. Currently, these Standards are contained in Annex 16 Vol I Chapter 10, which are restricted to propeller-driven aeroplanes not exceeding 8,618 kg maximum certificated take-off mass. This Standard is based on a single take-off reference noise measurement point, which is located at a distance of 2,500 m from the start of take-off roll. As is the case for larger aeroplanes, the Standards also set noise limits as a direct function of Maximum Take-off Mass (MTOM)”.*

To add a proper context to the sound levels emitted by aircraft adhering to the mandated aircraft noise standards in Australia and internationally, I feel it would be best to relate the noise levels to everyday machines familiar to the community at large. To quote the introduction to a current educational publication produced by the WA Department of Mines, Industry Regulation and Safety<sup>4</sup>:

*“Rotary mowers range in noise levels from 84 dB(A) to 94 dB(A) depending on engine type (4-stroke or 2-stroke) and condition and operating speed.”*

Another source of information listing the noise emitted by common outdoor machinery and equipment comes from the hearing conservation program of the University of Florida<sup>5</sup>. An extract of this information provides the following data:

<b>University of Florida: List of Noise Levels for Common Equipment</b> <i>(extract)</i>	
<b>Noise Source</b>	<b>Sound Level - dB(A)</b>
Riding Lawn Mower	90
Tractor	92
Front End Loader	95
Blower	99

<sup>3</sup> <<https://www.icao.int/environmental-protection/pages/reduction-of-noise-at-source.aspx>>

<sup>4</sup> <<https://www.commerce.wa.gov.au/publications/noise-management-lawn-mowers>>

<sup>5</sup> <<https://webfiles.ehs.ufl.edu/noiselvl.pdf>>

The implication, albeit on a simplified basis, is that the measured noise level of the Baron 58 at 78.8 dB(A), the highest level of the selected aircraft, when measured at 300 metres from the source, as prescribed by the Annex 16, Chapter 6 'fly-over' standard, would be lower than that generated by an average rotary lawn mower or ride-on mower located near to the sound receiver (such as in the yard of a dwelling). The measurement standard used to rate the noise emitted by rotary lawn mowers is not available to me, however I am aware that the rating measurement is taken quite close to the machine in order that an assessment can be made of the OH&S impact of mower use and to determine the need for hearing protection when making use of these machines for any reasonable length of time.

It is worth noting at this point that a later model of the Baron 58, namely the G58, utilises the same engine and propeller combination, however this model has been subject to noise measurement under the Annex 16, Chapter 10-(10.4a) 'takeoff' standard for the issue of its EASA type certificate. The measured noise level in this testing was 82.2 dB(A) and this would be measured at an overfly height of approximately 136 metres under the prescribed measurement conditions. Even at this reduced distance the measured noise level would be lower than that generated by an average rotary lawn mower or ride-on mower as detailed previously.

The over-flight measurement concept, both the takeoff flyover and the earlier fixed height flyover, has been used in part because the peak sound pressure wave projection of propeller driven aircraft is primarily along the longitudinal axis of the aircraft. Additionally the desire was to measure the noise in a free air environment where the sound measurements could be reasonably expected to reflect the noise generated by the aircraft alone without interference by attenuating sources such as ground surface materials or other atmospheric effects close to the ground or intensifying sources such as ground surface and object reflections.

Since all of the properties adjacent to the proposed ALA are laterally displaced from the runway, with none being in either the takeoff or landing approach flyover areas, the projection of pressure waves from the aircraft during takeoff ground roll, takeoff climb and landing approach becomes more complex to assess. I note that while the Option 1 proposal placed the closest dwelling to the runway at a lateral distance of 97 metres, the Option 2 proposal placed the same building at a lateral distance of approximately 225 metres. I would estimate that the likely free air noise level emitted by the Baron 58 would be approximately 80.4 dB(A) at that distance, which is still consistent with the rotary mower and ride-on mower comparison made previously.

When operating on the ground the predominance of noise generated will be by the engine exhaust, which is subject to standard muffler or silencer fitment similar to motor vehicles and the noise level will be well below that generated at the higher power settings used to measure the aircraft noise output for certification purposes. The predominance of noise generated at high power settings immediately prior to the commencement of takeoff comes from the shock waves and harmonics produced by the propellers, particularly the propeller tips, and it is these pressure waves that tend to be released in front of and behind the aircraft with lateral release at much lower levels. During the application of takeoff power, the subsequent ground run and finally the after takeoff climb of the aircraft these pressure waves will be the subject of variation due to some or all of the following elements:

- Ambient atmospheric conditions;
- Attenuation by any trees and understory vegetation between the aircraft and the sound receiver;
- Doppler effect as the aircraft accelerates toward, passes and then recedes from the sound receiver;
- Variation in distance from the sound receiver as the takeoff sequence progresses;

- Variation in the angular displacement between the longitudinal axis of the aircraft and the sound receiver as the takeoff sequence progresses (i.e. the angular aspect of the aircraft that is facing the sound receiver).

It is also important to note that amenity is also affected by the duration of noise exposure and the frequency of that exposure. The aircraft takeoff sequence creates a transient noise exposure with the Baron 58 taking approximately 18 seconds from commencement of takeoff to achieving a height of 50 ft (15.2 m) above the runway and approximately 32 seconds to traverse 2,500 metres from the commencement of takeoff. The total likely duration of a departure sequence from start-up to a departure point 2,500 metres from the commencement of takeoff would be approximately 11 minutes, including a 5 minute warm-up and checklist period, 5.5 minute taxi period (all at low power settings) and then the final 30 seconds for the actual takeoff sequence. The last 30 second element of the exposure sequence being the period when the noise levels might be described as notable.

Your revised movement frequency of 120 per annum would generate accumulated exposure duration of approximately 1,320 minutes (22 hrs) per annum at low noise levels and 60 minutes (1 hr) per annum at the higher noise levels. It is my opinion that this is a very low exposure in duration, frequency and peak noise levels.

The noise levels of the aircraft while on the landing approach are low due to the low power settings used. The pressure waves emitted by the engine exhaust are low due to the low power needed during approach and the angle of descent of the aircraft will effectively mask the waves from forward projection. The pressure waves generated by the propellers are also reduced significantly at these lower approach power settings, particularly for fixed pitch propellers since the low power setting results in a reduction of engine rpm and subsequently propeller tip speed (the primary source of the pressure waves). This is contrary to jet aircraft operation where some aircraft types require considerable levels of thrust to maintain an acceptable flight path during final approach, particularly in the case of older generation turbojet aircraft. I would suggest that the noise levels emitted would generally be low enough that to a casual observer laterally displaced along a line parallel to the runway centre-line the aircraft would likely go unnoticed until after landing and ground operations commence.

### ***Aircraft Noise Impacts on Habitat and Native Fauna***

For the reasons determined previously in this discussion, the impact of the aircraft operations on habitat and native fauna is regarded as low or negligible. The peak noise output of the aircraft is no greater than other forms of domestic and rural machinery equipped with internal combustion engines, in fact in many comparable cases the levels are lower. Additionally, the short duration and low frequency of the noise exposure does not place sustained pressure on ground fauna and birdlife by introducing sustained levels of stress.

The risk of collision with birdlife is low with bird strike research showing that the primary risk areas around aerodromes occur when large numbers of birds are attracted in the close vicinity of the takeoff and landing approach paths due to the presence of food sources or specific nesting habitat within the immediate areas surrounding runway ends. The risk of bird strike is also very species specific. Noting that the Nannup Airstrip (which also meets the standards defined for an ALA) is located approximately 18 km (9.8 Nm) northeast of your proposed ALA, it would be interesting to have access to the environmental impact assessment for this ALA as the distance and nature of the interceding terrain would point to the likelihood of common habitat and bird species.

Collision risk with fauna on the ground, particularly larger animals such as kangaroos, would be subject to appropriate animal management practices such as adequate fencing and proper inspection of the runway and surrounding environment immediately prior to aircraft operations.

## Aircraft Emission Requirements and Impacts

### *Australian Legislative Requirements and International Standards - Emissions*

The regulation of aircraft emissions in Australia is provided by the *Air Navigation (Aircraft Engine Emission) Regulations 1995*, which are made under the Air Navigation Act 1920. As with the noise requirements the Australian legislation refers to ICAO Annex 16, however in this case reference is to Volume 2 of that document. Section 4 of the regulations require that only aircraft equipped with turbo-jet or turbofan engines are required to adhere to the Annex 16 standards in relation to smoke and gaseous emissions.

In a separate requirement all aircraft fitted with a turbine engine, including propeller driven turbine engine equipped aircraft, are required to comply with the Annex 16 standards in relation to fuel venting requirements, however only if the aircraft was manufactured after 18-FEB-1982.

The ICAO aircraft engine emissions databank is hosted by the European Union Aviation Safety Agency (EASA) and contains the smoke and gaseous emissions data for a range of aircraft engines in accordance with the requirements of ICAO Annex 16. The introductory statement on the EASA website states the following<sup>6</sup>:

*“The ICAO Aircraft Engine Emissions Databank contains information on exhaust emissions of production aircraft engines, measured according to the procedures in ICAO Annex 16, Volume II, and where noted, certified by the States of Design of the engines according to their national regulations. The databank covers engine types which emissions are regulated, namely turbojet and turbofan engines with a static thrust greater than 26.7 kilonewtons.”*

This confirms that in both the Australian legislative environment and at international standards level none of the small piston engine equipped propeller driven aircraft types are currently subject to specific regulatory emissions restrictions.

### *Impact of Emissions by Small Propeller Driven Aircraft*

In the real world environment it is certain that all machinery fitted with internal combustion engines produce gaseous by-products of which some are toxic and others contribute to overall degradation of the global environment through the mechanism of global warming. Key elements when evaluating the impact of any specific machine is the nature and accumulated volume of the gases produced during engine operation. In the case of small propeller driven aircraft the nature of the gaseous by-products has been addressed in recent years by advances in the fuels supplied and approved for use by aircraft. The outcome is that the nature of the gases produced is similar to those produced by motor vehicles, especially in the case of the Evektor Harmony which is able to make use of automotive unleaded fuel.

In terms of emission volumes, small aircraft engines produce the same amount as comparable capacity engines used by automobiles and agricultural machinery. The primary issue in terms of total emissions, and therefore the impact on the release of greenhouse gases, is the volume of emissions produced by the entire registered aircraft fleet, the size of which is small by comparison with the number of automobiles currently in operation.

According to data published by the Australian Bureau of Infrastructure and Transport Research Economics (BITRE), in 2019 the total fleet of fixed wing single-engine and multi-engine aeroplanes with reciprocating engines registered in Australia was 9,541 aircraft<sup>7</sup> (of which a number were not actively operating during the previous twelve months), whereas according to data published by the

<sup>6</sup> <<https://www.easa.europa.eu/domains/environment/icao-aircraft-engine-emissions-databank>>

<sup>7</sup> <<https://www.bitre.gov.au/sites/default/files/documents/australian-aircraft-activity-2019.pdf>>; Table 6.



Australian Bureau of Statistics; at 31-JAN-2019 there were 19.5 million<sup>8</sup> registered motor vehicles in Australia and by 31-JAN-2020 this had increased to 19.8 million vehicles. Thus the total fleet of aircraft in Australia that are the subject of this discussion represents 0.049% of the number of reciprocating engine powered motor vehicles registered in Australia during the same period.

The priorities related to reducing the overall emissions output by ground and air transportation are clearly not driven by the size of the light aircraft fleet and its accumulated emissions output. I note that it is common for the emission volumes produced by the worldwide fleet of heavy jet engine powered aircraft to dominate the general understanding that the community has of the impact of air transport on the current environmental issues, hence the focus of ICAO, EASA and the Australian regulators on addressing the emissions output originating from those aircraft types.

The emissions produced by the aircraft that you have identified, combined with the number of annual aircraft movements proposed will have no measurable impact on the surrounding environment of the proposed ALA. The annual accumulated motor vehicle emissions in the nearby town of Nannup would be more significant.

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<sup>8</sup> <<https://www.abs.gov.au/statistics/industry/tourism-and-transport/motor-vehicle-census-australia/31-jan-2019>>

## **Conclusions**

I believe that it is reasonable to advise that operation of the types and categories of aircraft that you have identified at the Aeroplane Landing Area (ALA) that you have proposed for development will have a negligible or limited impact upon the general amenity of the surrounding environment, the neighbouring properties and the habitat of the local fauna.

Within my remit, the impact of potential noise, or the perception of noise, is the primary identifiable issue; however the available documentary evidence demonstrates that the noise output of the aircraft types and categories that you have identified is both regulated and compliant with internationally recognised standards. Further, the transient noise levels likely measured at the nearest 'off-property' dwelling is comparable with or less than that produced by the operation within the yard of that dwelling of common types of domestic and agricultural machinery. Based on the number of aircraft movements proposed, some 120 annually, the frequency of the peak noise exposure appears reasonable, particularly as such exposure is transient at approximately 32 seconds duration and the cumulative annual exposure is approximately 60 minutes.

With respect to the gaseous emissions produced by the aircraft that you have identified, combined with the number of annual aircraft movements proposed, operation of aircraft will have no measurable impact on the surrounding environment of the proposed ALA. The annual accumulated motor vehicle emissions in the nearby town of Nannup would be more significant.

I have attached, where feasible, copies of a number of supporting documents and where it is not practical to include them (usually due to the size) the relevant website source has been identified by way of footnotes throughout this document.

Please note that if the team at the local Council reviewing your development proposal require any clarifications or additional information I am happy to assist.

Yours sincerely,

Robert Potter  
Director

## **List of Attachments**

The following pages and documents form attachments to this document:

1. Airservices Australia deemed Noise Certificate for the Baron 58 registered as VH-OVP;
2. Extract from the US TCDS for the Baron 58 showing the MTOW value;
3. EASA Noise Certificate for the Evektor Harmony LSA and Extract from AFM showing the revised MTOW value;
4. EASA Noise Certificate for the Extra NG, also showing the MTOW value;
5. University of Florida: List of Noise Levels for Common Equipment;
6. Extract from the Air Navigation (Aircraft Noise) Regulations 2018 showing Section 6;
7. Extract from the Air Navigation (Aircraft Engine Emission) Regulations 1995 showing Section 4.

**APS Attachment #1:**

**From:** Noise, Assessment [<mailto:Noise.Assessment@airservicesaustralia.com>]  
**Sent:** Thursday, 14 March 2019 2:18 PM  
**To:** Sam Prentice  
**Subject:** Deemed Noise Assessment - VH-OVP [SEC=UNCLASSIFIED]



Dear Awesome Aviation Pty Ltd

**COMPLIANCE WITH AIR NAVIGATION (AIRCRAFT NOISE) REGULATIONS 2018**

Your Beechcraft Baron 58, serial number TH-2013 with current aircraft registration VH-OVP has been deemed by Airservices to have an Australian noise certificate under Section 12 of the Air Navigation (Aircraft Noise) Regulations 2018. This has been demonstrated through existing international noise certification through FAR 36 using AFM coverage, page confirming noise certification and FAA TCDS 3A16. The associated certified noise levels for this aircraft are 78.8 dB(A) .

**COMPLIANCE WITH AIR NAVIGATION (AIRCRAFT ENGINE EMISSION) REGULATIONS 1995**

As your aircraft has a piston engine installed, there are no requirements under Regulation 4 of the Air Navigation (Aircraft Engine Emissions) Regulations 1995.

**Establishing Compliance**

Not required.

This assessment was based on the information provided by the applicant via the aircraft specifications provided below, AFM coverage, page confirming noise certification and FAA TCDS 3A16, and any additional references used by the assessment team to support the emissions assessment as described above.

Aircraft Configuration for VH-OVP					
<b>ICAO Type Designation</b>	BE58	<b>Engine Manufacturer</b>	Continental	<b>Propeller Manufacturer</b>	Hartzell
<b>Serial #</b>	TH-2013	<b>Engine Model including Engine Type</b>	IO-550C Piston	<b>Propeller Model</b>	PHC-J3YF
<b>Year of Manufacture</b>	2001	<b>Number of Engines</b>	2	<b>- Number of Blades - Diameter</b>	3 76 inches
<b>Certificate of Airworthiness Categories:</b>	Normal	<b>Maximum Take-off Weight</b>	5500lbs		
<b>Other notes:</b>					

This information has been recorded by Airservices Australia in their database; your Record Number for future correspondence regarding this aircraft is 190075. Further information is available on:

<http://www.airservicesaustralia.com/services/aircraft-environmental-compliance/>

Please be aware that this document confirms your compliance with the Air Navigation (Aircraft Noise) Regulations 2018 based on the evidence provided. Compliance through Section 12 (Deemed) is available to aircraft engaging in air navigation within Australia only.

For aircraft intending to undertake international air navigation, requirements under international regulations may vary and it is the responsibility of the owner/operator to ensure that the documentation held is acceptable.

Kind Regards

**Mark Latimore**

Senior Environment and Noise Specialist

Airservices Australia

e [noise.assessment@airservicesaustralia.com](mailto:noise.assessment@airservicesaustralia.com)

X. **Model 58, Model 58A** (cont'd)

Pneumatic Pump Limits	For airplanes S/N TH-1472 through TH-1475, TH-1477 through TH-1486, TH-1488, TH-1490 and TH-1497, TH-1499 through TH-2124, and all other airplanes equipped with Beech Kit Dwg. 58-5012 pneumatic pumps are time limited for engine operation to 600 hours for flight into icing conditions.			
C.G. Range (Landing Gear Extended)	Model 58:	S/N TH-1 through TH-1395 except TH-1389 (+78.0) to (+86.0) at 5400 lb.		
	Model 58:	S/N TH-1389, TH-1396 through TH-2124 and after (+78.3) to (+86.0) at 5500 lb. for takeoff (+78.0) to (+86.0) at 5400 lb. for landing		
	Model 58A:	(+76.6) to (+86.0) at 4990 lb.		
	Models 58 and 58A:	(+74.0) to (+86.0) at 4200 lb. or less Straight line variation between points given Landing gear retraction moment (+623 in.-lb.)		
Empty Wt. C.G. Range	None			
Maximum Weight	Model 58:	S/N TH-1 through TH-1395 except TH-1389 5400 lb.		
	<b>Model 58:</b>	<b>S/N TH-1389, TH-1396 through TH-2124</b> <b>5500 lb. for takeoff</b> 5400 lb. for landing		
	Model 58A:	4990 lb.		
No. of Seats	4 (2 at +75, 2 at +117)			
	or	5 (2 at +75, 2 at +117, 1 at +150) when Item 603(j) installed		
	or	6 (2 at +75, 2 at +117, 2 at +150) when Item 603(k) installed		
Maximum Baggage and/or Optional Equipment (Structural Limits)	Forward compartment (above floorboard)	300 lb. (+15)		
	Rear compartment (aft to Sta. 170.00)	400 lb. (+150)		
	Aft baggage compartment	120 lb. (+180)		
	With third and fourth seats removed for cargo, maximum baggage is as follows:			
	Aft of spar cover to Sta. 170.00	400 lb. (+145)		
Fuel Capacity	<u>Tank</u>	<u>Capacity Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Baffled or reservoir inter-connected tank system, ea. wing	71 ea.	68 ea.	+82 (With full fuel only)
	or <u>Optional Item 114</u>			
	Baffled or reservoir inter-connected tank system, ea. wing	86 ea.	83 ea.	+83 (With full fuel only)
	or <u>Optional Item 117</u>			
	Baffled or reservoir inter-connected tank system with wet wing tip ea. wing	100 ea.	97 ea.	+84 (With full fuel only)
	See NOTE 1 for data on unusable fuel.			
Oil Capacity	12 qt. ea. engine (+43) (includes 5.5 lb. unusable), total capacity 24 qt. See NOTE 1 for data on system oil			

## ***European Aviation Safety Agency***

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**EASA**

**TYPE-CERTIFICATE  
DATA SHEET FOR NOISE**

**EV-97 VLA**

**Manufacturer:  
EVEKTOR-Aerotechnik a.s.**

Letecka 1384  
686 04 Kunovice  
CZECH REPUBLIC

For models: EV-97 VLA

Issue 1, 29 January 2007

List of Effective Pages:

Page	1	2	3
Issue	1	1	1

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Aircraft Manufacturer\* **Evektor-Aerotechnik a.s.** Aircraft Type Designation\* **EV-97 VLA**  
 Engine Manufacturer\* **Bombardier-Rotax GmbH** Engine Type Designation\* **912 S**  
 Propeller Manufacturer\* **Evektor-Aerotechnik a.s.** Propeller Type Designation\* **V 230E**

Additional modifications essential to meet the requirements or needed to attain **None** the certificated noise levels\*

Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter\* **10 (Ten)**

EASA Record No.	Maximum Mass Take-off mass* (kg)	Take-off dB(A)	
		Level*	Limit
C4893	<b>575</b>	<b>70.7</b>	<b>76.0</b>



APS Note: The Type Certificate Data Sheet (TCDS) for the Evektor Harmony currently available on the EASA website does not reflect a manufacturer upgrade of the MTOW from 575 kg to 600 kg. The 600 kg MTOW has been accepted by the Civil Aviation Safety Authority (CASA) and applied to this aircraft serial via the published aircraft flight manual.


\* Items so marked shall be included on EASA Form 45.



6-4

Type		HARMONY LSA			Serial. No.:		2011 1417					
Date	Item No.		Description of part or modification	Weight change						Basic weight of empty airplane		
	+	-		Added (+)			Removed (-)			Weight (kg or lb)	Moment (kg.mm or lb.in)	
				Weight (kg or lb)	Arm (mm or in)	Moment (lb.in)	Weight (kg or lb)	Arm (mm or in)	Moment (kg.mm or lb.in)			
29.11.2011			Manufactured airplane								381,56g	57197

June 01, 2011

MAXIMUM WEIGHT OF CREW [kg]			Airplane S/N: 2011 1417					MTOW [kg]:600			
Date	Empty weight [kg]	C.G. [% MAC]	FUELLING					Approved			
			Fuel volume	1	0.8	0.6	0.4	0.2	Date	Signature	
			Fuel volume [litres]	120	100	75	50	25			
			Fuel weight [kg]	86	72	54	35	18			
29.11. 2011	382	11.32	BAGGAGE [kg]	25	107	122	140	158	176	29.11. 2011	
				12	120	135	153	171	189		
				0	132	147	165	183	201		
				25							
				12							
				0							
				25							
				12							
				0							
				21							
			12								
			0								



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# TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.A.620**

**for**

**Extra NG**

**Type Certificate Holder:**

**Extra Aerobatic GmbH**

Kirchstr. 158

46514 Schermbeck

Germany

For models: Extra NG

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Type Certificate Holder<sup>1</sup> **Extra Aerobatic GmbH** Aircraft Type Designation<sup>1</sup> **Extra NG**  
 Engine Manufacturer<sup>1</sup> **Lycoming** Engine Type Designation<sup>1</sup> **AEIO-580-B1A**  
 Noise Certification Basis **ICAO Annex 16, Volume I** Edition / Amendment Chapter<sup>1</sup> **10 (10.4b)**

EASA Record No.	Propeller Manufacturer <sup>1</sup>	Propeller Type Designation <sup>1</sup>	Additional modifications essential to meet the requirements or needed to attain the certificated noise levels	Maximum Take-off mass <sup>1</sup> (kg)	Take-off dB(A)		See Note
					Level <sup>1</sup>	Limit	
C14337	MT-Propeller Entwicklung GmbH	MTV-14-B-C/C190-130	Silencer : Gomolzig EA300-606000	950	77.1	77.9	-
C14353	MT-Propeller Entwicklung GmbH	MTV-9-B-C/C-198-25	Silencer : Gomolzig EA300-606000	950	77.4	77.9	-

<sup>1</sup> See Note 1.



**TCDSN EASA.A.620 Notes**

1. Items so marked shall be included on EASA Form 45.

**Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	06 January 2020	Initial Issue
Issue 2	08 June 2020	MTV-9 propeller added

-END-

### Noise Levels for Common Equipment

The following table can be used to determine if employees should participate in the University of Florida's Hearing Conservation Program (HCP). If an employee's use of equipment exceeds the allowable time more than two times per month, that employee needs to be included in the HCP. If an employee uses a piece of equipment that exceeds 85 decibels (dBA), regardless of duration, hearing protectors need to be used. The Noise Reduction Rating (NRR) needed for each piece of equipment is given. For equipment not listed, please contact EH&S at 392-1591 for an evaluation.

Noise Source	Sound Level	NRR Needed	Time Allowed
Airboat	108 dBA	30	2 minutes
Band Saw	104 dBA	26	6 minutes
Blender	91 dBA	13	2 hours
Blower	99 dBA	21	19 minutes
Concrete Saw	112 dBA	34	1 minute
Chain Saw	110 dBA	32	1 ½ minutes
Combine operator	95 dBA	17	48 minutes
Compressed Air	92 dBA	14	1 hr. 35 minutes
Edger	86 dBA	8	6 hrs. 20 minutes
Fire Alarms	95 dBA	17	48 minutes
Front End Loader	95 dBA	17	48 minutes
Hedge Trimmer	103 dBA	25	7 ½ minutes
Juice Extractor	86 dBA	8	6 hrs. 20 minutes
Miter Saw	109 dBA	31	2 minutes
Plant Tissue Grinder	90 dBA	12	2 hrs. 30 minutes
Pneumatic Staking	103 dBA	25	7 ½ minutes
Pressure Washer	100 dBA	22	15 minutes
Radial Arm Saw	103 dBA	25	7 ½ minutes
Riding Lawn Mower	90 dBA	12	2 hrs. 30 minutes
Sprayer, 1,000 gal.	101 dBA	23	12 minutes
Tablesaw	93 dBA	15	1 hr. 16 minutes
Tractor	92 dBA	14	1 hr 35 minutes
Vacuum	87 dBA	7	5 hours
Weedeater	96 dBA	18	38 minutes
Wet/Dry Vac	94 dBA	16	1 hour





# **Air Navigation (Aircraft Noise) Regulations 2018**

made under the

*Air Navigation Act 1920*

## **Compilation No. 2**

**Compilation date:** 26 March 2019

**Includes amendments up to:** F2019L00372

**Registered:** 5 April 2019

Prepared by the Office of Parliamentary Counsel, Canberra

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## Part 2—Noise certification of aircraft etc.

### Division 1—General requirements

#### **6 Aircraft must have noise certificate or other approval etc.**

##### *Subsonic jet aircraft*

- (1) A subsonic jet aircraft must not engage in air navigation unless:
  - (a) both of the following apply:
    - (i) the aircraft complies with the Chapter 3 standards, the Chapter 4 standards or the Chapter 14 standards;
    - (ii) a noise certificate is in force for the aircraft; or
  - (b) all of the following apply:
    - (i) the aircraft does not comply with the Chapter 3 standards, the Chapter 4 standards or the Chapter 14 standards;
    - (ii) an approval is in force under section 14 for the aircraft;
    - (iii) any conditions included in the approval are complied with; or
  - (c) both of the following apply:
    - (i) the aircraft is of a kind mentioned in paragraph 7(1)(a) or (b);
    - (ii) the aircraft is undergoing testing by an inspector to identify whether it complies with the relevant standards for the aircraft; or
  - (d) the aircraft is undergoing testing required by the Civil Aviation Safety Authority, or an authorised person appointed under the *Civil Aviation Safety Regulations 1998*, to determine whether a certificate of airworthiness should be issued, renewed or validated under those Regulations; or
  - (e) the aircraft was registered under the *Civil Aviation Regulations 1988* on or before 6 December 1990 and continues to be registered under Part 47 of the *Civil Aviation Safety Regulations 1998*.

##### *Supersonic aircraft*

- (2) A supersonic aircraft must not engage in air navigation unless:
  - (a) an approval is in force under section 16 for the aircraft to engage in air navigation; and
  - (b) any conditions included in the approval are complied with.

##### *Other aircraft*

- (3) An aircraft that is not a subsonic jet aircraft or a supersonic aircraft must not engage in air navigation unless:
  - (a) a noise certificate is in force for the aircraft; or
  - (b) both of the following apply:
    - (i) an approval is in force under section 14 or 17 for the aircraft;

Part 2 Noise certification of aircraft etc.

Division 1 General requirements

Section 6

---

- (ii) any conditions included in the approval are complied with; or
- (c) both of the following apply:
  - (i) the aircraft is of a kind mentioned in paragraph 7(1)(a) or (b);
  - (ii) the aircraft is undergoing testing by an inspector to identify whether it complies with the relevant standards for the aircraft; or
- (d) the aircraft is undergoing testing required by the Civil Aviation Safety Authority, or an authorised person appointed under the *Civil Aviation Safety Regulations 1998*, to determine whether a certificate of airworthiness should be issued, renewed or validated under those Regulations; or
- (e) the aircraft was registered under the *Civil Aviation Regulations 1988* on or before 6 December 1990 and continues to be registered under Part 47 of the *Civil Aviation Safety Regulations 1998*.

*Offence*

- (4) The operator of an aircraft commits an offence if:
  - (a) the aircraft engages in air navigation; and
  - (b) subsection (1), (2) or (3) (as the case requires) is not complied with.

Penalty: 20 penalty units.

- (5) Strict liability applies to subparagraphs (1)(a)(i), (b)(i) and (ii), (c)(i), paragraph (2)(a) and subparagraphs (3)(b)(i) and (c)(i).



# **Air Navigation (Aircraft Engine Emissions) Regulations**

**SR 1995, No. 277 as amended**

made under the

*Air Navigation Act 1920*

---

Consolidated as in force on 18 August 1998

(includes amendments up to SR 1997 No. 80)

Prepared by the Office of Legislative Drafting,  
Attorney-General's Department, Canberra

**Regulation 4**

---

**Part 2 Aircraft to comply with Annex 16****4 Aircraft not to fly unless it complies with Annex 16**

- (1) Subject to regulations 5 and 6, an aircraft must not be flown if:
- (a) in the case of an aircraft the manufacture of which was completed after 18 February 1982:
    - (i) it does not comply with the fuel venting requirement specified in Part II of Volume II of Annex 16; and
    - (ii) it is fitted with an aircraft turbine engine; or
  - (b) it is fitted with a turbo-jet or turbofan engine intended for aircraft propulsion at supersonic speeds:
    - (i) that does not comply with the requirements, relating to smoke emissions and gaseous emissions, specified in Part III of Volume II of Annex 16 to apply to that type of engine; and
    - (ii) the manufacture of which was completed on or after 18 February 1982; or
  - (c) it is fitted with a turbo-jet or turbofan engine intended for aircraft propulsion only at subsonic speeds:
    - (i) that:
      - (A) in relation to smoke emissions — does not comply with the requirements specified in Part III of Volume II of Annex 16 to apply to that type of engine; and
      - (B) the manufacture of which was completed on or after 1 January 1983; or
    - (ii) that:
      - (A) in relation to gaseous emissions — does not comply with the requirements specified in Part III of Volume II of Annex 16 to apply to that type of engine; and

---

**Regulation 5**

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- (B) has a rated output greater than 26.7 kilonewtons; and
  - (C) the manufacture of which was completed on or after 1 January 1986.
- (2) If an aircraft is flown in contravention of this regulation, the operator of the aircraft is guilty of an offence.

Penalty: 50 penalty units.

*Note* For the value of a penalty unit, see s. 4AA of the *Crimes Act 1914*. At the date of commencement of these Regulations, the value of 1 unit is \$100.

## 5 Transitional arrangements

Regulation 4 does not apply to an aircraft:

- (a) of the kind described in paragraph 4 (1) (a) — if the aircraft:
  - (i) was registered under the Civil Aviation Regulations immediately before the commencement of these Regulations; and
  - (ii) continues to be so registered; unless, if the aircraft was so designed and constructed as to prevent intentional fuel venting, a modification of the aircraft that occurs after the commencement of the Regulations allows intentional fuel venting; or
- (b) in relation to an engine of the kind described in paragraph 4 (1) (b) or (c):
  - (i) if:
    - (A) the engine is of a type that was in the possession of the aircraft operator immediately before the commencement of these Regulations; and
    - (B) engines of that type have remained in the possession of the operator since the commencement of these Regulations and been in use for a purpose relating to the operation of the aircraft; or
  - (ii) if:

# Whisperwind



## Annexure B

Engineering Design

Bridgetown Surveyors Pty Ltd

---

**ROGER MACHIN  
LICENSED SURVEYOR**

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a b n . 30 458 384 068

**Proposed Driveway/Private Airstrip for  
Evernow Pty Ltd ATF WHISPERWIND**

**40 Rivergum Way  
Darradup**

**Shire of Nannup**

**January 2021**



## **Airstrip Design**

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This outline provides the basic information that should satisfy the requirements to obtain DA approval.

The full design will involve input from professional services including;

- ❖ Licensed Surveyor
- ❖ Geotechnical engineering of earthworks
- ❖ Hydraulic design for runway water shedding
- ❖ Bitumen design

Two alignments have been investigated.

1. Eastern Alignment (Option 1) ..... 900 m / optional 1000 m
2. Western Alignment (Option 2) ..... 900 m

Please note - the airstrip serves 2 purposes:

1. Runway
2. Roadway to residence at north end of strip

## Credentials of R.A.S. Machin - Licensed Surveyor

---

I have been a qualified surveyor since 1969 and a Licensed Surveyor in WA since 1971 and Papua New Guinea since 1973

I have spent 16 years in PNG where the bulk of my work was on investigation, design, and construction of roads in extremely rugged terrain.

In the period 1991 – 1996 inclusive, I was Project Surveyor on the Kutubu Oilfield, where I was with my team of 10 surveyors responsible for investigation , design and construction of

- ❖ More than 100 km of roads linking well pads to production facilities and accommodation villages.
- ❖ 1800 m Jet standard aerodrome
- ❖ Many oil production facilities.
- ❖ Laydown areas

The Kutubu Oilfield is in the Southern Highlands of PNG and is in extremely rugged mountainous terrain.

Also, in PNG, I had significant involvement with aviation with certification of aerodromes and upgrading existing strips.

In past 5 years in WA, a large portion of my work is earthworks design and construction of dams for agriculture.

In 2016, I was involved in the design and construction of a 2 GL dam + realignment of 1 km of road at Quininnup.

Since 2016, I have been doing investigation and design of a 5 GL dam at Manjimup and construction of that dam has just commenced.

## Specifications of airstrips

#	Item	East Strip (Option 1)	West Strip (Option 2)	Notes
1	Maximum Take Off Weight	5700 KG	5700 KG	
2	Length of runway	900 m / 1000 m optional	900 m	
3	Sealed runway	20 m bitumen runway with 2 m gravel shoulders = 24 m total width	20 m bitumen runway with 2 m gravel shoulders = 24 m total width	Bitumen design to be arranged
4	Runway specifications <ul style="list-style-type: none"> <li>• Base coarse</li> <li>• Gravel top</li> </ul>	300 mm minimum thickness 150 mm high quality gravel	300 mm minimum thickness 150 mm high quality gravel	Runway construction will be done with self-elevating scrapers which blends the material which will consist of clay, gravel, and sand. This material will be compacted to standards set by a GEOTECHNICAL consultant.
5	Runway side strips	20 m from edge of bitumen seal	20 m from edge of bitumen seal	This strip will be compacted to allow for revegetation with pasture grasses. It is compacted to standard that is safe for aircraft in emergency situations but allows for grass to grow.
5A	Runway – end design	Both ends will have widenings	Both ends will have widenings	The widenings on ends effectively widens strip to 30 m (turning circle at the ends only). This is to enable easy turning of aircraft.
6	Water shedding from Runway			Most of the runoff from the bitumen will be absorbed by the side strips / grassed area. High volume run off will be captured by side drains that can only be designed once the full engineering design is completed. Normally this is achieved with OFF SHOOTS at approx. 150 m intervals dispersing water into contour banks with riffles to dissipated water into adjoining pasture.
7	Water shedding + Blackwood River			The Hydraulic Consultant will design the project to restrict/mitigate runoff from the runway from entering the Blackwood River.
8	Runway Gradients	Ch 00 to chn 200 is a long vertical curve. Chn 200 + is an average of - 3.4 %	Starting at Ch 00 gradient is – 1% then incrementally + uniformity every 100 metres to maximum of 2 %	
9	Angle of approach to threshold from north	Less than 5 %	Less than 5 %	
9A	Angle of approach to threshold from south	Not applicable	Less than 5 %	
10	Source of construction materials	All available on site	All available on site	Except for bitumen materials

#	Item	East Strip (Option 1)	West Strip (Option 2)	Notes
11	Construction time	Approximately 30 working days	Approximately 30 working days	
12	Construction equipment	1 bulldozer 1 excavator 1 vibrating compactor 3 elevating scrapers 1 grader 1 water cart	1 bulldozer 1 excavator 1 vibrating compactor 3 elevating scrapers 1 grader 1 water cart	

### Closing comments

Whilst this may appear a significant project, it is in terms of earthmoving projects, a relatively small and straightforward one. In my experience with surveying and constructing roads and airstrips, this project will not pose any extraordinary challenges. Final design may have minor practical variations to accommodate any factors that arise during the construction process.

Yours faithfully,



**Roger Machin**

**Licensed Surveyor**

Attachments:

Concept Plans

Gradient Profile



SEE SHEET 2  
FOR ALL PROJECT DETAILS



SCALE 1: 5000 @A3  
0 50 100 150 200  
ALL DISTANCES ARE IN METRES

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Plan Drafted 22.1.2021

t210032

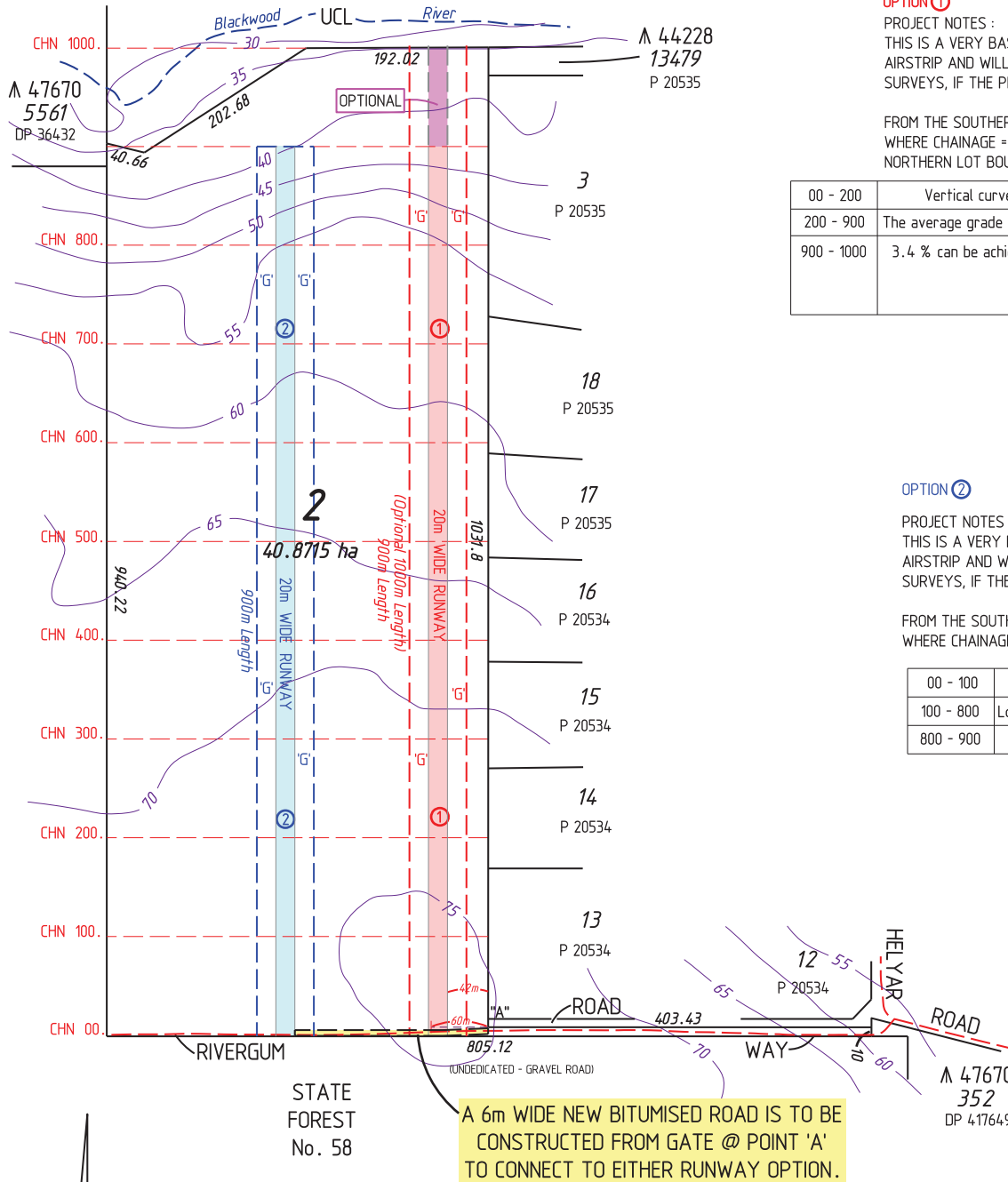
RASM Ref 3831

PLAN NOTES :  
- CONTOUR INTERVAL IS 5 METRES  
- AERIAL PHOTOGRAPHY AND ALL DIMENSIONS SHOWN WERE SOURCED FROM LANDGATE (WA) 19.1.2021.  
- NOTE THAT THIS PLAN IS NOW SUITABLE FOR FORMAL SUBMISSION.  
- IN LIGHT OF THE ABOVE REVISION/S, THIS PLAN WILL THEN BE SUBJECT TO APPROVAL FROM VARIOUS AGENCIES.

Applicant / Proprietor : <b>EVERNOW PTY LTD trading as 'WHISPERWIND'</b>	
CURRENT LAND DESCRIPTION : LOT 2 ON FREEHOLD DIAGRAM 70077, No. 40 RIVERGUM WAY, DARRADUP WA 6275, Cert. Title No. Vol 1739 Fol 633 Proprietor/s: I.R. & D.C. GIBB	LOCALITY DARRADUP LGA SHIRE OF NANNUP DISTRICT NELSON WESTERN AUSTRALIA

**APPLICATION PLAN**  
**FOR (BITUMISED) ROAD ACCESS & PRIVATE AIRSTRIP :**  
ON LOT 2 ON DIAGRAM 70077  
ADDRESSED AS No. 40 RIVERGUM WAY  
DARRADUP WA 6275

- LEGEND**
- UNSEALED/GRAVEL ACCESS ROAD/TRACK
  - LOT BOUNDARY LINE (WITH DIMENSION)
  - CONTOUR LINE (WITH LEVEL- AHD)
  - CENTRE LINE OF WATER COURSE (BROOK, CREEK, RIVER etc)
  - PROPOSED OPTION 1 FOR AIRSTRIP LOCATION
  - PROPOSED OPTION 2 FOR AIRSTRIP LOCATION
  - DENOTES SIDE STRIPS



**OPTION ①**

**PROJECT NOTES :**  
THIS IS A VERY BASIC OUTLINE OF THE PROPOSED AIRSTRIP AND WILL REQUIRE FURTHER DETAILED SURVEYS, IF THE PROJECT IS APPROVED.

FROM THE SOUTHERN LOT BOUNDARY, WHERE CHAINAGE = 00. TO THE NORTHERN LOT BOUNDARY = 1000.

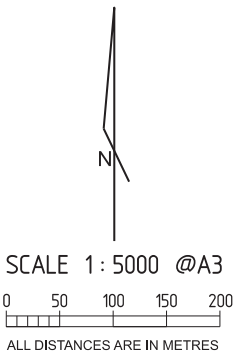
00 - 200	Vertical curve	Basically 00 - 50 is level
200 - 900	The average grade is 3.4 %	Modest cut & fill
900 - 1000	3.4 % can be achieved	This will require substantial fill that could be as high as 50,000 BCM

**OPTION ②**

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FROM THE SOUTHERN LOT BOUNDARY, WHERE CHAINAGE = 00. (HEADING NORTHWARDS)

00 - 100	-1 % grade
100 - 800	Long Vertical curve
800 - 900	-2 % grade



SEE SHEET 3 FOR THE PROPOSED AIRSTRIP DESIGN GRAPHICS

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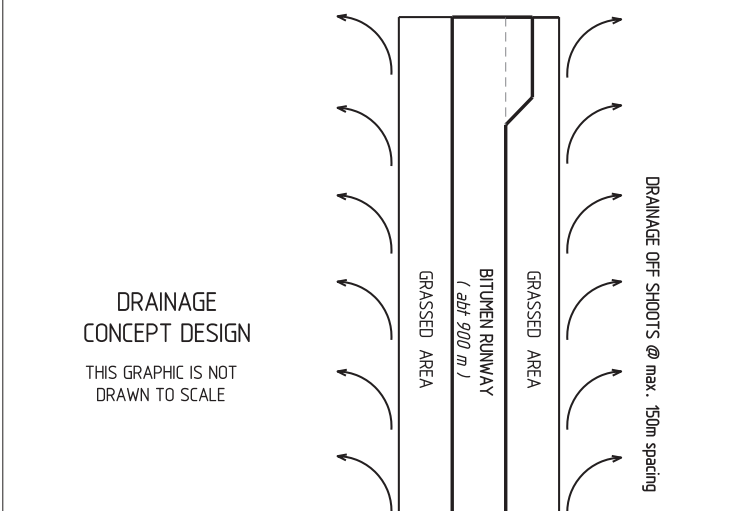
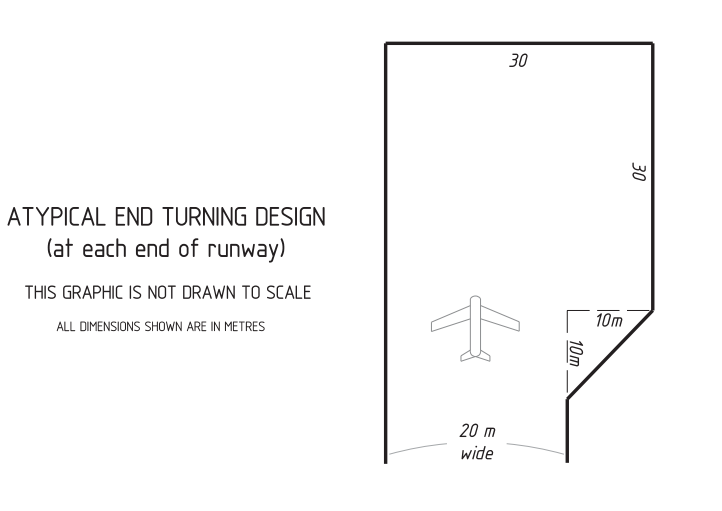
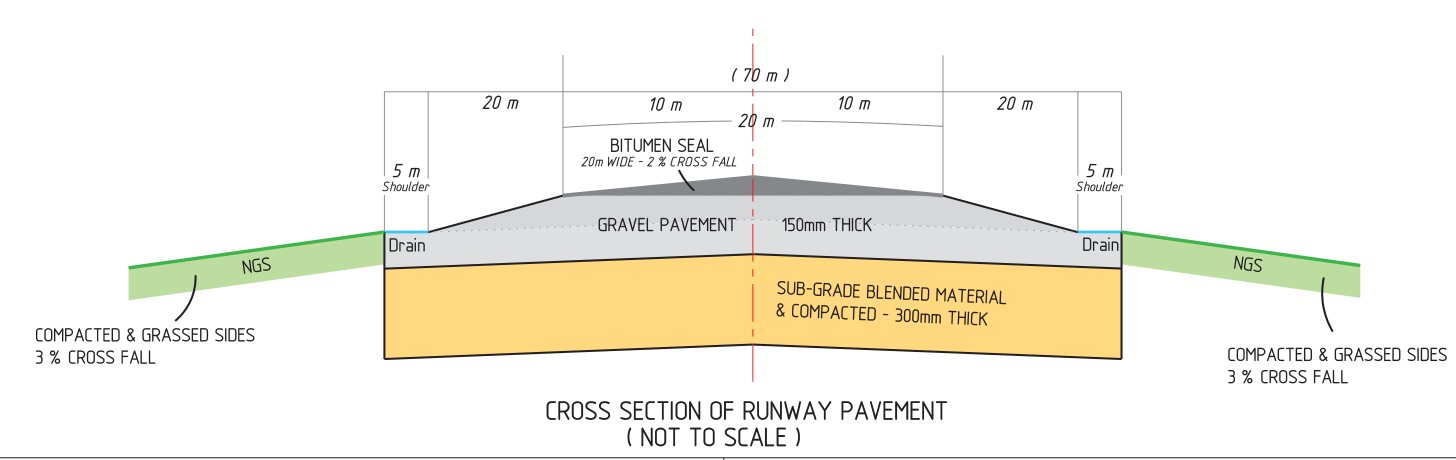
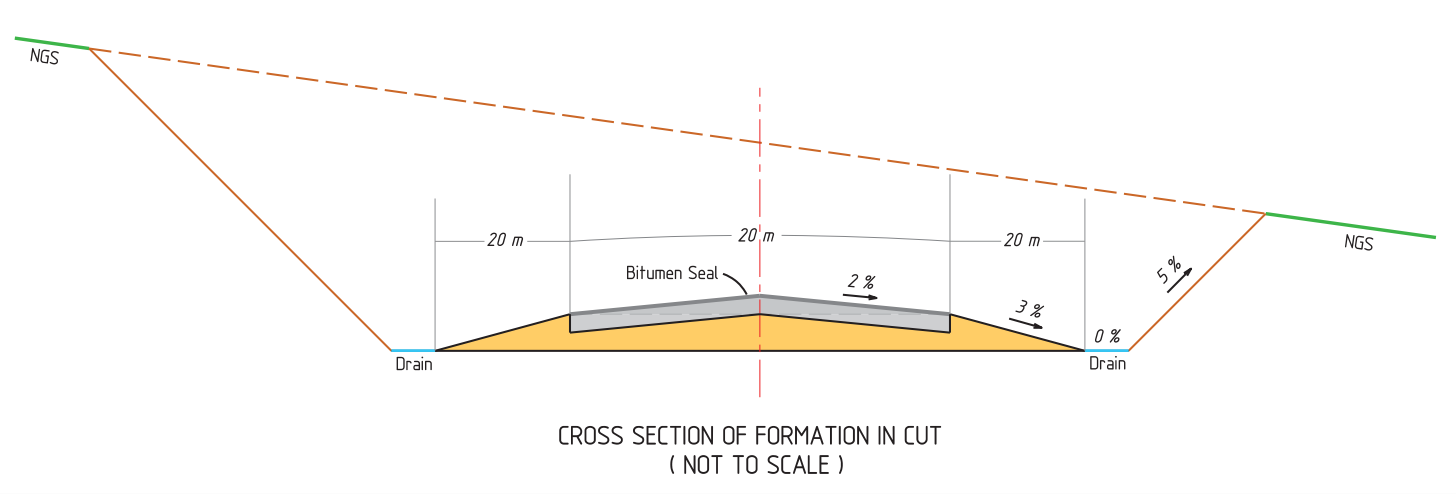
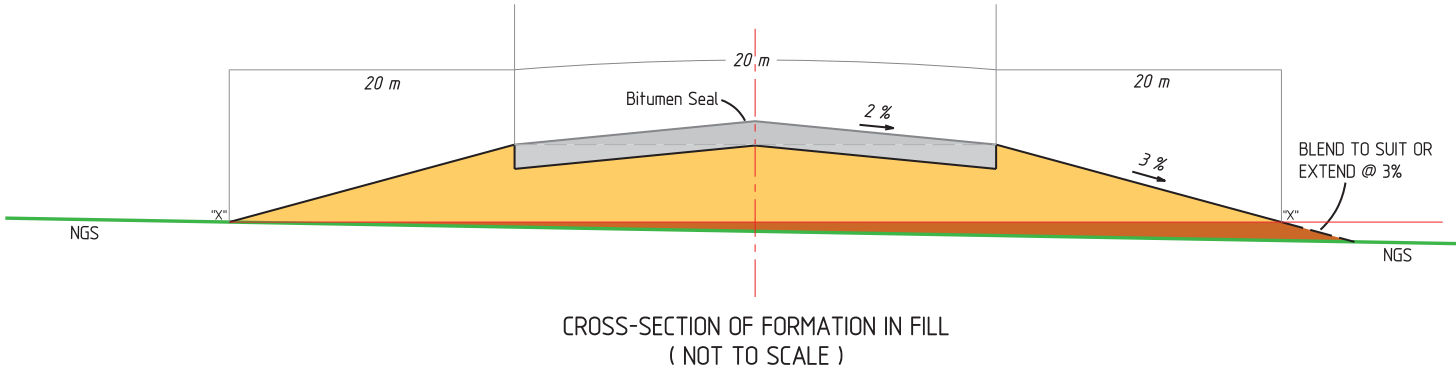
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LINE "X" - "X" REPRESENTS THE LEVEL SURFACE ACROSS THE RUNWAY PROFILE  
 NGS - REPRESENTS THE NATURAL GROUND SURFACE



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# Whisperwind



## Annexure C

Proposed Conservation Covenant Placement



ANNEXURE C

Proposed Conservation Covenant Placement



**Attachment 12.1.5**



SEE SHEET 2  
FOR ALL PROJECT DETAILS



SCALE 1: 5000 @A3



ALL DISTANCES ARE IN METRES

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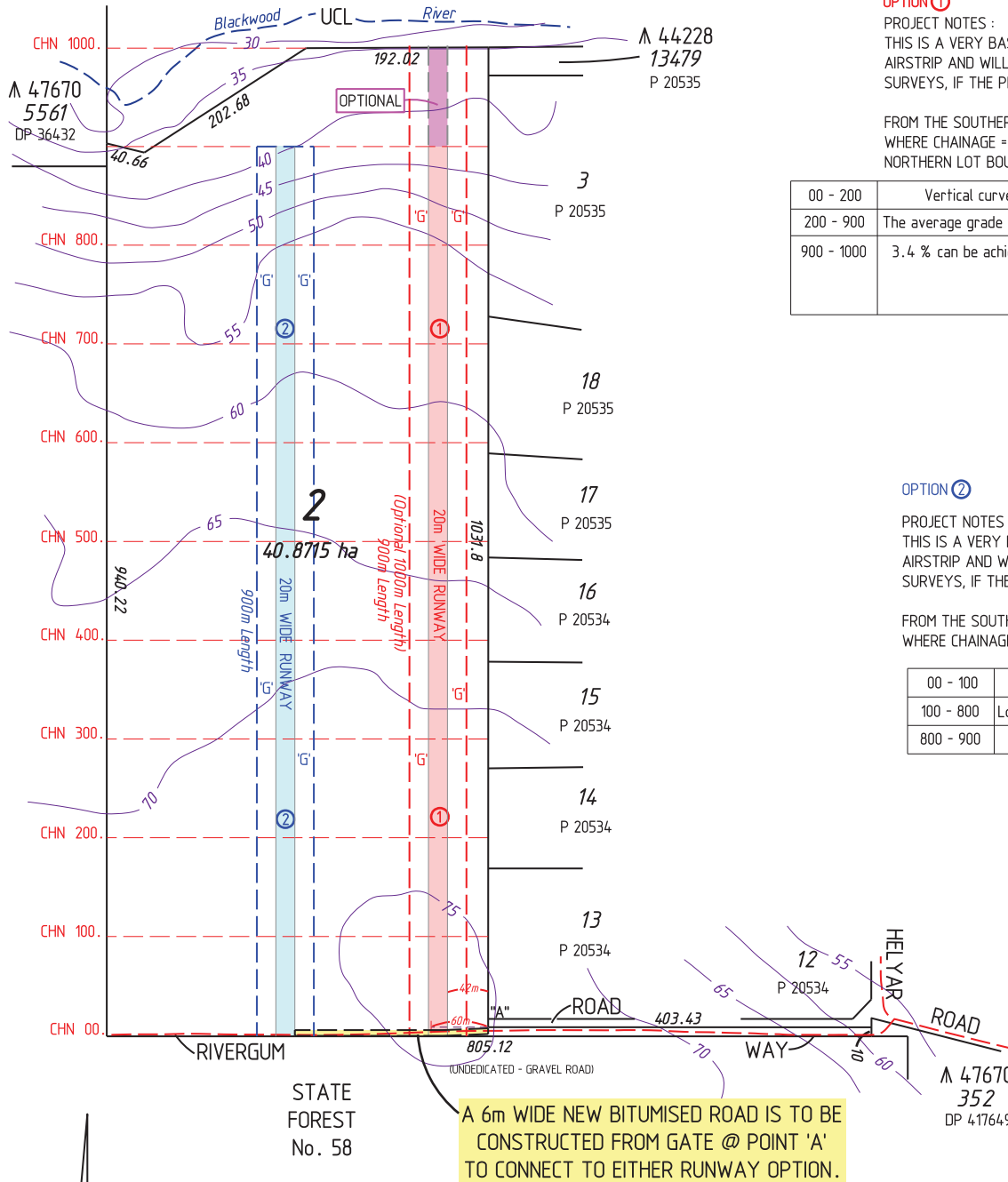
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LOCALITY DARRADUP  
LGA SHIRE OF NANNUP  
DISTRICT NELSON  
WESTERN AUSTRALIA

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00 - 200	Vertical curve	Basically 00 - 50 is level
200 - 900	The average grade is 3.4 %	Modest cut & fill
900 - 1000	3.4 % can be achieved	This will require substantial fill that could be as high as 50,000 BCM

**OPTION ②**

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FROM THE SOUTHERN LOT BOUNDARY, WHERE CHAINAGE = 00. (HEADING NORTHWARDS)

00 - 100	-1 % grade
100 - 800	Long Vertical curve
800 - 900	-2 % grade

**A 6m WIDE NEW BITUMISED ROAD IS TO BE CONSTRUCTED FROM GATE @ POINT 'A' TO CONNECT TO EITHER RUNWAY OPTION.**

SEE SHEET 3 FOR THE PROPOSED AIRSTRIP DESIGN GRAPHICS

SCALE 1: 5000 @A3



ALL DISTANCES ARE IN METRES

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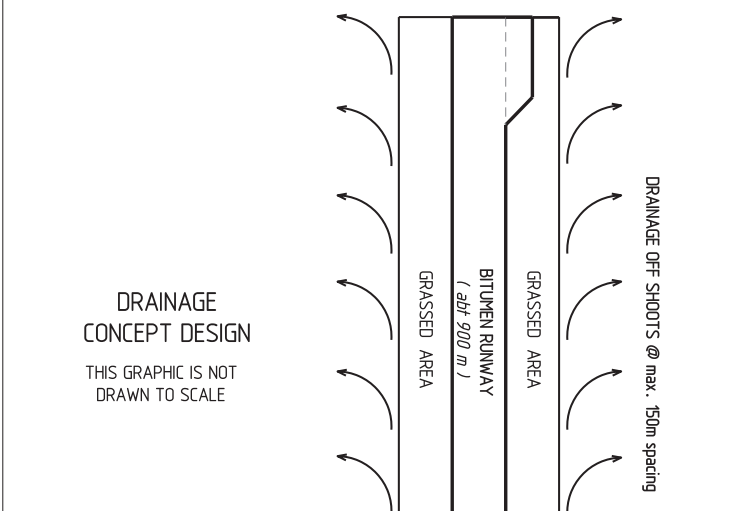
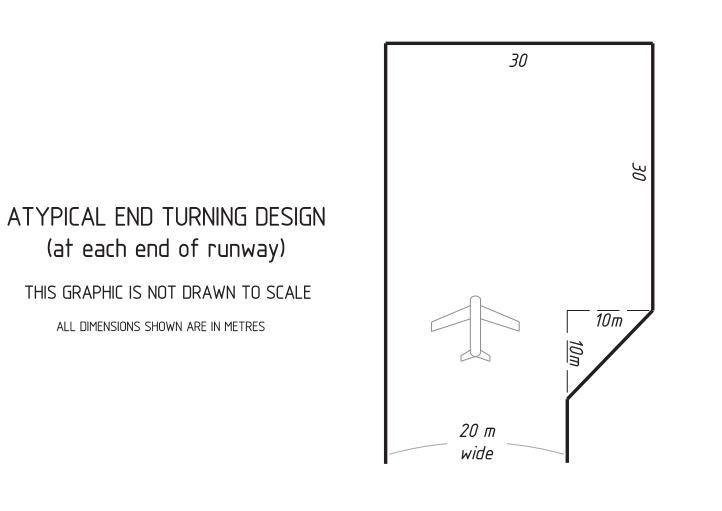
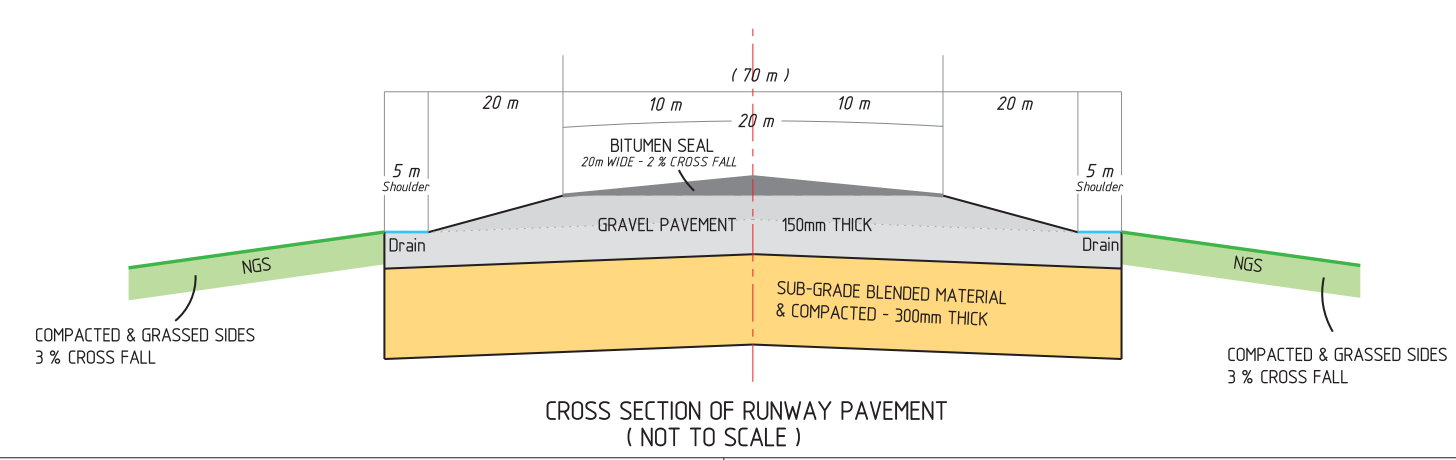
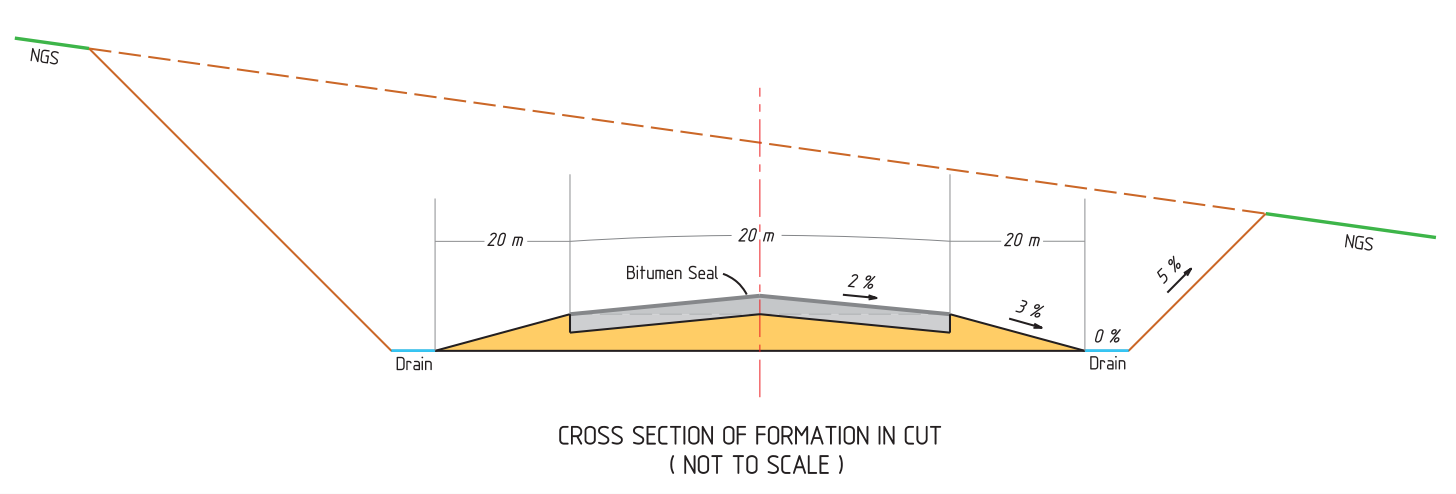
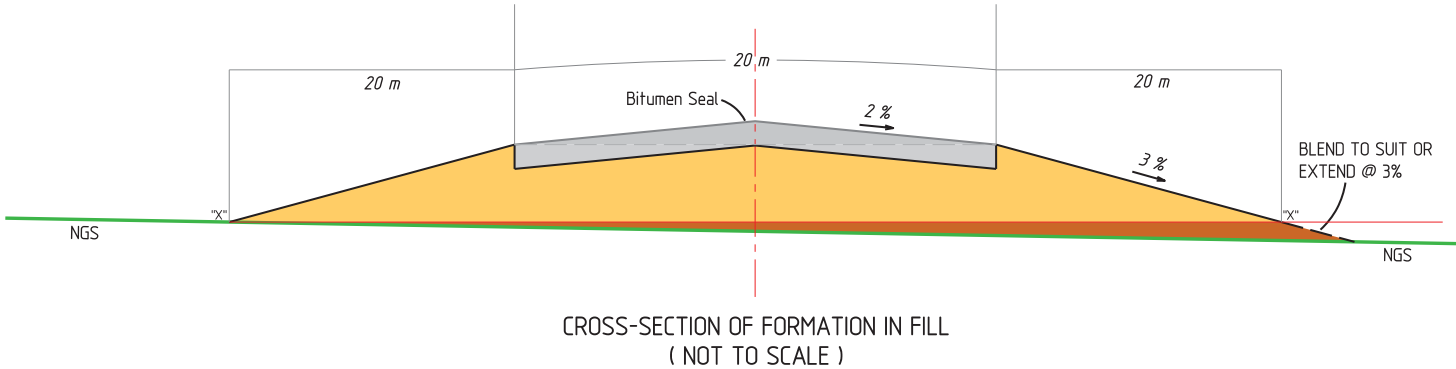
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 210032

RASM Ref 3831



Department of Biodiversity,  
Conservation and Attractions



We're working for  
Western Australia.

Your ref: A770  
Our ref: 46548 2017/003079  
Enquiries: Tracy Teede  
Phone: 9725 4300  
Email: [swlanduseplanning@dbca.wa.gov.au](mailto:swlanduseplanning@dbca.wa.gov.au)

Chief Executive Officer  
Shire of Nannup  
PO Box 11  
NANNUP WA 6275

Attention: Jane Buckland

## PRIVATE AIRSTRIP – LOT 2 (HSE 40) RIVERGUM WAY DARRADUP

I refer to your emails dated 20 January and 1 February 2020 forwarding a development application for the above property for the Department of Biodiversity, Conservation and Attractions' (DBCA) Parks and Wildlife Service comment.

Parks and Wildlife Service's South West Region provides the following advice.

### Advice to Shire

#### Vegetation clearing

The Application Plan's "Cross Section of Runway Pavement" drawing (Roger Machin, 22 January 2021) indicates that the minimum proposed airstrip clearing width will be 70 metres, consisting of a 20m wide runway, a 20m wide grassed area on either side of the runway and a 5m shoulder on either side of the grassed areas for drainage purposes. Compacted and grassed sides of an unknown width are also depicted on the plan.

Lot 2 contains areas of native vegetation which would be potential habitat for black cockatoos. The three species of black cockatoo's, Baudin's, Carnaby's and the Forest red-tail are listed as threatened species under the Commonwealth of Australia's *Environment Protection and Biodiversity Conservation Act 1999* and Western Australia's *Biodiversity Conservation Act 2016* (BC Act). DBCA supports measures to protect native vegetation.

Implementation of the proposed development will require the removal of potential black cockatoo habitat. A section 40 ministerial authorisation to take or disturb threatened fauna under Western Australia's BC Act may be required if approved clearing of native vegetation occurs.

Page 2 of the Whisperwind "additional information" refers to an existing clearing permit with (CPS 8205/1). CPS 8205/1 expired on 8 February 2021 and therefore the proponent should seek advice from the Department of Water and Environmental Regulation in relation to clearing permit requirements.

#### State forest

The Lot 2 western and southern boundaries are adjacent to the Milyeannup State forest which is managed by DBCA. Approval of the development should not result in impositions being placed upon the natural habitat and management of the adjoining DBCA-managed lands.

**South West Region**  
PO Box 1693, Bunbury, Western Australia 6230  
Phone: (08) 9725 4300 Email: [bunbury@dbca.wa.gov.au](mailto:bunbury@dbca.wa.gov.au)  
[dbca.wa.gov.au](http://dbca.wa.gov.au)

It is presumed some vegetation clearing would be required to meet vegetation height-clearance regulations for departure and arrival pathways within the property. There should be no requirement for vegetation modification within the adjoining crown lands to meet flight path clearance safety requirements.

It appears that surface water run-off will be towards Lot 2's southern boundary. Water drainage and run-off should be contained within Lot 2. There should be no pollutant or sedimentation, nutrient enriched water run-off or drainage, flowing into the adjoining DBCA-managed lands. In addition, drainage should be designed to ensure there will be no erosion impacts to the adjacent land and suitable vegetation buffers should be provided between the proposed Lot 2 airstrip and the adjoining State forest.

Measures should be taken to adequately contain aviation fuel spills during re-fueling operations.

Vegetation on the adjacent DBCA-managed lands would be considered an extreme bushfire hazard. Advice should be sought from the Department of Fire and Emergency Services regarding bushfire protection, the prevention of bushfires spreading to DBCA-managed land and an emergency evacuation plan.

Water bombing activities from the nearby Nannup airstrip during bushfires would be considered a priority, and the proponent should be aware that the use of any future Lot 2 airstrip may be curtailed to ensure safety in emergency situations.

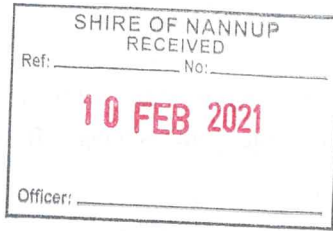
Thank you for the opportunity to comment on this application. Please contact Tracy Teede at the Parks and Wildlife Service South West Region office on 9725 4300 if you have any queries regarding this advice.

Yours sincerely



Bob Hagan  
Regional Manager  
Parks and Wildlife Service

11 February 2021



10/02/2021

The CEO Nannup Shire  
Mr David Taylor  
Nannup

Russell Keillor  
60 Orchid Place  
JALBARRAGUP

RE: Development Application 40 Rivergum Way Darradup

Dear Sir

I wish to convey my objection to the proposal of a private airstrip at 40 Rivergum Way, Darradup.

Firstly, the application process needs to be postponed for two reasons:

1. The very late advertising of the Special Meeting to be held tomorrow 11<sup>th</sup>. Advertised on 8<sup>th</sup>. Hardly time for interested parties, ratepayers and others to assess and respond.
2. Until the requested "input relating to impacts on quality of habitat and native fauna in the area" response has been received from DBCA and assessed, as per Agenda.

Notwithstanding the above, I believe the majority of residents at Darradup are against the development and for this reason alone, all elected councillors should reject the application.

The Darradup residents have bought properties there because of the pristine environment. Do councillors who will not be adversely affected by aircraft operations at Darradup need to be imposing this on the Darradup residents?

If a private airstrip was proposed to be built 200 metres from the Nannup townsite, would it be approved? I think not. Indeed, if there was an application for an airstrip adjacent to your own properties, would you vote to approve it?

There is a perfectly good airstrip not far from the property. I have used it. I have never had access issues to it. He can use it. Flying to the Nannup Airstrip from wherever and driving the last 18km is hardly a burden.

This proposal provides no benefit to the people of Darradup, only to the applicant who will not be a full-time resident at the property. The rejection of the application will mean the applicant will have to drive to his holiday home, like every other holiday home owner in the shire who does not wish to avail themselves of the perfectly maintained, safe, conveniently placed, Nannup Airstrip.

This application has and will create further division at Darradup.

This proposal may well create an unwanted precedent within the Shire of Nannup.

As a Commercial Pilot of nearly 30 years and a retired agricultural pilot, I can advise you from an experience point of view that there WILL be impacts on the local wildlife. I have put more than a few

kangaroos (and sheep) through fences that have sustained broken legs or necks. There will be flocks of Cockatoos scared into flight, some of which will take flight from nests. I have seen this on many occasions when taking off. FACT.

Finally, A Beechcraft Baron, as proposed in the application, is not a quiet aircraft. Regardless of the noise data provided by the applicant, which I believe are taken at a distance of 2.5km away, when that aircraft is at full power on take-off, there will be a significant noise impact to surrounding properties. FACT.

Please listen to the residents/ratepayers of Darradup and reject this application.

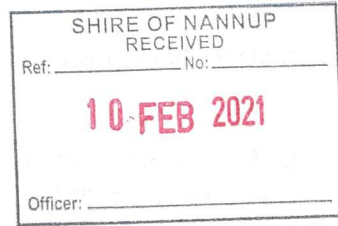
Your sincerely

Russell Keillor

JALBARRAGUP

Cc: All Councillors





Martin Pollock  
37 Wattle Place  
Darradup WA 6275

9 February 2021

CEO  
Shire of Nannup  
PO Box 11  
Nannup WA 6275

Attn : David Taylor - CEO

Dear David,

**RE : Development Application – Lot 2 (40) Rivergum Way, Nannup  
Proposed Private Airstrip (your ref : A770)**

Thank you for your letter 27 January 2021 regarding additional information for the above referenced Development Application.

Kim and I still strongly object to the proposal in total.

Due to the scope of the additional information provided, please table the following comments and some expansions on our previous submission.

**Frequency of Use**

The revised annual total of 120 still equates to more than two flights per week with the potential for more than this on any given day.  
Who and how will this be monitored and controlled and what actions would occur if more frequent flights did take place? At present we struggle to get any shire assistance in Darradup with simple maintenance requests.

In your meeting agenda, page 4, Comment: A) Overview, point three, it is written that "It is suggested the private airstrip should not detrimentally detract from the amenity of the local area including..."

The twenty property owners in Darradup area that you sent letters to in the first submission would strongly argue that you are terribly mistaken considering the complete objection to the proposal by those property owners.

If an airstrip was built 200 – 400m from your tranquil idyllic home or that of your council members in the country would you consider this to "not detrimentally detract from the amenity of the local area"?

Why don't you bring your council members to our peaceful home and try to enjoy a quiet morning/afternoon with the wildlife, specifically the Red Tail Black Cockatoo's as they fly across our property and Lot 2 (40) Rivergum Way to and from their nesting/feeding areas every day, whilst a rotary engine aircraft winds up to maximum revs and flies across the path of those birds and into our line of sight, over Jalbarragup and off to the North?

I'm sure it's not going to detract at all from your life or the life of your council members from where they sit!

Also in your agenda, page 6, Monitoring flight numbers, you have stated that "any pilot using the airstrip is required by law to maintain a flight logbook" which is correct and in your RECOMMENDATION page 10, it is stated that "the logbook must be made available to the local government for review" but how will this be conducted, by whom, how often and will it be public knowledge. How will this be enforced if the 120 flights per annum are exceeded and by how many flights above 120 per annum are considered unlawful?

### **Fire Risk**

The Shire has RECOMMENDED "The applicant shall prepare and implement a Bushfire Management Plan to the satisfaction of the local government prior to the use of the airstrip".

You have also stated "The property is located within a bushfire prone area as designated by the Fire and Emergency Services Commissioner".

We would like to see written approval of the Bushfire Management Plan from the Fire and Emergency Services Commissioner before this proposal passes council not after the airstrip is constructed!

### **Noise Impacts**

As discussed today you believe this has been addressed by "acoustic expert advice" provided to you by the applicant.

This same expert referenced the maximum noise level at take-off would equal that of a ride on mower (approx. 90dB) after clearly stating that the noise levels of the proposed aircraft models were recorded at 300m and 2500m.

Please ask this "expert" to take readings of the ride on mower at 2500m and re-evaluate his comparison and then ask him to relocate our home to 2500m from that maximum dB aircraft take-off point.

Also discussed with you today is the significant health impact of high pitched, high dB noise on Kim who suffers from noise induced tremors and seizures due to the affliction of Multiple Sclerosis.

You asked if the duration of the noise also has the same impact because you believe the duration of the aircraft noise is acceptable ref 120 p/a take-off and landings.

Do you also believe that the aircraft will not taxi along the length of the 900m airstrip, idle during pilot checks and undergo maintenance and testing during it's life at Lot 2 (40) Rivergum Way?

We have been awaiting supporting documentation from MSWA and insist that you postpone this agenda until the council has the opportunity to consider any and all supporting documentation.

This is a response from Mr Ron Brent MS Australia received 9<sup>th</sup> Feb 2021:

"There are a few important and critical points that should be made to the Council before their meeting on the 11th.

These are:

The noise levels and comparisons provided are deeply flawed. The figures

provided for ride on machinery such as lawnmowers and tractors are for the operator sitting on the machine. The noise levels provided for aircraft are from overflight at a considerable height, beginning at 136m but in some cases significantly more. The issue in this case not the noise for those sitting on the plane and nor is it the noise level from overflight. The noise level of concern is the take off noise as the aircraft proceeds along the runway under full throttle and the noise at lift off. This is the noisiest part of the flight and because the noise is adjacent to properties it is significantly intrusive. Noise standards generally do not assume that there will be houses and private properties immediately abutting the runway at a distance of less than 400 or 200 m (depending on which property is under consideration).

Reference to 120 take-offs and 120 landings (which would be described in aviation terms as 240 movements) is also flawed. These movements will not take place evenly spaced across a year, at less than three per week, as is implied by the numbers. They will take place over a much shorter period when those with Pilots licences are in residence at the property which will not be occupied 365 days a year. Therefore there will be periods with much more intensive movement and other periods with much less traffic. The impingement on surrounding properties will be from the busy times.

The emissions and pollution issue is also misconceived. Pollution levels from aircraft are not unduly high in comparison to similar sized engines in ground based vehicles. Importantly, however, the fact that they are released above the height of roofs means they have significantly greater impact on water collections from those roofs than do emissions from vehicles at ground level.

There is no detail on the approaches to and departures from the runways that will be used by aircraft landing and taking off. Aircraft must land and take off in the direction that goes into the wind when there is even as little as 5 knots of breeze. This will mean that there will be situations when an aircraft arrives from one direction but must Land in the opposite direction. There is no detail as to how aircraft will approach and leave the runway in various wind directions and weather conditions. For an airport detailed plans for approach and departure routes and directions would be considered.

There is no mention of ground running noise. Independently from the takeoff and landing (which, as noted above, are the noisiest parts of the flight) aircraft have various reasons to run engines for periods while on the ground. Much of this is what is known as "engine run-ups" as part of maintenance schedules, and is likely to occur at airports with maintenance facilities. On the other hand there will also be ground running as aircraft are prepared for take off and after they land. This is an additional noise impost for those living directly adjacent to a runway that has not been discussed.

In short I believe that the council will be making a decision based on isolated bits of data provided without appropriate context and using invalid comparisons and assertions. I am basing this assessment on my experience as **Australia's Aircraft Noise Ombudsman over a period of six years**. While I'm not saying this runway is inappropriate, I am saying that there needs to be much more careful consideration and a review by someone who understands how aircraft operate and how aircraft noise and pollution issues impact on surrounding

communities.

I hope this is of some assistance to you, and Council, in ensuring proper consideration of this matter. I am happy to be quoted and/or for you to submit this email. Please note that I have not made any comments relating to your particular sensitivity to noise. This is a difficult issue with arguments on both sides as to whether it should be relevant to the Council. Importantly though, the above issues are based on the impact that the runway will have on any neighbours in the numerous properties that abut the runway and those properties just behind them, such as yours.

I'm not sure that there is much more I can do in the time available, but will give you my phone number in case it is of any value.

Best wishes,

Ron Brent"

### **Fauna**

The local area is a known breeding ground for the endangered Red Tail Black Cockatoo. Apart from the loss of habitat from any land clearing, the noise impact on the nesting sites are going to be significant.

No amount of talk will change our views on this and the local council do not have the authority to make this decision without documented approval from the Department Of Parks And Wildlife.

This is the part where we get the environmental groups and media involved to escalate your "conditional approval of this development application" to the appropriate authorities.

We believe a 12 to 48 month wildlife study should significantly improve your understanding of the gravity of this dire situation for the Red Tail Black Cockatoo.

### **Summary**

We strongly object to the proposal in its entirety.

The risks inherent in the proposal are not acceptable within a Rural Residential area where none of these risks currently exist.

The detriment of amenity and lifestyle for us is not a price worth paying for the benefit of the applicant.

Regards,

Martin Pollock and Kim Koeman

## Jane Buckland

---

**From:** Sue Cranstoun  
**Sent:** Wednesday, 10 February 2021 10:26 AM  
**To:** ShireofNannup; David Taylor; Shire President; Deputy President; Cr Cheryle Brown; Cr Chris Buckland; Cr Vince Corlett; Patricia Fraser; Cr Vicki Hansen; Catherine Stevenson  
**Subject:** Development Application for Darradup Airstrip

Sue Cranstoun  
108 Helyar Road  
PO Box 262  
Nannup 6275

CEO and Councilors  
Shire of Nannup  
PO Box 11  
Nannup WA 6275

Dear Mr Taylor et al

**Re: Development application - Lot 2 Rivergum Way, Nannup. Proposed Private Airstrip Ref: A770**

Thank you Mr Taylor for your letter 27 January 2021 regarding additional information for the above proposed development.

### **I wish to reiterate my objection to the proposal.**

Basically several of the concerns from my previous submission relating to adverse environmental and community impact have not been addressed adequately. The manner in which the Shire has arrived at its position, as stated in the agenda posted on 8th February, is also difficult to understand. How can the Shire and its councilors give fair and just credence to the community's serious concerns that are submitted after 8th February? How too can an objective and informed proposal be constructed by the Shire's representatives without professional assessment?

Despite Mr Ebeling's most recent communication I remain concerned about the vagaries and sometimes deception of the Development.

- The Information provided by the proponent relating to the type of aircraft, noise level and contaminate emissions is difficult to understand. As I understand it, details of noise levels that near neighbours experience have not been addressed. There is also some irrelevant information about noise levels at certain distances, none of which relate to the immediate take off or noise within close proximity to abounding properties. This is deceptive.
- Secondly the establishment of a grassed area alongside the airstrip will not change the fact that the contaminants enter nearby waterways, namely the Blackwood River, an important Aboriginal heritage site. This is deceptive and meant to influence residents' view of the environmental impact.
- The clearing permit referred to has also expired on the 8th February. Another deception.

I still have many other unanswered questions relating to the Shire's position:

In the Shire's planning document, namely the Local Planning Strategy of 2018, as outlined so eloquently by the submission of Glen Davis, it states the Shire is committed to preserving " *the health, safety and general economic and social well-being of the community and amenity of the area* " .

- *How then does the Shire justify approving Mr Ebeling's development without undertaking this commitment diligently and with legitimate assessment by credible authorities?*
- *Why sacrifice the peace and tranquility of so many Darradup residents and the health of this pristine environment for the sake of one, wealthy future resident who perceives he is entitled to such privilege - convenient travel? He has no such right in a democracy!*

- *Why has the Shire sabotaged the Darradup and general community of Nannup's opportunity to respond to such a development by failing to not only advertise the issue extensively but by formulating a proposal before final submissions close thus preventing thorough consideration of all submissions?*
- *Why set such a precedent to allow an airstrip within close proximity to existing residents?*
- *What motivates the Shire to pay such a price and sacrifice its commitment to preserving the unique community and surrounds of Nannup?*

To my mind the Shire's proposed acceptance of the development, as per the agenda on their website, shows a very significant breach of their bylaws and a morally deplorable position that fails to responsibly consider both the well being of environment and its residents in general. There has been insufficient investigation into the possible adverse effects on both the environment and its residents. The traditional owners too have not been consulted regarding the heritage site of the Blackwood River.

In conclusion and simply stated, I believe the Shire is willing to accept the demands of one person who believes he is entitled to have what he wants at great cost to the Darradup community and the biodiversity of our pristine environment. His mere desire to commute quickly takes precedence over any other consideration. To me this is deplorable. The fact that the Shire is willing to accommodate his selfish demands also demonstrates a negligence of their duty to represent the broader community. This is morally unacceptable and possibly illegal.

I maintain my opposition to the proposed development of an airstrip that not only fails to contribute to the well being of the community but is yet to legitimately assess the possible adverse impacts on the environment.

Yours faithfully  
Sue Cranstoun

## Jane Buckland

---

**From:** Rick BRUCE  
**Sent:** Tuesday, 9 February 2021 6:31 PM  
**To:** ShireofNannup  
**Subject:** Development App. - lot 2 Rivergum Way

Attention David Taylor CEO Nannup Shire

Dear David

With the provision of additional information it has not changed my opposition to this development application .  
The same situation exists except for an inclination to have less flights per year to approx. 120 and moving the airstrip approx 155m .

Will the number of flights be monitored ?

This development is for the benefit of the applicants only while in the original submissions a majority of these were against the proposal. So why should the amenity of one title have more sway than the rest of us who moved here , some long ago , over the amenity of the majority ?

There is another airstrip near town which could be used.

This development provides no benefit for the local community and in fact has many disadvantages such as noise, habitat disruption , bushfire risk , land clearing and gravel mining .

The Nannup local planning strategy aims to provide sustainability and a minimisation of conflict of land uses which does not seem to be the case here . A quiet lifestyle of 20 to 30 titles will be affected with this because one title has the desire to build this and have an effect way into the future .

The agenda put forward from the office appears to be in favour of the development even when the time for presenting submissions has not finished . This appears presumptive and fly in the face of an honest processing of the submissions ..

The airstrip is proposed while being surrounded by national parks, rivers and a rich flora and fauna .

The birds most numerous in flocks are the white and red black cockatoos and often numbering 30 or sometimes many more , creating an obvious danger to flying aircraft.

This development sets a precedent in that any one with a desire to have an airstrip and has a 100 acres or so will be able to do so . Would the Nannup town like one on the edge of town ?

This is a rural residential area and I think should remain so The Shire council has a responsibility to follow the spirit of the planning strategy and be democratic

Yours faithfully  
Rick Bruce

SHIRE OF NANNUP RECEIVED	
Ref: _____	No: _____
<b>10 FEB 2021</b>	
Officer: _____	

**ATTENTION:**

**Nannup Shire CEO and Councillors**

I write with regards to the ***Development Application to construct a bitumen driveway/private airstrip at Lot 2 Rivergum Way, Darradup.***

In as much as finding the basic concept of an airstrip objectionable, in light of recent clarification of some issues by the Proponent; I would like to make several observations and comments:

1. In the event of Shire approval of the Development Application (with that Development Application having met appropriate criteria); the ***“Option 2”*** location for construction would demonstrate the neighbourly consideration often stated by the Proponent and demonstrate the Shire Council’s support for a considered ***‘buffer’*** for neighbouring properties.
2. It is prudent to ***attach, by legal instrument***, any ***conditions*** agreed to (principally ***the prohibition of any night time aircraft operation***) to the ***property Title*** so as to ensure any future owner conforms.
3. With regard to the sealed road connecting to Helyar Road; I suggest that existing stormwater drainage on Helyar Road be evaluated and upgraded. This is in pertaining to the periodic, significant run-off from the new and extensive area of sealed surface; thus, circumventing possible hazardous traffic situations that may likely result.
4. It should also be noted that if this Development Proposal is approved by the Shire, ***water used in construction*** ought to be sourced from a supply clearly authorised by relevant regulatory agencies.

Regards,

**Peter Schmidt (Ratepayer)**  
**35 Wattle Place**  
**Darradup, WA 6275**



Tuesday, 9 February 2021



Dear David,

**RE: DEVELOPMENT APPLICATION – Lot 2 (40) Rivergum Way, Nannup. Proposed Private Airstrip**

Thank you for your correspondence on the 27<sup>th</sup> of January regarding the additional information for the above Development Application.

I wish to still register my **strong objection** to the proposal in total.

I would like to respond to the additional information that has been provided and restate my comments from my previous submission with some additional concerns.

**Our Property**

Lot 14, 21 Rosella Close, Darradup shares a boundary fence with Lot 2. This development application directly affects our property and lifestyle. As previously stated, we moved out here for the peace and quiet, natural environment and privacy. We are deeply concerned that approving this airstrip will deeply affect or personal lives in a negative way. This is our sanctuary and a place that has a positive effect on our mental health. We value the rural residential lifestyle which attracted us to this very property in the first place. We research many Shires and decidedly choose Nannup as it defined in its Local Planning Strategy (2018) many values that we were looking for such as one that would “protect the health, safety and general economic and social well-being of the community, and the amenity of the area”, “Minimise the future land use impact and subsequent conflicts”, “Provide for a high level of residential amenity which reflects a non-metropolitan lifestyle and rural character”. This proposal does not support these values in any way.

**Bush Fire Risk**

My worry for bushfire risk remains a serious concern. There has been no evidence of a bush fire plan or emergency evacuation plan stated in the applicant’s submission, which is highly concerning. This absence of planning is in direct disagreement of the Shire’s Local Planning Policy LPP21 – Bush Fire Management which states *“The Council will adopt a precautionary approach to fire risk. To achieve this the Council will require proponents seeking planning development of subdivision, scheme amendment, structure plan, building permit approval and other works to take account of fire risk with their proposal.*

Lot 2 and the surrounding area is located in and declared “bush fire prone area” by the Fire and Emergency Services Commissioner. Which is further outlined in the document prepared by the Shire as the Bush Fire Hazard Strategy (2012). This strategy, with assessed maps has deemed this area to have moderate to extreme bush fire hazard levels.

I do not find this development application to meet the basic requirement of bush fire precautionary approach nor does it suggest how it may respond in an emergency. In fact, I believe that approving a private airstrip with aircraft that use this, as well as housing combustible materials on the property poses severe risk to residences, lives and native animals and habitats. The submission states “the owners will not be at the property at all times and is a holiday home”. Which concerns us greatly that mitigating a fire will not be possible and will further increase the risk of bushfire management.

This would affect our immediate rural residential property, Darradup community and have the potential to impact residences in Jalbarragup and even Nannup. After the recent fires in the area, which was started by lightning, our whole community was placed by DFES as a code red and in an emergency warning. We evacuated our home and went to the evacuation

Tuesday, 9 February 2021

centre in Nannup for two nights until the fire was downgraded to a code yellow watch and act. I feel that having this development approved would unfairly increase our risk of fire which is not acceptable.

### **Regularity of flights**

The revised total indicates an annual total of 120 takes offs and landings. The submission application states *"Multiple movements won't occur on a day, a few at best occasionally, and then within the 120 take offs and landings per year."* Which would suggest that multiple plane movements could occur on any given day and probably will.

I have read in the special meeting agenda minutes that the Shire would require a 'flight logbook'. Will this be the main record keeping mechanism? I understand that it is the law to keep accurate and up to date records of all flights under the aviation act, and such book should be provided and made available for review as requested by the local government. I would like to know if this will be an annual/bi-annual or any time period scheduled review? Who exactly will be requesting and reviewing these logbooks? Will the flight information be made available to the public? How does one request this and what evidence is needed to support the entries in the logbook? My concern is that 'it's our word against theirs'. Even governed by law, human error in recording flight information is a reality and what can be done if the numbers don't equate?

### **Noise**

The applicant has provided much information on the impact of noise. I do not understand much of this data or measurements. Do you? What I do know is the sound of a light aircraft flying overhead. In the recent fires our skies were a buzz with a raft of fixed wing bombers and choppers, all doing a tremendous job at fighting the fires on our doorstep. I could hear them loud and clear. There were many aircraft in the sky, but there was never any more than one at a time and it was deafening. It even shook our house when they passed straight overhead. These planes were lightweight, fixed winged aircraft – similar to the applicant's many aircraft he identifies in his response to the Shire of Nannup and VERY NOISY! To the point we left the property to get away from the noise. The aircraft that we fly are Beechcraft 58, Evektor Harmony Light Sport Aircraft, Extra NG and perhaps another Light Sport Aircraft, occasionally a Cessna or similar". These are all Maximum Take Off Weight (MTOW) of 5,700kg none of which indicate the horsepower or capacity of the engine which would tell me more about actual noise levels.

The sound data depicts two test methods, as pointed out by my neighbour. One measure at an overfly height of 300m, and the other at a maximum power take off of measured at 2.5km. Our residence (Lot 14) is only approximately 200m from the updated current airstrip alignment, so I ask what would be the real noise we would be exposed to? As there is no data provided from actual take-off and landing site (which we would be experiencing), how can noise not be considered as an actual encumbrance on our daily lives? As there is no data of noise closer than 2.5km of residential buildings, is it then inferred that airstrips should not be constructed within that area due to obtrusive noise? I am not convinced that the noise level of these aircraft will not be a total annoyance on our lives and believe more true and accurate data is required.

### **Environmental Impact**

This area is home to many threatened and endangered species proudly only found in the South-West of Western Australia. Animals previously identified as the Red-tailed Black Cockatoo, Carnaby and Baudins black cockatoos and the phascogale to name a few. Further land clearing and impact from construction and aircraft activity will have significant impact on the habitat and lives of these precious animals. I am aware that the current owners have an existing Clearing Permit 8205/1-File Number DWERVT1491 authorising the clearing of 60 Eucalyptus Marginata trees (commonly known as Jarrah) of which apparently

Tuesday, 9 February 2021

only "12 out of the 60 have been cleared thus far". The native vegetation that would need to be cleared in order to have the original plans 6.1.2 or the updated plans 6.1.5 constructed would need to clear more than just the jarrah trees. There is a number of established Jarrah, Marri, Sheoak, Snotty gobble, Banksias and more that create a biodiversity hotspot for all fauna and flora in this area. I thank the applicant for the offer to register a 2ha Conservation Covenant in order to mitigate any land clearing but it's just not going to cut it. It would not be possible to clear any of the bushland on the property without clearing more than just the Jarrah trees. The aerial maps indicate the biodiverse areas and on inspection it is plainly obvious. Clearing more land will directly impact the lives and survival of known roosting spots in these trees. Just because you own a permit to clear irreplaceable trees, doesn't mean you should.

In Summary,

I Amy Mason and Manu Mason are strongly objecting to the proposal of an airstrip at Lot 2, Rivergum way in total

This proposal is in direct conflict with the Shire of Nannup Local Planning Strategy (2018). '2.1.f Our Sanctuary, 2.1.g Our location, 2.1.h Our sustainable future'.

The impact to our lives and properties will have a negative and detrimental effect on all aspects.

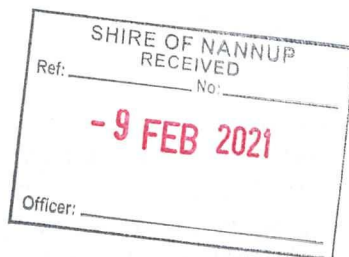
The local flora and fauna should be conserved and protected for our futures.

Bush fire risk has not been considered and the inherent risks to properties and lives is too great.

Please help protect and support our beautiful place we call home, Darradup.

Thankyou,

Amy Mason and Manu Mason



Glen Davis  
RMB 746 Helyar Rd  
Nannup WA 6275

7 February 2021

CEO  
Shire of Nannup  
PO Box 11  
Nannup WA 6275

Attn : David Taylor - CEO

Dear David,

**RE : Development Application – Lot 2 (40) Rivergum Way, Nannup  
Proposed Private Airstrip (your ref : A770)**

Thank you for your letter 27 January 2021 regarding additional information for the above referenced Development Application.

I still wish to register my objection to the proposal in total.

Due to the scope of the additional information provided, I forward the following comments and some expansions on my previous submission.

Perceived Need

The proponent has stated “... *the private airstrip is a necessity for our required use of the property.*” There is still no justification as to the “necessity” of the proposal other than the proponents own convenience.

The proponent has also stated “...*private airstrip is an “ancillary use” for the purposes of accessing the farm from Perth and for local flying.*”

As the intended use for the airstrip is only to provide personal access to the property this is neither incidental to, nor generally associated with, rural residential use. It cannot be deemed an ancillary use.

The Australian Courts have considered these issues and have stated “*that there is a world of difference between using motor vehicles for personal transport to and from home and using helicopters or other aircraft.....that as a matter of common knowledge, helicopter or aircraft use in association with residential premises is very rare and different in character and impact from ordinary residential uses.*”

Land Usage

The Shire of Nannup Local Planning Scheme No 3 (2007) shows the subject land zoned as Agricultural.

The Shire of Nannup Local Planning Strategy (2018) maps indicate the subject land as Rural Residential. The Local Planning Strategy (2018) will provide strategic direction for the next Local Planning Scheme No 4. As such it would seem that the Shire of Nannup’s

intention is that the subject land is for Rural Residential use and will not be subject to further subdivision.

The proponent states *"The owners will not be at the property at all times as it is a holiday home."* Hence the subject land will be used for Rural Residential purposes which is in keeping with the Local Planning Strategy (2018). Therefore the Development Application should be considered on the basis of the property being used for Rural Residential purposes and all the aims, strategies and actions of the Local Planning Strategy (2018) should apply.

#### Frequency of Use

Thank you for the clarification on flight movements to a revised annual total of 120. What mechanisms does the Shire propose to monitor the number of flights and what actions would occur in a breach.

The proponent states *"Multiple movements won't occur on a day, a few at best occasionally, and then within the bounds of the 120 take-offs and landings per year."* So it would appear that multiple plane movements may well occur on any given day.

What is not clear however is if there will be multiple aircraft on site at any one time. Council records show that in a previous Development Application that the following advice from the Shire's Planning Consultant was provided to Council:- *The Shire of Nannup Local Planning Scheme No. 3 (LPS3) does not permit the parking of two or more trucks and the operating a transport business (transport depot) on land within the Special Rural Zone. LPS3 defines a "transport depot" as follows: "means premises used for the garaging of motor vehicles used or intended to be used for carrying goods or persons, or for the transfer of goods and persons from one motor vehicle to another of such motor vehicle and includes maintenance, management and repair of the vehicles used, but not of other vehicles, and may include overnight accommodation on-site for the transport workers."*

The same logic should apply to the keeping of 2 or more aircraft on the property at any one time.

#### Bush Fire Risk

The Shire has prepared a Bush Fire Hazard Strategy (2012). The Bush Fire Hazard Assessment Maps associated with this Strategy show the subject land to have a moderate to extreme bush fire hazard level.

The Shire's Local Planning Policy LPP21 – Bush Fire Management states:- *"The Council will adopt a precautionary approach to fire risk. To achieve this, the Council will require proponents seeking planning (development), subdivision, scheme amendment, structure plan, and building permit approval and other works to take account of fire risk with their proposals."*

I can find nothing in the submission relating to bush fire risk and I believe this should be investigated further in line with Council's precautionary approach in LPP21. I believe that any increase in bush fire risk is not a fair burden to be placed on the local residents in a rural residential area, especially for a proposal that is not "necessary". Any increased risk would not only affect the residents of Darradup but Jalbarragup and potentially Nannup as well. The recent Darradup and Perth fires would highlight that any increased risk is not acceptable.

#### Noise Impacts

The proponent has provided much data on noise levels far beyond the average lay person to interpret. I trust the Shire will adequately review this data and seek professional advice if required to fully understand the impacts.

One thing I would note from the sound data is that there appears to be two test methods, one measured at an overfly height of 300m, the other at a maximum power take off but measured at a distance of 2.5km. As some residences are less than 200m from the proposed airstrip, I would ask what is the real noise level at these residences and not 2.5km away?

There would appear to be no noise data on noise levels actually generated at the airstrip itself during take-off which is the real noise that the residents will be subjected to.

The Proponents Aviation Consultant does state that for the actual take-off sequence *“the noise levels might be described as notable.”* To me, “notable” implies noise levels well in excess of those provided.

Could it then be inferred that an airstrip should not be constructed within 2.5km of a residential building because of the noise impacts within that area?

I believe the true nature of the noise impacts need to be better understood.

#### Land Clearing

It is evident that land clearing will be required for either airstrip option proposed. Remnant vegetation on the subject land would be significantly affected by this proposal. I note that the Local Planning Strategy (2018) section 4.5 Native Vegetation, Conservation & Environmental Corridors sets out Council’s aims in this regard. In particular:- 4.5.A17) *minimise clearing of native vegetation and promote biodiversity.* I trust Council’s stated strategies 4.5, S23, S24, S28, S29 and S30 would apply.

It is also noted in the additional material provided by the Proponent that construction material is to be excavated on site. The extent of any excavations for any raw materials has not been indicated. Will this operation require additional approvals?

The proponent has advised that a Department of Water and Environmental Regulation Clearing Permit 8205/1 exists for the property. DWER records show that the permit is for clearing for grazing and pasture purposes and expires on 8/2/21. It would appear that new authority to clear will be required for this proposal.

Will the Shire be referring this proposal to the EPA for consideration?

#### Flora and Fauna

The local area is a known breeding ground for the endangered Red Tail Black Cockatoo. Apart from the loss of habitat from any land clearing, the noise impact on the nesting sites could be significant.

The proponent has offered to register a 2ha Conservation Covenant in order to mitigate any land clearing. Whilst this offer is applauded, it in no way mitigates any land clearing. Habitat loss is still habitat loss.

In 2009, WALGA and DEC released a report entitled “South West Regional Ecological Linkages” (SWREL). The Blackwood River was identified as one of these ecological links. Council has previously received advice from DEC on proposals along the Blackwood River as follows:- *“Remnant vegetation is important as a wildlife refuge and provides a corridor with nearby areas of remnant vegetation. The remnant vegetation on the property is identified in Molloy et al, 2009, as being part of and contributing to a core regional ecological linkage i.e. the vegetation is part of a linkage axis line and has a 1a proximity value. Any development within a 1a category should aim to minimise impacts and fragmentation of the vegetation within the property and to adjoining vegetated areas.*

*DEC datasets indicate that is likely to contain remnant vegetation which is potential habitat for the Black Cockatoo. Black Cockatoos are listed as threatened species under the Commonwealth of Australia's Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Western Australia's Wildlife Conservation Act 1950. Major threats to Black Cockatoos include habitat loss and fragmentation.*

Will Council have regard for the SWREL Report and refer the proposal to DBCA in accordance with Local Planning Strategy (2018) section 4.5. S28

The proponent has provided commentary on the risk of bird strikes as follows:- *"the primary risk areas around aerodromes occurs when large numbers of birds are attracted in the close vicinity of the take-off and landing approach paths due to the presence of food sources or specific nesting habitat within the immediate areas surrounding runway ends."*

As I see it this is exactly the situation in this proposal. We have known habitat nesting sites, we have water and a potential additional food source in the form of the 20m wide grassed areas adjacent to the bitumen airstrip. I would think all the factors relating to bird strike exist in this proposal.

#### Airstrip Design

The Civil Aviation Authority provides Guidelines for Aeroplane Landing Areas.

The Guidelines state *"a runway length equal to or greater than that specified in the aeroplane's flight manual or approved performance charts or certificate of airworthiness, for the prevailing conditions is required (increasing the length by an additional 15% is recommended when unfactored data is used).* No data has been provided to determine the adequacy of the runway length proposed.

The Guidelines also refers to the longitudinal slope of the runway as follows:- *The longitudinal slope between the runway ends should not exceed 2%"*

A 2% slope equates to a 2m fall for every 100m length of runway. Over a 900m long runway this would give a total fall of 18m. However, from the information provided by the Proponents Surveyor, the ground level at the top of the runway is at 75m AHD and the ground level at the 900m mark is 40m AHD. Giving an existing fall in ground levels of 35m well in excess of the 18m fall required. The last 100m from the 800m mark to the 900m mark fall from 55m AHD to 40m AHD, some 15m drop in only 100m. It may therefore be only feasible to construct a runway 800m long in the existing terrain.

The Guidelines also require an approach and take-off area extending 900m from the ends of the runway. This is outside the property boundary subject to this proposal. This approach and take-off area is to be clear of objects (including trees) above a line extending at 5% from the end runway level. It would appear that to achieve this requirement clearing of State Forest at the end of the runway would be required. Has DPAW, as adjacent land managers, been consulted regarding this proposal.

I believe a more detailed runway design is required to fully assess the impact on the subject land and beyond that into the State Forest.

The proposal also incorporates a 20m wide grassed strip on either side of the runway. This raises two concerns.

Firstly, is the grassed area to be reticulated with a water supply to provide grass cover all year round. If so, then it will provide a new food source for flora and fauna alike. This would add to the risk of bird strike and encourage other grazing fauna such as kangaroos

to the runway area also increasing the risk of collision during landing. In addition, should we be using a valuable water resource for the purposes of watering a grass verge.

Secondly, if the grassed area is not reticulated, then what prevents dust pollution created during landing and take-off from being an issue for adjacent residents. I do believe clarification on this issue is required to properly assess the implications.

#### Stormwater Drainage

The site is immediately adjacent to the Blackwood River and any runoff flows towards the river. Water quality and quantity entering the Blackwood River should be a consideration.

The bitumen area alone measures 20m x 1,000m and covers 2ha of land. The same size as my entire property. Stormwater runoff from a sealed pavement of this magnitude is going to be significantly more than that from the existing pasture and will need to be effectively managed.

#### Amenity and Lifestyle

All the surrounding properties and residents enjoy a Rural Residential lifestyle. Many have enjoyed the natural environment and the tranquillity for over 50 years. The proposal will impact a significant number of people with no benefit to the local area or natural environment.

Some of the aims of the Local Planning Strategy (2018) are to:-

- *“protect the health, safety, and general economic and social well-being of the community, and the amenity of the area.”*
- *“minimise the future land use impact and subsequent conflicts.”*
- *“provide for a high level of residential amenity which reflects a non-metropolitan lifestyle and rural character.”*

This proposal is not in keeping with these aims in any way at all.

#### Existing Nannup Airstrip

The use of the existing airstrip is still seen as a viable, realistic and balanced alternative to the current proposal. This airstrip is already used by a number of existing residents. DPAW seems to have no problem providing free and unfettered access to the airstrip.

As a precedent has been established in the use of the existing Nannup Airstrip, it would seem sensible to continue with the current arrangement.

From a Planning perspective, it prevents ad hoc determinations whenever a new Development Application of this nature is received. From an environmental perspective, all the infrastructure exists at the Nannup Airstrip. No further raw materials are used along with the associated carbon footprint. From a safety and bushfire risk perspective, all the risks are contained within the existing facility. No additional risks are imposed on the subject land and the adjacent land owners and residents.

#### Summary

I reiterate my objection to the proposal in total.

The proposal is not in keeping within a Rural Residential area.

The risks inherent in the proposal are not acceptable within a Rural Residential area where none of these risks currently exist.

The proposal is not necessary for the stated use of the subject land. The “necessity” of the proposal has not been shown. There is no benefit to the local area nor the Shire as a whole. The proposal is one of personal convenience.



The loss of amenity and lifestyle for the more than 30 existing land owners and residents is not a price worth paying for the benefit of the proponent alone having regard for the aims, strategies and actions of the Local Planning Strategy (2018).

An alternative exists in the form of the Nannup Airstrip.

Finally, I would add that, the Shire of Nannup Local Planning Strategy (2018) has a vision. Part of that vision states:-

- 2.1.f) Our Sanctuary – we will protect our amazing nature, magnificent forests, managed bush land, rivers, waterways and wetlands, agriculture and our pristine coastline.*
- 2.1.g) Our Location – keep our beautiful combination of natural landscapes and built environments to retain our community and amenity.*
- 2.1.h) Our Sustainable Future – to achieve a green clean future.*

So I would ask, protect Our Sanctuary, Our Location and Our Future.

Yours Faithfully,

Glen Davis

## Jane Buckland

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**From:** Librarian  
**Sent:** Monday, 8 February 2021 8:08 AM  
**To:** David Taylor; Jane Buckland  
**Subject:** FW: Development Application-Lot 2{40} Rivergum Way, Darradup

-----Original Message-----

From: Dave Bennetts  
Sent: Monday, 8 February 2021 8:00 AM  
To: ShireofNannup <nannup@nannup.wa.gov.au>  
Subject: Development Application-Lot 2{40} Rivergum Way, Darradup

Good morning David

Thank you for the feedback on the above development proposal.

The concerns that Anne and I had have been addressed by the applicant.

Our position remains the same as before, that we welcome the proposed development application-  
Lot 2{40} Rivergum Way, Darradup- Bitumen Driveway/Private Airstrip.

Yours sincerely

Anne and David Bennetts

22 Rosella Close, Darradup.

## Jane Buckland

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**From:** David Taylor  
**Sent:** Monday, 1 February 2021 9:39 AM  
**To:** Librarian  
**Subject:** FW: submission to Darradup airstrip D.A.

ECM please

Kind Regards,

David Taylor  
Chief Executive Officer



Adam Street . PO Box 11 Nannup WA 6275  
P: 9756 1018 . F: 9756 1275.  
[www.nannup.wa.gov.au](http://www.nannup.wa.gov.au)

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**From:** blackwooddrivercanoeing  
**Sent:** Sunday, 31 January 2021 3:39 PM  
**To:** David Taylor <david@nannup.wa.gov.au>  
**Subject:** submission to Darradup airstrip D.A.

Hi David

Thank you for the additional information, however I am still unsure on a few points.

Regarding noise levels - the volume and technical nature of Annexure A leaves me still none the wiser on how loud any aircraft able to land on the proposed strip may be. Is there to be an actual decibel limit that must not be exceeded? Neighbors are not too concerned about the noise of a plane cruising at 300m or take off noise measured from 2.5km away. What is meaningful is how much noise is there at the boundary fence during warm up, taxiing, take off and landing.

While it is reassuring that the aircraft CURRENTLY most likely to be used may not be too offensive the issue remains that in the future it is possible for other possibly more objectionable aircraft to be used. I will take the applicant's reassurances at face value but there would need to be protections from a future owner with different intentions

The applicant has stated that the bitumen airstrip/driveway is a necessity for the use of cars he may bring down and the application refers to sealing from the entrance gate to the airstrip. Will the access to the property from Helyar Rd (Rivergum Way or other easement) be sealed?

If the application is to be approved I would welcome consultations with the council over what operating conditions would be implemented.

Neville Hamilton  
Loc. 11864

## David Taylor

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**From:**  
**Sent:** Tuesday, 19 January 2021 1:15 PM  
**To:** David Taylor  
**Cc:**  
**Subject:** Airstrip Proposal at Poteroo Farm (Ian and Davina Gibb)  
**Attachments:** Letter to the Darradup Residents 120122.pdf  
**Importance:** High

Hi David ,

My name is Stephen Goatcher and along with my partner Susan K Roche I reside at Lot 15/23 Rosella Close Darradup WA , Poteroo Farm(40 Rivergum Way) is on our Western Adjoining Boundary .

We first heard of the proposal from direct contact with Ian Gibb who explained the Proposed Buyers Intended plans for an airstrip installation on the property . Initially we had

apprehensions about the proposal but after considering all communications we have received along with the latest letter from Dieter regarding his intentions regarding the airstrip and

love for nice cars we support the proposal and have no issues as a land owner on an adjoining property .

I don't believe the aircraft landing and taking off will be any louder than Ian/Davina running up and down the current dirt road on their tractor or Quad motorbike.

Regards

Stephen Goatcher

## Jane Buckland

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**From:** Lindesay Blackburne-Kane  
**Sent:** Monday, 18 January 2021 8:03 AM  
**To:** Jane Buckland  
**Cc:** David Taylor  
**Subject:** Driveway & Airstrip Proposal 40 Rivergum Way

To: Jane Buckland, CC David Taylor

Further to our previous email regarding the proposed Bitumen driveway and Private airstrip at Potoroo Farm, 40 Rivergum Way, we have now sourced the information we required to clarify type of Aircraft and the likely frequency that the Airstrip would be used and are now completely satisfied that this usage will not have any adverse impact, so accordingly we now revert to our original position and fully support the proposed development.

Should you wish to clarify this position in any way, please do not hesitate to contact us.

Best regards

Lindesay & Anne Blackburne-Kane

Lindesay Blackburne-Kane  
LBK Consulting

PO BOX 314  
Nannup WA 6275

# PART 1 - PRELIMINARY

## 1.1 CITATION

1.1.1 The Shire of Nannup Local Planning Scheme No 3 ('the Scheme') comes into operation on its Gazettal date.

1.1.2 The following Scheme is revoked:

Name: Shire of Nannup Town Planning Scheme No 1 as amended from time to time.  
Gazettal Date: 16 September 1983

## 1.2 RESPONSIBLE AUTHORITY

The Shire of Nannup is the responsible authority for implementing the Scheme.

## 1.3 SCHEME AREA

This Scheme applies to the Scheme Area which covers all of the local government of the Shire of Nannup as shown on the Scheme Map.

## 1.4 CONTENTS OF SCHEME

This Scheme comprises:

- (a) the Scheme Text; and
- (b) the Scheme Map (sheets 1 - 7).

The Scheme is to be read in conjunction with the Local Planning Strategy.

## 1.5 PURPOSES OF THE SCHEME

The purposes of this Scheme is to:-

- (a) set out the local government's planning aims and intentions for the Scheme Area;
- (b) specify the local government's clear development and environmental objectives for the Scheme Area
- (c) set aside land as reserves for public purposes;
- (d) zone land within the Scheme Area for the purposes defined in the Scheme;
- (e) control and guide land use and development;
- (f) set out procedures for the assessment and determination of development applications;
- (g) make provision for the administration and enforcement of the Scheme; and
- (h) address other matters contained in the First Schedule to the Town Planning Act.

## 1.6 THE AIMS OF THE SCHEME

1.6.1 The local government's general aim is to recognise the unique qualities and characteristics of the Scheme Area and safeguard its natural resources, whilst promoting sustainable development through diversified residential, commercial, industrial, agricultural, timber, tourist and resource based activities

**1.6.2 The local government's general intentions are:**

- a) To ensure there is sufficient supply of serviced and suitable land for housing, commercial activities, community facilities, recreation and open space.
- b) To assist employment and economic growth by facilitating the timely provision of suitable land for retail, commercial, industrial, entertainment and tourist development, as well as providing opportunities for home-based employment.
- c) To promote the sustainable use of rural land for agricultural purposes whilst accommodating other rural activities.
- d) To manage the use and development of land by means of zoning and development controls to achieve compatibility between land uses, and the preservation, and where possible the enhancement of visual amenity of urban and rural uses.
- e) To protect and enhance the environmental values and natural resources of the Shire and to promote ecologically sustainable land use and development.
- f) To safeguard and enhance the character and amenity of the built and natural environment of the Scheme Area.
- g) To ensure that existing and future residents enjoy a range of attractive living environments and have access to the widest possible range of services and amenities.
- h) To recognise and protect places of natural beauty, historic interest and scientific interest that are considered to be important to the heritage of the Shire.
- i) To assist in the effective implementation of regional plans, strategies and policies.
- j) To make provision for other matters authorised by the Act.

**1.7 DEFINITIONS**

1.7.1 Unless the context otherwise requires, words and expressions used in the Scheme have the same meaning as they have –

- a) in the Town Planning Act; or
- b) if they are not defined in that Act –
  - (i) in the Dictionary of defined words and expressions in Schedule 1; or
  - (ii) in the Residential Design Codes.

1.7.2 If there is a conflict between the meanings of the words and expression in the Dictionary of defined words and expressions in Schedule 1 and the meaning of that word or expression in the Residential DesignCodes -

- a) in the case of residential development the definitions in the Residential Design Codes prevails; and
- b) in any other case the definition in the Dictionary prevails.

## PART 3 – ZONES AND THE USE OF LAND

### 3.1 ZONES

3.1.1 The Scheme Area is classified into the zones shown on the Scheme Map.

3.1.2. The zones are delineated and depicted on the Scheme Map according to the legend on the Scheme Map.

### 3.2 OBJECTIVES OF THE ZONES

The broad objectives of the zones are:

- **Agriculture Zone**

To provide for the sustainable use of land for a range of rural pursuits which are compatible with the capability of the land, whilst retaining the rural character and amenity of land within the zone.

- **Agriculture Priority 1 – Scott Coastal Plain Zone**

To provide for the continued establishment of large-scale agricultural operations within the Scott Coastal Plain locality, whilst allowing where appropriate, limited forms of non-agricultural development.

- **Agriculture Priority 2 Zone**

To provide for the continued establishment of agricultural operations, whilst allowing, where appropriate, limited forms of non-agricultural development.

- **Cluster Farming Zone**

To provide for a mix of agricultural and residential development based on a sustainable agricultural theme.

- **Coastal Landscape Zone**

To protect significant landscapes and environmental features and provide for development which is compatible with and which will enhance the landscape and environmental qualities of the area.

- **Industry Zone**

To provide for light, service and general industries, and associated uses, which by the nature of their operations, are not required to be situated so as to be remote from residential areas.

- **Mixed Use Zone**

To provide for residential, offices, commercial and other compatible uses which complement the mixed use character of a locality.

- **Residential Zone (R-Codes 10 to 15)**

To provide for residential development at a range of densities with a variety of housing to meet the needs of different household types through the application of the Residential Design Codes.



- c) change the use of land from a non-conforming use to another non-conforming use

without first having applied for and obtained development approval under the Scheme.

3.9.2 An application for development approval under this clause shall be advertised in accordance with clause 64 of the Deemed Provisions.

3.9.3 Where an application is for a change of use from an existing non-conforming use to another non-conforming use, the local government is not to grant its development approval unless the proposed use is less detrimental to the amenity of the locality than the existing non-conforming use and is, in the opinion of the local government, closer to the intended purpose of the zone.

### **3.10 DISCONTINUANCE OF NON-CONFORMING USE**

When a non-conforming use of any land has been discontinued for a period of six months the land must not be used after that period otherwise than in conformity with the provisions of the Scheme.

### **3.11 TERMINATION OF A NON-CONFORMING USE**

The local government may affect the discontinuance of a non-conforming use by the purchase of the land, or by the payment of compensation to the owner or the occupier or to both the owner and the occupier of that land, and may enter into an agreement with the owner for that purpose.

*Note: Section 13 of the Town Planning Act enables the local government to purchase, or, with the consent of the Governor, compulsorily acquire land for the purpose of a town planning scheme, subject to Part 9 of the land Administration Act, that section and the Scheme.*

### **3.12 DESTRUCTION OF NON-CONFORMING USE BUILDINGS**

When a building used for a non-conforming use is destroyed to 75% or more of its value, the buildings is not to be repaired or rebuilt, altered or added to for the purpose of being used for a non-conforming use or in a manner not permitted by the Scheme, except with the development approval of the local government.

## **3.13 GENERAL PROVISIONS RELATING TO ZONES**

### **3.13.1 Agriculture Zone**

#### **3.13.1.1 Specific Objectives of the Zone**

- (a) To preserve the rural character and setting of the zone, particularly along transport corridors;
- (b) To promote a range of rural pursuits which are compatible with the capability of the land to sustain those pursuits;
- (c) To conserve the productive potential of agricultural land and support the continued development of extensive farming; and
- (d) To encourage environmental sustainable development that takes into account the land's natural attributes, including topography, geomorphology, remnant vegetation, watercourses and groundwater.

### 3.13.1.2 Residential Development

No more than one single house may be developed on a lot within the Agriculture zone, except where the local government is satisfied that workers accommodation is necessary for the continuation of an agricultural or other permitted land use. Criteria for the development of workers accommodation is contained in sub-clause 4.8.16.

### 3.13.1.3 Building Setbacks

All development shall be setback:

- (a) 50 metres from any boundary having frontage to a Major Road Reserve;
- (b) 20 metres from all other boundaries.

### 3.13.1.4 Subdivision

Council's guidelines in assessing referrals from the Western Australian Planning Commission for the subdivision of land within the zone will be:

- where land is to be used for annual or perennial horticulture production, subdivision should be based on a minimum lot size of 40 hectares, including a minimum area of high capability (class 1 or 2) land of 30 hectares, in addition to sufficient area for water capture/storage, the siting of a dwelling and agricultural buildings, other infrastructure, protection of any remnant vegetation, and sufficient setbacks from watercourses and adjoining properties so as not to restrict potential agricultural productivity on those properties;
- where land is to be used for grazing, cropping and other general agricultural practices, subdivision should be based on a minimum lot size of 80 hectares.
- where an agricultural trade lot is proposed a minimum lot size of 40 hectares is required. The development of a dwelling on an agricultural trade lot is prohibited under the Scheme.

## 3.13.2 Agriculture Priority 1 – Scott Coastal Plain Zone

### 3.13.2.1 Specific Objectives of the Zone

- (a) To conserve the productive potential of the land and support the continued development of large scale agricultural establishments;
- (b) to preserve the rural character and setting of the zone
- (c) to encourage environmental sustainable development that takes into account the land's natural attributes, including geomorphology, remnant vegetation, watercourses and groundwater;
- (d) to ensure that any non-agricultural development is complementary to the predominant agricultural use and capability of the land; and
- (e) to provide for intensive or extensive development of the land appropriate to the agricultural capability of that land.

### Strategy

The local government's strategy is to:

- S21) assess scheme amendment, subdivision, development and other proposals against their compatibility with the conservation of rivers, watercourses and wetlands; and
- S22) retain or establish buffer strips of native vegetation adjoining and near rivers, watercourses and wetlands to act as nutrient and sediment filters and promote ecological function.

### Actions

The local government will:

- C11) require appropriate buffers for rivers, watercourses and wetlands in LPS4, which will be determined based on the values of the environmental assets and proposed land uses. As a guide, the development setback from rivers, watercourses and wetlands is 100 metres which can be reduced to 50 metres based on the proposed development and a consideration of existing soil, landform and vegetation conditions; and
- C12) require within LPS4 a foreshore reserve or appropriate setback/development control mechanism (as considered appropriate by the local government and/or WAPC) within and near the Nannup townsite or for urban, residential, rural residential/rural smallholding and tourism proposals, adjoining a river, watercourse or wetland, and the reserve ceded to the Crown. The width of the foreshore reserve should reflect the natural topographical or other environmental features and biophysical characteristics.



*Blackwood River*

## 4.5 Native Vegetation, Conservation & Environmental Corridors

### Aims

The aims are to:

- A17) minimise clearing of native vegetation and promote biodiversity;

- A18) conserve areas of significant native vegetation and increase the area of re-established local species of vegetation generally within the landscape; and
- A19) improve ecological connectivity and rehabilitate degraded areas.

### Strategy

The local government's strategy is to:

- S23) encourage the retention of native vegetation and correspondingly restrict inappropriate clearing of native vegetation on privately owned land so that the biodiversity and landscape values of the Shire are maintained and enhanced;
- S24) support restoration and linkages of native vegetation (ecological linkages/biodiversity corridors) to provide connections for a range of fauna species;
- S25) require proponents to submit landscaping and revegetation plans, as required by the local government, including identifying species of vegetation endemic to the Shire;
- S26) support the creation of conservation lots where the conservation values of the native vegetation can be justified and where other key planning considerations are suitably addressed (including bushfire management, land use compatibility and landscape protection);
- S27) support rehabilitation where the native vegetation is degraded or inadequate;
- S28) utilise the *South West Regional Linkages Project* (or any updates) in assessing proposals;
- S29) support the retention and enhancement of environmental corridors especially where they link existing areas of native vegetation and other environmental assets; and
- S30) require the provision of appropriate development buffers for land adjacent to DBCA managed lands.

### Actions

The local government will:

- C13) insert provisions into LPS4 relating to tree preservation and vegetation corridors as per the development controls for the respective land classifications;
- C14) introduce an 'Environmental Conservation' Zone into LPS4;
- C15) review the zoning and planning controls in LPS4 for freehold lots surrounded by DBCA managed land. If the freehold lot is primarily vegetated and the main use is rural living, then generally zone the lot as 'Environmental Conservation'; and
- C16) encourage the use of management plans, creation of conservation lots and the provision of development exclusion areas in scheme amendments and subdivisions to protect significant native vegetation not in public ownership.

## 4.6 Minerals and Basic Raw Materials

### Aims

The aims are to:

- A20) secure adequate supplies of minerals and basic raw materials needed by society and the economy within the limits set by the environment without causing irreversible damage;

- S137) support proposals, subject to addressing other planning considerations, that:
  - i. incorporate innovative building styles which enhance the area's character;
  - ii. reinforce agreed townscape principles;
  - iii. reinforce local character and a sense of place;
  - iv. respect topography including protecting the integrity and character of ridgelines;
  - v. implement best practice urban design to create built environments that enable walking and cycling, support community safety and provide adequate shade;
- S138) require subdivision designs to demonstrate inclusive and connected principles;
- S139) support proposals that provide an accessible and high-quality public realm;
- S140) support the use of appropriate vegetation in private and public spaces;
- S141) support the preparation of Building and Landscaping Guidelines to promote higher levels of sustainability, a sense of place and agreed design standards which are appropriately supported by restrictive covenants, a local planning policy or Local Planning Scheme provisions to ensure effective implementation; and
- S142) not support a proliferation of signage which will detract from the character of the Shire.

#### *Actions*

The local government will:

- C85)** introduce a Special Control Area (SCA) designation, in either an amendment to LPS3 or in LPS4 generally over the Nannup townsite area relating to design; and
- C86)** as required, develop, fund, implement and review townscape plans for Nannup.

## 9.0 RURAL

### 9.1 Development and Use - Rural and Priority Agriculture

The following aims, strategies and actions apply to the Strategy Plan areas shown as:

- a) Rural;
- b) Priority Agriculture;
- c) Scott Coastal Plain Special Control Area

unless otherwise stated.

#### *Aims*

The aims are to:

- A89) protect rural land from incompatible uses by:
  - i. making land-use decisions for rural land that support existing and future primary production;
  - ii. minimising the fragmentation of rural land;
  - iii. providing investment security for the existing and future primary production sector; and
  - iv. minimising land use conflicts that compromise agricultural land uses;

- A90) preserve the productivity of agricultural land and water resources to maximise economic advantages to the Shire and ensure long-term food security;
- A91) provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality; and
- A92) retain farming land in large landholdings to support primary production and generally limit the creation of additional lots.



*Sheep and vines at Hillbillé Vineyard*

### Strategy

The local government's strategy is to:

- S143) acknowledge that the primary function of cleared land is agriculture and this should be managed to ensure its long term use for sustainable agricultural activities;
- S144) protect the rural character and environmental and visual qualities of the area;
- S145) promote a range of rural uses compatible with the capability of the land;
- S146) provide for the development of land for alternative and complementary non-agricultural uses including tourism, where the applicant can demonstrate:
  - i. suitable land or buildings are not available elsewhere or the proponent suitably demonstrates there are exceptional circumstances to the satisfaction of the local government;
  - ii. the use will not detrimentally affect on-going agricultural operations and that it will not result in the removal of productive agricultural land;
  - iii. adequate separation distance between potential conflicting land uses; and
- S147) not support scheme amendment requests to Residential, Rural Residential or Rural Smallholding for land shown as Rural or Priority Agriculture on the Strategy Plans;
- S148) encourage the establishment of value-adding industries in appropriate locations to maximise economic advantages to the Shire;
- S149) consider Animal Husbandry – Intensive applications on their merits with proponents required to appropriately address matters including buffers, environmental impacts and land, water and bushfire management; and
- S150) acknowledge and encourage implementation of the Hardy Inlet water quality improvement plan, August 2012 (WQIP).

*Action*

The local government will:

- C87) in the preparation of LPS4 make the following zoning name changes in accordance with SPP2.5 and *Planning and Development (Local Planning Schemes) Regulations 2015*:
- i. rename 'Agriculture' to 'Rural';
  - ii. rename 'Agricultural Priority 1 – Scott Coastal Plain' to 'Priority Agriculture' and include a Scott Coastal Plain Special Control Area to carry over specific controls; and
  - iii. rename 'Agricultural Priority 2' to 'Priority Agriculture'; and
  - iv. delete 'Cluster Farming' zone.

## 9.2 Dwellings in Rural Areas

*Strategy*

The local government's strategy is to:

- S151) support only one dwelling per lot except as where justified by the proponent to manage the land for sustainable agricultural use or Heritage Protection purposes; and
- S152) require all dwellings to be provided with a sustainable water supply for domestic, firefighting and land management purposes consistent with WAPC Policy DC3.4.



*Rural farmhouse - Wadi Farm, East Nannup*

*Action*

- C88) In addition to existing criteria in LPS3 for workers accommodation in the Rural and Priority Agriculture zones, it is proposed to include the following considerations in LPS4:
- i. a minimum lot size of 40 hectares for workers accommodation;
  - ii. consideration of up to three dwellings (consisting of a single house, workers accommodation and heritage dwelling) where a dwelling is listed on the Shire's adopted Heritage List and/or on the Heritage Council's State Heritage Register with agreement, to the satisfaction of the local government (in

**Part 9 — Procedure for dealing with applications for development approval**

**66. Consultation with other authorities**

- (1) When, in the opinion of the local government, an application for development approval may affect any other statutory, public or planning authority, the local government is to provide a copy of the application to the authority for objections and recommendations.
- (2) If an application for development approval relates to proposed development on land that is reserved under this Scheme for a public purpose and vested in a public authority, the local government must provide a copy of the application to that authority for objections and recommendations before making a decision on the application.
- (3) A statutory, public or planning authority receiving a copy of an application may, within 42 days of receiving the application or within such longer period as the local government allows, provide to the local government a memorandum in writing containing any objections to, or recommendations in respect of the whole or part of the proposed development.
- (4) If a statutory, public or planning authority does not provide a memorandum within the time allowed under subclause (3), the local government may determine that the authority is to be taken to have no objections or recommendations to make.

**67. Matters to be considered by local government**

In considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application —

- (a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;
- (b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the *Planning and Development (Local Planning Schemes) Regulations 2015* or any other proposed planning instrument that the local government is seriously considering adopting or approving;



- (c) any approved State planning policy;
- (d) any environmental protection policy approved under the *Environmental Protection Act 1986* section 31(d);
- (e) any policy of the Commission;
- (f) any policy of the State;
- (g) any local planning policy for the Scheme area;
- (h) any structure plan, activity centre plan or local development plan that relates to the development;
- (i) any report of the review of the local planning scheme that has been published under the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- (j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;
- (k) the built heritage conservation of any place that is of cultural significance;
- (l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;
- (m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
- (n) the amenity of the locality including the following —
  - (i) environmental impacts of the development;
  - (ii) the character of the locality;
  - (iii) social impacts of the development;
- (o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;
- (p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

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

**Schedule 2** Deemed provisions for local planning schemes

**Part 9** Procedure for dealing with applications for development approval

**cl. 67**

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- (q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;
- (r) the suitability of the land for the development taking into account the possible risk to human health or safety;
- (s) the adequacy of —
  - (i) the proposed means of access to and egress from the site; and
  - (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;
- (t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;
- (u) the availability and adequacy for the development of the following —
  - (i) public transport services;
  - (ii) public utility services;
  - (iii) storage, management and collection of waste;
  - (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);
  - (v) access by older people and people with disability;
- (v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;
- (w) the history of the site where the development is to be located;
- (x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;
- (y) any submissions received on the application;
- (za) the comments or submissions received from any authority consulted under clause 66;

- (zb) any other planning consideration the local government considers appropriate.

**68. Determination of applications**

- (1) The local government must not determine an application for development approval until the later of —
- (a) if the application is advertised under clause 64 — the end of each period for making submissions to the local government specified in a notice referred to in clause 64(3); and
  - (b) if a copy of the application has been provided to a statutory, public or planning authority under clause 66 — the end of each period for providing a memorandum to the local government referred to in clause 66(3).
- (2) The local government may determine an application for development approval by —
- (a) granting development approval without conditions; or
  - (b) granting development approval with conditions; or
  - (c) refusing to grant development approval.

**69. Application not to be refused if development contribution plan not in place**

- (1) The local government must not refuse an application for development approval only because there is not a development contribution plan in place in relation to the development.
- (2) The local government must not grant development approval subject to a condition that future contributions to the provision of infrastructure related to the development may be required under a development contribution plan that is not in place at the time the application is determined.

**70. Form and date of determination**

- (1) As soon as practicable after determining an application for development approval, the local government must give the applicant written notice of the determination in the form of the “Notice of determination on application for development approval” set out in clause 86(4).



Shire of  
**Nannup**  
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# Minutes

Special Meeting of Council Thursday 11 February 2021

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# Minutes

## 1. DECLARATION OF OPENING/ACKNOWLEDGEMENT OF COUNTRY:

The Shire President declared the meeting open at 5.30 pm.

## 2. RECORD OF ATTENDANCE / VISITORS / APOLOGIES & LEAVE OF ABSENCE:

### ***Record of Attendance:***

Shire President - Cr T Dean

Councillors - C Stevenson, C Brown, C Buckland, V Corlett, V Hansen, P Fraser, R Mellema.

Chief Executive Officer – David Taylor

Development Services Officer – Jane Buckland

Governance Officer – Sarah Dean

Shire of Nannup Consultant Town Planner – Steve Thompson (via Zoom)

***Visitors:*** Ian & Davina Gibb, Rick & Sandy Bruce, Glen Davis, Sue Cranston, Martin Pollock, Kim Koeman, Wayne Leece, Mike & Jess Tucker, A Mason, D Sims, Neville Hamilton, Trevor Larke, Jim & Isabel Green, Cy Hamilton.

***Apologies:*** Nil.

***Leave of Absence:***

### ***21007 MELLEMA/BUCKLAND***

***That Cr Corlett be granted a leave of absence from 25 February 2021 Ordinary Meeting of Council.***

***CARRIED (8/0)***

## 3. DECLARATION OF INTEREST:

Cr Stevenson declared an impartiality interest in agenda item 6.1 Development Application – Private Airstrip. The nature of her impartiality interest is that she is a member of the greater Jalbarragup/Darradup community. The extent of her interest is that she is a committee member of the Darradup Volunteer Bush Fire Brigade and The Friends of Darradup Incorporated.

## 4. PETITIONS/DEPUTATIONS/PRESENTATION/SUBMISSIONS:

Nil.

## 5. PUBLIC QUESTION TIME

Nil.

## 6. REPORTS OF OFFICERS

AGENDA NUMBER:	6.1
SUBJECT:	Development Application – Private Airstrip
LOCATION/ADDRESS:	Lot 2 on Diagram 70077 (No. 40) Rivergum Way, Darradup
NAME OF APPLICANT:	Dieter Ebeling - Whisperwind
FILE REFERENCE:	A 770
AUTHOR:	Steve Thompson (Consultant Planner)
REPORTING OFFICER:	David Taylor – Chief Executive Officer
DISCLOSURE OF INTEREST:	Edge Planning & Property receive payment for planning advice to the Shire and declare a Financial Interest (section 5.70 of the <i>Local Government Act 1995</i> )
DATE OF REPORT	8 February 2021
PREVIOUS MEETING REFERENCE:	None
ATTACHMENT:	6.1.1 - Location Map 6.1.2 - Original plans and information from applicant 6.1.3 - Submissions (1 <sup>st</sup> round of consultation) 6.1.4 - Updated plans and information from applicant 6.1.5 - Updated current airstrip alignment and application plans 6.1.6 - Submissions (2 <sup>nd</sup> round of consultation) 6.1.7 - Extract of planning framework 6.1.8 - Extract from <i>Planning and Development (Local Planning Scheme) Regulations 2015</i>

### BACKGROUND:

The Shire has received a Development Application from Dieter Ebeling (Whisperwind) to construct a private airstrip, which can also be used as a bitumen driveway, at Lot 2 (No. 40), Rivergum Way, Darradup.

Relevant details relating to the site and the application include:

- The application site is shown in Attachment 6.1.1;
- The property is 40.8715 hectares in area, it contains a dwelling and some sheds;
- The land generally slopes towards the north with the lowest section on the northern boundary;



- Rivergum Way is unsealed;
- The majority of the site has been cleared of vegetation, while a portion near the centre and in the south eastern section contain native vegetation. There is also scattered mature vegetation in other parts of the site; and
- Lots to the east of the site are zoned 'Special Rural' and contain various dwellings and rural living uses. There are also dwellings to the west on Poison Swamp Road. The remainder of the area is predominantly Department of Biodiversity, Conservation and Attractions (DBCA) managed land.

### *Description of proposed development*

The applicant initially proposed the airstrip which was set back 42 metres from the eastern boundary of the site and proposed 365 flights per annum (refer to Attachment 6.1.2). Following a review of the initial round of consultation, the applicant has modified the proposal as outlined in Attachment 6.1.4 and Attachment 6.1.5. The details set out in Attachment 6.1.4 and the revised plans in Attachment 6.1.5 replace the original proposal and plans. The revised proposal and plans (western alignment) are those assessed in this report by Shire administration and the Council.

The development application now seeks development approval for a private airstrip in accordance with the plans shown in Attachment 6.1.4 and 6.1.5 (western alignment). In particular, the applicant proposes the following:

- The construction of a private airstrip that can also function as a vehicle driveway;
- The airstrip will be 900 metres long, 20 metres wide and will be bituminised. There will be a 20 metre grassed area on either side of the bitumen;
- The runway is now central in the property and setback 200 metres from the eastern boundary;
- The airstrip is aligned north/south on the property with take-off and approach generally over DBCA managed land;
- The property is adequately fenced providing secure access;
- A maximum of 120 take-offs and 120 landings per year;
- No night time take-offs or landings are proposed; and
- No commercial or recreational use is proposed.

The applicant confirms there is a need to provide engineering designs of the airstrip including drainage management design and setting out how run-off will be managed prior to construction.

### *Consultation (first round)*

The Shire administration undertook its first round of consultation through inviting public comment on the Development Application for a period of 17 days by writing to 23 adjoining/nearby landowners. Attachment 6.1.3 sets out the submissions. In the first round of consultation, 17 submissions were received by the Shire. In summary:

- no submissions were supportive of the proposed development or raised no objections;
- 3 submissions raised issues; and

- 14 submissions objected to the private airstrip.

Various issues and objections were raised including:

- Noise and amenity;
- Environmental impacts;
- Clarifying the types of aircraft and numbers of flights;
- Safety;
- Potential commercial/recreation use;
- Bushfire risks; and
- Impacts on property values.

### *Consultation (second round)*

The Shire consulted a second time and received 11 responses (see Attachment 6.1.6). This has revealed greater support to the revised proposal however overall a majority of submitters still either raise issues with or object to the proposal. Any additional submissions received in the coming days will be provided to Councillors prior to the Council meeting.

### *Planning framework*

In summary:

- The property is zoned 'Agriculture' in the *Shire of Nannup Local Planning Scheme No. 3 (LPS3)* and zoned 'Rural' in the draft *Shire of Nannup Local Planning Scheme No. 4*;
- An airstrip (airfield) is not included in the zoning table of LPS3; and
- The property is located within a bushfire prone area as designated by the Fire and Emergency Services Commissioner.

An extract of the local planning framework is outlined in Attachment 6.1.7.

Attachment 6.1.8 is an extract from the *Planning and Development (Local Planning Schemes) Regulations 2015* which sets out matters to be considered by local government in assessing a Development Application.

## **COMMENT:**

### *A) Overview*

Following an assessment of the Development Application (the revised information in Attachment 6.1.4 and the westerly alignment in Attachment 6.1.5) against the planning framework, submissions and information provided by the applicant, the Development Application is considered to be conditionally suitable. It is accordingly recommended that Council conditionally approve this Development Application given:

- The number of take-offs and landings and the size of the proposed aircraft have been clarified. Importantly, the number of take-offs have been reduced from 365 per year to 120 per year along with a corresponding reduction in landings from 365 to 120 per year;
- The application does not conflict with LPS3 objectives;
- It is suggested the private airstrip should not detrimentally detract from the amenity of the local area including for noise, hours of operation, traffic, visual amenity, privacy, lighting and emissions;
- The revised proposal, now centrally located on the site, has setbacks of around 200 metres to the eastern boundary or around 220 metres to the closest off-site dwellings; and
- Development conditions can assist to reduce risks associated with the development.

While noting the above, the key issues with the application are outlined below. It is suggested that noise impacts and the potential resultant loss of amenity are the primary planning considerations when assessing the application.

### *B) Key issues*

#### Noise & amenity

As outlined in Attachment 6.1.4, the applicant has:

- Supplied specifications on the aircraft to be used at the private airstrip which assists to better understand the noise output of the aircraft;
- Clarified the type and size of proposed aircraft to use the airstrip. The applicant requests approval to land aircraft that are classified as Light Aircraft under a Maximum Take Off Weight (MTOW) of under 5,700kg. As outlined in Attachment 6.1.4, the applicant has clarified the make and models of aircraft that are intended to land that fit within this classification;
- Provided information on legislation that regulates aircraft noise;
- Included acoustic expert advice on anticipated amenity impacts as a result of airstrip operations;
- Clarified details relating to regional local/regional flying; and
- Advised there is no proposal to perform/practice aerobatic activities from the property.

It is highlighted, at this stage, that no acoustic assessment has been prepared for the proposal on this site. The Council may determine that this is required prior to it assessing the Development Application.

The Shire administration acknowledges that there will be some noise and amenity impacts likely to be felt by surrounding residences as a result of the airstrip.

There is no State Government guiding separation distances for airstrips from sensitive land uses (such as dwellings). The local planning framework provides general guidance but not specific guidance to assist in guiding the determination of this Development Application.

To address the planning framework, including LPS3, the proposed private airstrip should not cause unacceptable noise impacts or loss of amenity to nearby residences. It is suggested that determining 'amenity' can be subjective and can be interpreted differently depending on an individual's viewpoints regarding environmental qualities. This is evidenced by a combination of acceptance, support and opposition for the proposed airstrip.

It is suggested that the health, well-being, amenity and safety of local residents and the environment should be suitably protected from the impacts of noise, air emissions, odour and other impacts through appropriate management and adequate separation distances. It is suggested that:

- Provided reasonable conditions are attached to any approval, including limiting flight numbers, timing of take-offs and landings and the size of the aircraft, the private airstrip use could proceed without causing unacceptable noise impacts or loss of amenity for surrounding residences;
- The revised proposal is considered to have far lower impacts than the original proposal. This includes that noise impacts are also lessened due to take-offs and landings in daylight hours;
- There is a maximum of 120 take-offs and 120 landings per year; and
- The noise source is limited to day time hours, is short in duration and affected parties are provided with substantial respite from this intrusion.

#### Monitoring flight numbers

Some submitters have concerns that the Shire will be unable to monitor the additional flights for compliance if approved. A condition is proposed to any approval requiring the applicant to keep a logbook of all flight activity from the airstrip. It is understood any pilot using the airstrip is required by law to maintain a flight logbook.

#### Commercial activity

Some submitters are concerned that the airstrip will be used for commercial purposes, or that the use is a precursor to future commercial development (joy flights, skydiving). The applicant confirms the airstrip is for private use only.

#### Safety

It is acknowledged that there is the possibility of a crash incident. It is also acknowledged that the applicant would take every precaution to ensure the risk of incident is minimised. The risk of plane crash incidents is not sufficient grounds to recommend that the Development Application be refused.

#### Flora and fauna impacts

Most of the proposed airstrip is located on cleared land. The airstrip will result in some clearing of native vegetation. While noting that development should seek where possible to avoid adverse impacts on environmental assets, where avoidance is not possible, the adverse impacts should be minimised. Ideally, there is no net loss in biodiversity assets. To assist in mitigating impacts, the applicant has supported

lodging a conservation covenant for an area of 2 hectares. The Council may also want the applicant to undertake additional planting of native vegetation in suitable locations.

The DBCA have been asked for their input relating to impacts (if any) on the quality of habitat and native fauna in the area. At the time of writing this report, the DBCA response had not been received.

It is suggested the proposed private airstrip is not likely to impact on native wildlife or domestic/stock animals any more than some 'as of right' land uses would such as farm machinery noise, motorbikes and plane overflights associated with aerial spraying. Wildlife moving throughout the area will have considerable respite from any take-off or landing noise with a maximum of 120 take-offs and 120 landings per year.

#### Impacts of water resources including the Blackwood River

The site adjoins the Blackwood River. There are accordingly concerns about the airstrip impacts on the Blackwood River, in particular from water runoff from the airstrip which may contain contaminants such as oils and fuels.

Subject to appropriate detailed stormwater designs and construction, the proposed airstrip is unlikely to detrimentally impact on surface water resources. The risk of runoff and contamination to the Blackwood River is considered manageable.

A condition is recommended requiring any fuel and oil storage associated with the airstrip use to be suitably and safely addressed to minimise risk of contamination.

#### Privacy

There is concern from some submitters regarding the loss of or intrusion on privacy by aircraft flying low over properties. Based on the revised airstrip alignment, the impacts on privacy are considered low.

During take-off and climb, it is suggested the pilot's primary focus is on instruments and flying the aircraft, not observing neighbouring properties. The altitude at which the planes fly, combined with the speeds at which the planes are travelling make particular details on neighbouring properties, including people, almost undetectable. For this reason, the impacts of privacy are likely to be negligible and has not been a substantial consideration during the assessment of this application.

#### Odour and emissions (excluding noise)

The use of the proposed airstrip will create modest levels of aircraft odour and emission impacts. Aircraft exhaust particles could settle on house roofs which then flow into rainwater tanks causing a health issue. It is suggested that it is unlikely that the exhaust from the aircraft would cause contamination of local water supplies however this may need to be monitored. An advice note is included in the Officer Recommendation regarding monitoring. There are risks/impacts from cars and trucks driving along the gravel roads in the area and other permitted rural uses involving machinery that could also pose contamination risks.

### Fire risk

The applicant has not submitted a Bushfire Management Plan or a Bushfire Emergency Evacuation Plan. It is recommended a Bushfire Management Plan is prepared for the property.

### Property devaluation

Some submitters are concerned the proposed airstrip will cause property valuations to fall. The potential for a development to devalue land is not a valid planning consideration. Notwithstanding this, the proposed use of the airstrip is not likely to have an unacceptable impact on amenity surrounding the subject site.

### Use alternative airports

Some submitters suggest that the applicant should use established airports rather than this proposed new airstrip. Although there may be alternate locations to operate the proposed use, this is not sufficient grounds to recommend the application be refused, particularly considering the proposed development is not considered to conflict with LPS3. As discussed above, the Shire administration consider that the scale of the proposed use should not cause an unacceptable noise nuisance and loss of amenity to surrounding residents.

### *C) Conclusion and options*

It is recommended that Council approve the Development Application subject to conditions. The Council could alternatively choose to defer making a decision on the matter and seek additional information or it may determine to refuse the Development Application.

## **STATUTORY ENVIRONMENT:**

*Planning and Development Act 2005, Planning and Development (Local Planning Scheme) Regulations 2015, LPS3, along with Commonwealth legislation relating to aircraft use and safety including Air Navigation (Aircraft Noise) Regulations 2018.*

The applicant is advised that referral may be required under the *Environmental Protection and Biodiversity Conservation Act 1999* if the proposed activities are likely to have a significant impact on a matter of national environmental significance.

## **POLICY IMPLICATIONS:**

Local Planning Policy *LPP20 Developer and Subdivider Contributions* is a non-statutory document which is designed to provide guidance to assist the Council in its decision making. Accordingly, the Council is not bound by the policies but is required to have regard to the policies in determining the Development Application. Additionally, there are various State Planning Policies which are relevant in assessing the

Development Application including *SPP2 Environment and Natural Resources*, *SPP2.5 Rural Planning 2.5* or *SPP3.7 Planning in Bushfire Prone Areas*.

## **FINANCIAL IMPLICATIONS:**

The applicant has a Right of Review to the State Administrative Tribunal on the Council's decision.

## **STRATEGIC IMPLICATIONS:**

The proposed private airstrip is considered generally consistent with the aims of the endorsed *Shire of Nannup Local Planning Strategy* and LPS3.

The property is zoned 'Agriculture' in the *Shire of Nannup Local Planning Scheme No. 3*, zoned 'Rural' in the draft *Shire of Nannup Local Planning Scheme No. 4* and classified as 'Rural Residential' in the *Shire of Nannup Local Planning Strategy*.

With changing State Government requirements, and landowner preferences, there is no guarantee the property will be approved and rezoned to 'Rural Residential'. There is still a requirement for relevant planning, bushfire, environmental and servicing considerations to be appropriately addressed.

In terms of assessing the Development Application, the document which has the most 'weight' is the *Shire of Nannup Local Planning Scheme No. 3*.

The applicant complies with various components of the Local Planning Strategy, while other components can be mitigated through development conditions in the recommendation. The following sets out relevant extracts of the Local Planning Strategy:

### 2.2 Objectives

- d) assist to broaden the economic and employment base of the Shire through greater diversification and promoting a resilient and increasingly robust economy;*
- e) promote agricultural activity as the key economic and social driver for the Shire;*
- g) ii) attract and retain people and businesses;*

### 2.3 Aims of Strategy

*The local government aims to:*

- a) attract and retain people and businesses;*
- b) support and promote a resilient local economy;*
- c) make the most of economic development opportunities by capitalising on the Shire's competitive advantages;*
- d) conserve land required for agricultural production and support opportunities for agricultural diversification and value adding;*

s6) require appropriate buffers for hazard and amenity as determined by the appropriate authorities for those land uses. Buffer distances are guided by the standards recommended by the Environmental Protection Authority (EPA) unless appropriately justified by the proponent to the satisfaction of the local government;

### **There are no EPA buffer standards for airstrips**

*The local government will:*

*C12) require appropriate buffers for rivers, watercourses and wetlands in LPS4, which will be determined based on the values of the environmental assets and proposed land uses. As a guide, the development setback from rivers, watercourses and wetlands is 100 metres which can be reduced to 50 metres based on the proposed development and a consideration of existing soil, landform and vegetation conditions.*

### **VOTING REQUIREMENTS:**

Simple Majority.

#### **RECOMMENDATION:**

That Council approve the Development Application, set out in Attachment 6.1.5 (western 900 metre length alignment), for a private airstrip at Lot 2 on Diagram 70077 (No. 40), Rivergum Way, Darradup subject to the following conditions:

#### General

1. This approval shall expire if the development hereby approved has not been substantially commenced within a period of two (2) years from the date hereof, or within any extension of that time (requested in writing prior to the approval expiring) that may be granted by the local government. Where the Development Approval has lapsed no further development is to be carried out.
2. The development hereby approved must be carried out in accordance with the plans and documentation set out in Attachment 6.1.4 and in Attachment 6.1.5 (western alignment), addressing all conditions, or otherwise amended by the local government and shown on the approved plans and these shall not be altered and/or modified without the prior knowledge and written consent of the local government.

#### Aircraft operations

3. A maximum of 120 take-offs and 120 landings are permitted per year.
4. The applicant must, for the life of the development, maintain a flight logbook, which contains records of all flight movements to and from the approved



airstrip, including visitor flights. Flight records must include the aircraft used, and the date in which the flight/s was carried out. At the request of the local government, the logbook must be made available to the local government for review.

5. Use of the airstrip is to Light Aircraft Classification with maximum take-off weight (MTOW) below 5,700 kilograms. Additionally, the airstrip is not used for commercial or recreational activities.
6. Operation of the private airstrip shall be restricted to daylight hours.
7. Any material likely to degrade water (e.g. fuels, oils, lubricants, solvents, coolants, degreasing agents etc.) must be stored within a bunded area, or an appropriately designed chemical storage container, suitable for preventing the escape of material into surface or underground water resources.
8. The airstrip and driveway are to be designed, constructed, sealed and drained prior to use of the airstrip by a suitably qualified engineer to the satisfaction of the local government.
9. Any lighting device shall be positioned and shielded so as not to cause any direct, reflected or incidental light beyond the property boundaries. Lighting should be designed in accordance with *AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting*.
10. The use of the site must not adversely affect the amenity of the locality by reason of noise.

#### Stormwater drainage/water quality

11. Prior to commencement of any works, a Stormwater Management Plan shall be submitted for approval by the local government and thereafter implemented and maintained to the satisfaction of the local government. Amongst matters, the Plan should:
  - (a) Ensure that all stormwater from the airstrip and other impervious areas are collected, detained and suitably treated on site for the 1 in 1 year, 1 hour average recurrence interval (ARI) storm event;
  - (b) Address surface water management for larger 1 in 20 year and 1 in 50 year storm events to prevent stormwater causing soil erosion on the application site, on neighbouring properties and on public infrastructure; and
  - (c) Be designed in accordance with the *Stormwater Management Manual for Western Australia*.
12. Any aircraft wash down area/s is to be located so as to prevent the discharge of sediment, contaminants or wastewater to waterways or watercourses.
13. An emergency spill containment kit must be kept on site at all times and used when a spill occurs to prevent the escape of any contaminants off-site.

### Managing fire risks

14. The applicant shall prepare and implement a Bushfire Management Plan to the satisfaction of the local government prior to the use of the airstrip.
15. The development is to be provided with a source of water for fire-fighting purposes of not less than 50,000 litres. This may be satisfied by the provision of an accessible dam or tank. In the case of a tank supply, delivery of the water should be provided through a 50mm Camlock fitting. The outlet from the tank water supply or the dam shall be located in an accessible position.
16. No flight take-off or landings are to occur on days where either a Total Fire Ban or a Harvest and Vehicle Movement Ban has been declared for the Shire of Nannup.

### Environmental management

17. The applicant lodges a Conservation Covenant under the *Soil and Land Conservation Act 1945*, to the Soil Commissioner, prior to the commencement of site works. The applicant is to provide written evidence of the registration to the local government.
18. No native vegetation shall be removed in the construction of the private airstrip, unless permitted by a clearing licence or permit issued by the Department of Water and Environmental Regulation.

### ADVICE

- A) The Shire has no plans in the foreseeable future to seal Rivergum Way between Lot 2 (No. 40) Rivergum Way and Helyar Road.
- B) The property is entirely located in an area which has been declared as bushfire prone by the Fire and Emergency Services Commissioner. The applicant is advised to prepare and implement an Emergency Management and Evacuation Plan prior to occupation. The applicant should also take all practical steps to minimise the risk of bushfires and provide a fire fighting unit.
- D) The applicant is encouraged to prepare a Works Safety Plan prior to the commencement of operations which is then appropriately implemented.
- E) The applicant should retain appropriate Public Liability Insurance to cover the entire area the subject of this approval.
- F) The applicant is encouraged to work with nearby residents who may be concerned with aircraft emissions impacting water quality into their rainwater tanks. This could include financially contributing to an independent assessment of water quality in tanks prior to the airstrip use commencing and monitoring after two years of operations.

- G) If the 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.

***Procedural Motion:***

**21008 BROWN/STEVENSON**

***That voting be deferred until a site specific acoustic assessment can be undertaken.***

***PROCEDURAL MOTION LOST (3/5)***

***Voted for motion: Cr Brown, Cr Stevenson, Cr Corlett***

***Voted against motion: Cr Dean, Cr Buckland, Cr Mellema, Cr Hansen, Cr Fraser***

***Voting on the original officer recommendation:***

**21009 BUCKLAND/HANSEN**

***ORIGINAL MOTION LOST (3/5)***

***Voted for recommendation: Cr Buckland, Cr Hansen, Cr Brown***

***Voted against: Cr Stevenson, Cr Mellema, Cr Fraser, Cr Dean, Cr Corlett***

**7. CLOSURE OF MEETING**

The Shire President declared the meeting closed at 6.19 pm.

# **ACOUSTIC REPORT**

**FOR**

**A PRIVATE AIRSTRIP**

**3 June 2021**

**AES-890177-R01-0-03062021**

# DOCUMENT CONTROL

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**Revision:** 0  
**Date:** 3 June 2021  
**Doc NO:** AES-890177-R01-0-03062021

**Acoustic Engineering Solutions**

**ABN: 64 451 362 914**

This document contains commercial, conceptual and engineering information which is proprietary to Acoustic Engineering Solutions (AES). The information in this document should not be divulged to a third party without AES written consent.

## EXECUTIVE SUMMARY

Acoustic Engineering Solutions has been commissioned by The Shire of Nannup to prepare an acoustic report to assess aircraft noise from a proposed private airstrip at Lot 2 (#40) Rivergum Way Darradup. The airstrip is proposed for private use only (not for commercial use) and for light planes. The airstrip operates during the daylight hours only.

An acoustic model is created using the Integrated Noise Model (INM). Eight scenarios are modelled to represent the landing/departing events of a Beechcraft Baron 58 and Extra NG.

Aircraft noise levels  $L_{AMax}$  and contours are predicted at the ten closest residences and for the surrounding area. The predicted  $L_{AMax}$  is:

- Below 67 dB(A) at all of the closest residences for a landing Beechcraft Baron 58.
- Below 83 dB(A) at all of the closest residences for a departing Beechcraft Baron 58.
- Below 46 dB(A) at all of the closest residences for a landing Extra NG.
- Below 69 dB(A) at all of the closest residences for a departing Extra NG.

The modelling results indicate that:

- A landing Extra NG is unlikely to interfere with any activities of the closest residents indoors and outdoors.
- A landing Beechcraft Baron 58 or a departing Extra NG is unlikely to interfere with any indoor activities of the closest residents but may have low degree interference on outdoor activities at some of the closest residences.
- A departing Beechcraft Baron 58 will interfere with the outdoor activities for the closest residents. However, the degree of indoor activity interference depends on if the roofs are acoustically insulated and if the external doors and windows are closed during the departure of Beechcraft Baron 58.

Evektor Harmony LSA is not modelled because INM does not have its data or its substitute aircraft. From its specifications, an Evektor Harmony LSA is expected to have lower noise emission than Extra NG. Therefore, a landing or departing Evektor Harmony LSA will not be expected to interfere with any indoor and outdoor activities for the closest residents.

The aircraft movement in this airstrip is very low (10 per month). Normally  $L_{AMax}$  of a single aircraft movement is a short event. When aircraft noise is audible, the audible-noise level from a single aircraft movement is below its  $L_{AMax}$  for most of the aircraft noise-audible period. For this proposed airstrip, therefore, the time of aircraft noise interference on the surrounding residents is limited.

All flights occur during the daylight hours only. Therefore, no aircraft noise affects people sleeping or interferes with night-time activities.

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## 1.0 INTRODUCTION

Acoustic Engineering Solutions (AES) has been commissioned by The Shire of Nannup to undertake aircraft noise modelling of a private airstrip proposed at Lot 2 (#40) Rivergum Way Darradup.

### 1.1 PROPOSED AIRSTRIP

Figure 1 in APPENDIX A presents an aerial view<sup>1</sup> of the proposed airstrip and surrounding area, including ten (10) closest residential premises.

The airstrip is proposed for personal use only during the daylight hours, which are stipulated as first light and last light by the bureau of meteorology. The airstrip operates with annual movements of less than 120 take-offs and landings (on average of 10 per month). Multiple movements won't occur on a day.

The airstrip is proposed for the following airplanes:

- Beechcraft Baron 58;
- Extra NG; and
- Evektor Harmony LSA.

The runways RW01/02 are built on a hilly land and have a 40 metre fall from south to north.

---

<sup>1</sup> Obtained from Google Map.



## 2.0 AIRCRAFT NOISE CRITERIA

Aircraft noise at major airports located on Commonwealth land (such as Perth Airport) is managed under the Commonwealth Airports Act 1996 and the Airports (Environment Protection) Regulations 1997. However, the Regulations do not apply to noise pollution generated by an aircraft, or noise generated by an aircraft in flight or when landing, taking off or taxiing at an airport.

There is no Western Australian or Commonwealth Government policy that specifically applies to the assessment or management of aircraft noise from a private airstrip on a private land with low aircraft moment frequency.

In Western Australia, environmental noise management is implemented through the Environmental Protection (Noise) Regulations 1997 (the Regulations). However, Regulation 3 states that the "Regulations do not apply to certain noise emissions:

- (1) Nothing in these regulations applies to the following noise emissions —
  - (c) Noise emissions from trains or aircraft (other than model aircraft and trains operating on railways with a gauge of less than 70 cm)".

SPP 5.1<sup>2</sup> is implemented for the management of land use in the vicinity of Perth Airport, which is an existing airport and has high number of daily aircraft movements. Australian Standard AS2021<sup>3</sup> recommends the indoor design aircraft noise levels of residential houses or apartment units close to airports. Both SPP 5.1 and AS2021 do not intend to manage the aircraft noise from an airport or airstrip.

A common measure of individual aircraft noise is  $L_{A_{Max}}$ .  $L_{A_{Max}}$  is the maximum value that the A-weighted sound pressure level reaches during an event of flight, landing or departure of an aircraft. The time length for experiencing  $L_{A_{Max}}$  varies depending on the aircraft speed, flight track and weather (wind) conditions. Normally  $L_{A_{Max}}$  of a single aircraft is a short event. Aircraft noise decreases as an airplane flies away. When aircraft noise is audible, the audible-noise level is below its  $L_{A_{Max}}$  for most of the aircraft noise-audible period.

An aircraft noise event is unlikely to interfere with conversation or listening to the radio or television if it has an  $L_{A_{max}}$  of less than 60 dB(A)<sup>4</sup>. A normal building envelop can reduce noise from outside to inside by around 10 dB(A) with opened windows or by 24 – 38 dB(A) with closed doors and windows<sup>5</sup>. This means that an outdoor  $L_{A_{max}}$  of about 70 dB(A) or below is unlikely to interfere with verbal communication indoors even with open doors and windows.

<sup>2</sup> State Planning Policy 5.1 "Land use planning in the vicinity of Perth Airport", July 2012

<sup>3</sup> AS 2021:2015, Acoustics—Aircraft noise intrusion— Building siting and construction.

<sup>4</sup> Department of Transport and Regional Services, "Expanding Ways to Describe and Assess Aircraft Noise", DOTRS, Canberra 2000.

<sup>5</sup> AIRCRAFT NOISE INSULATION FOR RESIDENTIAL DEVELOPMENT IN THE VICINITY OF PERTH AIRPORT, Feb. 2004.

## 3.0 NOISE MODELLING

### 3.1 INTEGRATED NOISE MODEL

An acoustic model is developed using the Integrated Noise Model (INM) aircraft noise prediction program developed by the US Federal Aviation Administration. INM is designed to estimate long-term average effects using average annual input conditions. INM enables prediction of aircraft noise levels for existing and proposed airport operations in the form of ANEFs, ANECs, N-contours and  $L_{A_{Max}}$  contours for areas surrounding an airport. INM is recognised internationally including in Australia.

The acoustic model does not include noise emissions from any sources other than from the aircrafts. Therefore, noise emissions from the equipment or mechanical plant operated in the proposed airstrip, road traffic, domestic sources etc are excluded from the modelling.

### 3.2 INPUT DATA

#### 3.2.1 Weather Conditions

INM requires the input of weather conditions. The annual average temperature and pressure at Nannup is used as input for this INM study.

The day-time weather settings are as follows:

Temperature	20 degrees C
Pressure	1013 hecto pascals (hPa)
Relative humidity	20%
Average Headwind	14.8 km/h (default INM value).

Predicted noise levels are not very sensitive to any of the above parameters – for example, reducing the temperature to 5°C, increasing atmospheric pressure to 1035 hPa or reducing the average headwind to zero, all result in a change of less than 1 decibel (dB) in the calculated noise level from typical operations.

The INM model does not allow for calculation of the effect of atmospheric conditions such as wind and temperature inversions on sound propagation. These factors are known to have a strong influence on noise generated at ground level. However, for sources that are significantly elevated, such as an aircraft in flight, their influence on sound propagation is much lower, and has not been as thoroughly studied.

In many cases, the major impact of adverse wind and temperature gradient conditions on noise from ground level sources comes through the removal of intervening barriers. This can result in significant enhancement of noise at the receiver location. However, this effect is not relevant for noise from a source such as an aircraft in flight.

### 3.2.2 Topography

No topographic data, buildings and sheds are considered in the model.

INM is insensitive to the terrain data because the barrier effect of terrain data is insignificant.

### 3.2.3 Receivers

Ten closest residences R1 to R10 are selected, as shown in Figure 1 in APPENDIX A. All of the selected receivers are assumed to be 1.5m above the ground.

### 3.2.4 Airstrip Characteristics

The proposed Airstrip Reference Point (ARP) is shown in Table 3-1:

**Table 3-1: Airport Reference Point.**

Description	Latitude	Longitude	Elevation (m)
Airstrip Reference Point	34.094918547 S	115.557160342 E	65

The proposed airstrip has two runways: RW01 and RW02, as shown in Figure 1 in APPENDIX A. The runways RW01/RW02 are orientated in north-south direction and approximate 900m long 20m wide. Table 3-2 presents the end coordinates of runways.

**Table 3-2: Runway Coordinates.**

Description	Latitude	Longitude	Elevation (m)	Length X Width (m)
Runway R01	34.090388670 S	115.556445653 E	40	900 X 20
Runway R02	34.098774350 S	115.556225102 E	73	900 X 20

In the following sections, the following conventions are adopted:

- Arrival or landing on RW01 means that an aircraft flies from the north of airstrip towards the airstrip and arrives at (or lands on) the north end of runway (RW01).
- Arrival or landing on RW02 means that an aircraft flies from the south of airstrip towards the airstrip and arrives at (or lands on) the south end of runway (RW02).

- Departing or taking-off from RW01 means that an aircraft starts to fly from the north end of runway (RW01) towards the south.
- Departing or taking-off from RW02 means that an aircraft starts to fly from the south end of runway (RW02) towards the north.

### 3.2.5 Flight Tracks

A flight track represents a two-dimensional projection of the flight path onto the ground surface while a flight path represents a three-dimensional trace of an aircraft position. When arriving at or departing from a destined airport, an aircraft nominally follows one of a number of flight paths (Standard Terminal Arrival Routes (STARs) or Standard Instrument Departure Routes (SIDs)). However, actual paths may diverge from these nominal paths due to meteorological conditions, requirements for aircraft separation, and other variable factors.

As advised, straight flight tracks will be used for all of the flights in this study.

### 3.2.6 Flight Operations

The following information is provided:

- The aircrafts operated in the airstrip are:
  - Beechcraft Baron 58;
  - Extra NG; and
  - Evektor Harmony LSA.
- Approximately 10 movements (landing and departure) are planned per month.
- All flights operate during the daylight hours.
- All of the landing and departure tracks are straight flight tracks.

The INM aircraft noise database is limited and mainly for commercial and training aircrafts. INM has the full noise data for Beechcraft Baron 58 but does not for Evektor Harmony LSA and Extra NG. INM allows the substitution of similar aircraft from its database.

Both Evektor Harmony LSA and Extra NG are two-seat light aircrafts powered by a single engine. Extra NG has the maximum landing and take-off weights of 902kg & 950kg. Evektor Harmony LSA is a light sport aircraft and has the maximum take-off weight of 600kg.

Piper PA28 Cherokee is a family of two-seat or four-seat single-engine powered light airplane. Its maximum take-off and landing weights are 1055kg (similar to Extra NG). It is one of light airplanes with lower noise emissions in the INM database. PA28 is used as the substitution of Extra NG for this study.

INM does not have the database for sport aircrafts. From its specifications, Evektor Harmony LSA should have lower noise emission than Extra NG.

Based on the provided information, the following eight flight-operational scenarios are modelled:

- Scenario 1: Beechcraft Baron 58 arrives at RW01.
- Scenario 2: Beechcraft Baron 58 departs from RW01.

- Scenario 3: Beechcraft Baron 58 arrives at RW02.
- Scenario 4: Beechcraft Baron 58 departs from RW02.
- Scenario 5: Extra NG arrives at RW01.
- Scenario 6: Extra NG departs from RW01.
- Scenario 7: Extra NG arrives at RW02.
- Scenario 8: Extra NG departs from RW02.

Evektor Harmony LSA is not modelled because INM does not have its data or the data of its similar aircrafts. However, this study focuses on the aircraft noise impact on the closest residents. The noise level prediction of lowest noise aircraft becomes less important.

## 4.0 MODELLING RESULTS

### 4.1 POINT MODELLING RESULTS

Table 4-1 presents the predicted aircraft noise levels  $L_{AMax}$  in dB(A). The predicted  $L_{AMax}$  is:

- Below 67 dB(A) at all of the closest residences for a landing Beechcraft Baron 58 (scenarios 1 and 3).
- Below 83 dB(A) at all of the closest residences for a departing Beechcraft Baron 58 (scenarios 2 and 4).
- Below 46 dB(A) at the closest residences for a landing Extra NG (scenarios 5 and 7).
- Below 69 dB(A) at the closest residences for a departing Extra NG (scenarios 6 & 8).

**Table 4-1: Predicted aircraft noise levels  $L_{AMax}$  in dB(A).**

Residences	S1	S2	S3	S4	S5	S6	S7	S8
R1	55.3	70.8	59.2	71.2	29.7	55.3	38.1	54.8
R2	59.4	77.6	66.5	78.2	32.1	62.9	45.6	62.5
R3	61.2	76.5	64.4	77.1	35.4	61.2	43.3	61.7
R4	64.9	78.6	66.3	79.9	39.0	63.3	44.7	64.9
R5	66.6	78.1	67.3	80.1	41.1	62.7	42.9	65.3
R6	62.8	77.0	61.6	79.7	41.6	61.3	36.5	65.1
R7	65.9	80.5	62.8	83.0	44.9	64.9	35.0	69.2
R8	58.3	72.1	52.3	75.0	37.3	56.0	27.3	61.1
R9	56.3	70.4	58.4	72.4	34.7	54.1	33.8	57.0
R10	60.3	71.4	60.3	72.9	35.1	55.1	36.1	57.5

### 4.2 NOISE CONTOURS

Figure 2 to Figure 9 in APPENDIX B present the aircraft noise level  $L_{AMax}$  contours for different landing and departing events at 1.5m above the ground. These noise contours are the  $L_{AMax}$  envelopes, which will not be experienced at the same time. The time for

experiencing  $L_{A_{Max}}$  depends on the relative distance between the flying aircraft and receiver and weather (wind) conditions.

## 5.0 ASSESSMENT AND DISCUSSIONS

As indicated in section 2.0, no Western Australian or Commonwealth Government policy applies to the assessment or management of aircraft noise from a private airstrip on a private land. Therefore, no compliance assessment is undertaken.

When an Extra NG is landing on either runway of the proposed airstrip, the predicted noise level  $L_{AMax}$  is below 46 dB(A) at the closest residences. As indicated in section 2.0, aircraft noise is unlikely to interfere with any indoor and outdoor activities of the closest residents.

When a Beechcraft Baron 58 lands or an Extra NG departs from the airstrip, the predicted noise level  $L_{AMax}$  is below 69 dB(A) at the closest residences. Aircraft noise is unlikely to interfere with any indoor activities of the closest residents but may have low degree interference on outdoor activities at some of the closest residences.

When a Beechcraft Baron 58 departs from the airstrip, the predicted noise level  $L_{AMax}$  is above 70 dB(A) but below 83 dB(A) at the closest residences. This indicates that a departing Beechcraft Baron 58 will interfere with the outdoor activities for the closest residents. However, the degree of indoor activity interference depends on if the roofs are acoustically insulated and if the external doors and windows are closed during the departure of Beechcraft Baron 58.

Evektor Harmony LSA is not modelled because INM does not have the database of light sport aircrafts. From its specifications, an Evektor Harmony LSA is expected to have lower noise emission than Extra NG. Therefore, a landing or departing Evektor Harmony LSA will not be expected to interfere with any indoor and outdoor activities for the closest residents.

The aircraft movement in this airstrip is very low (10 per month). Normally  $L_{AMax}$  of a single aircraft movement is a short event. When aircraft noise is audible, the audible-noise level from a single aircraft movement is below its  $L_{AMax}$  for most of the aircraft noise-audible period. For this proposed airstrip, therefore, the time of aircraft noise interference on the surrounding residents is limited.

It is advised that all flights occur during the daylight hours only. Therefore, no aircraft noise affects night-time sleeping and interferes with night-time activities at the closest residences.



## **APPENDIX A     AIRSTRIP**



**Figure 1: Aerial view of the airstrip and surrounding area.**

## **APPENDIX B      NOISE CONTOURS**

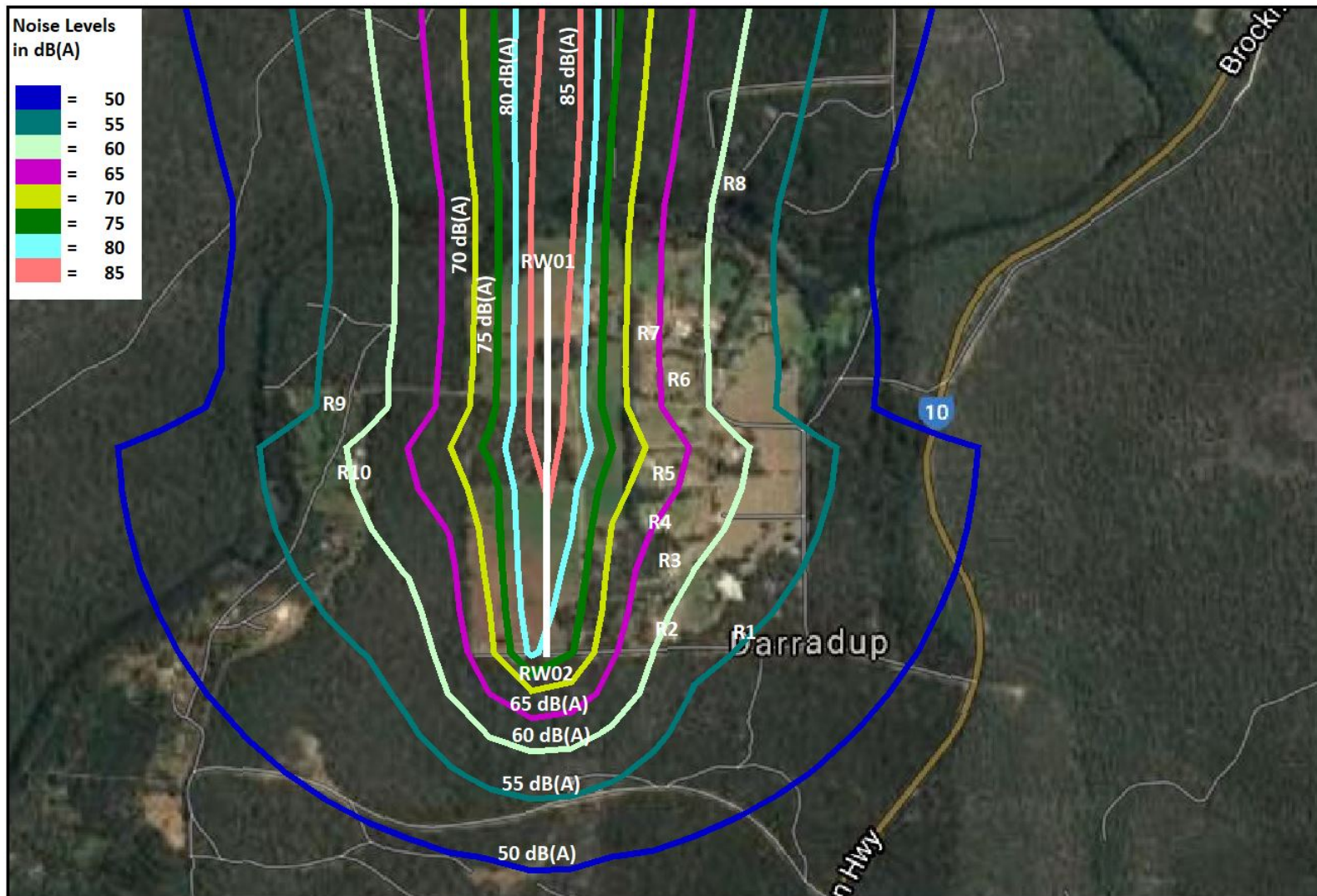


Figure 2: Noise  $L_{A_{Max}}$  contours for scenario 1 – Beechcraft Baron 58 landing at RW01.

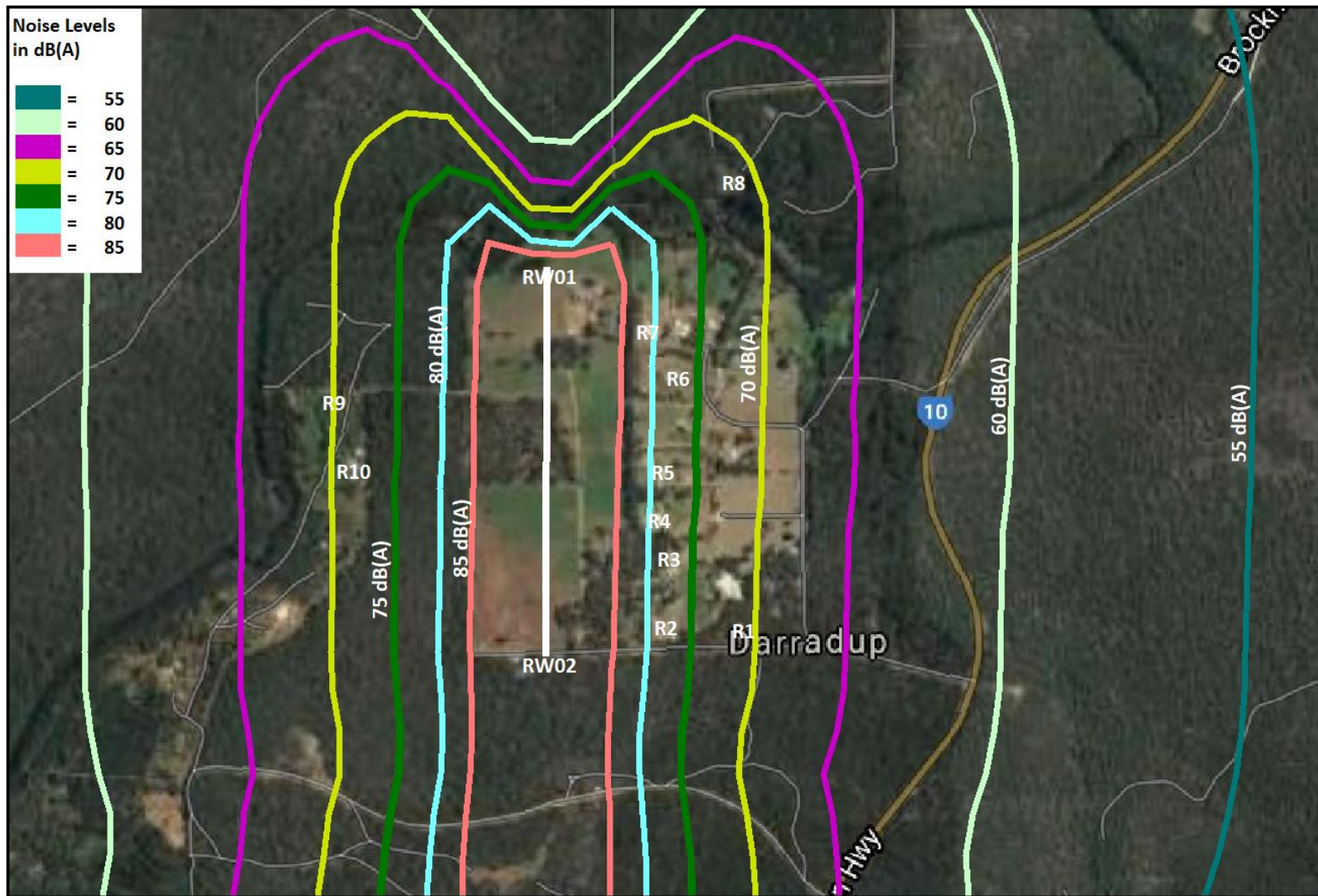


Figure 3: Noise  $L_{A_{Max}}$  contours for scenario 2 – Beechcraft Baron 58 departing from RW01.

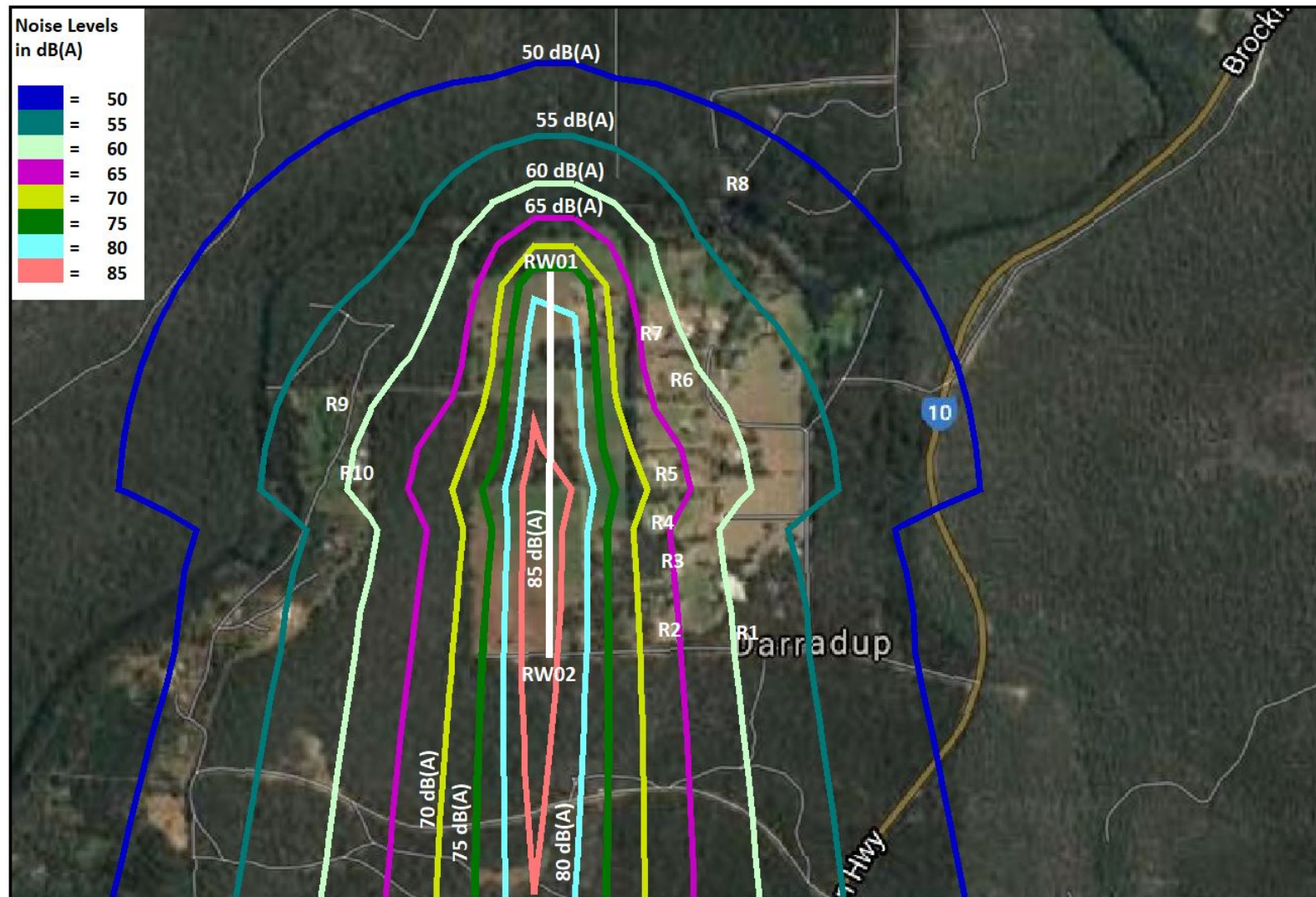


Figure 4: Noise  $L_{A_{Max}}$  contours for scenario 3 - Beechcraft Baron 58 landing at RW02.

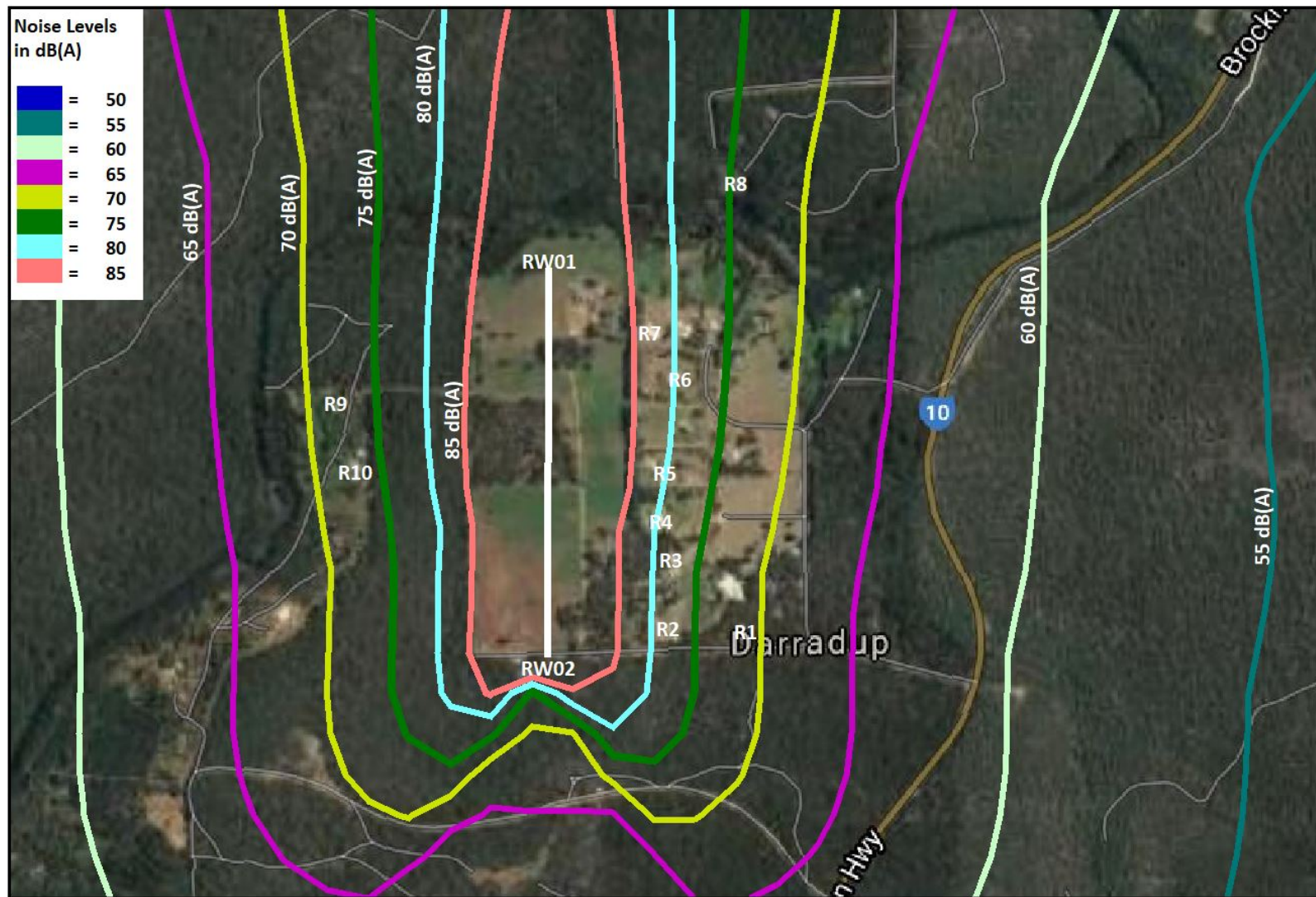


Figure 5: Noise  $L_{AMax}$  contours for scenario 4 - Beechcraft Baron 58 departing from RW02.



Figure 6: Noise  $L_{A_{Max}}$  contours for scenario 5 –Extra NG landing at RW01.



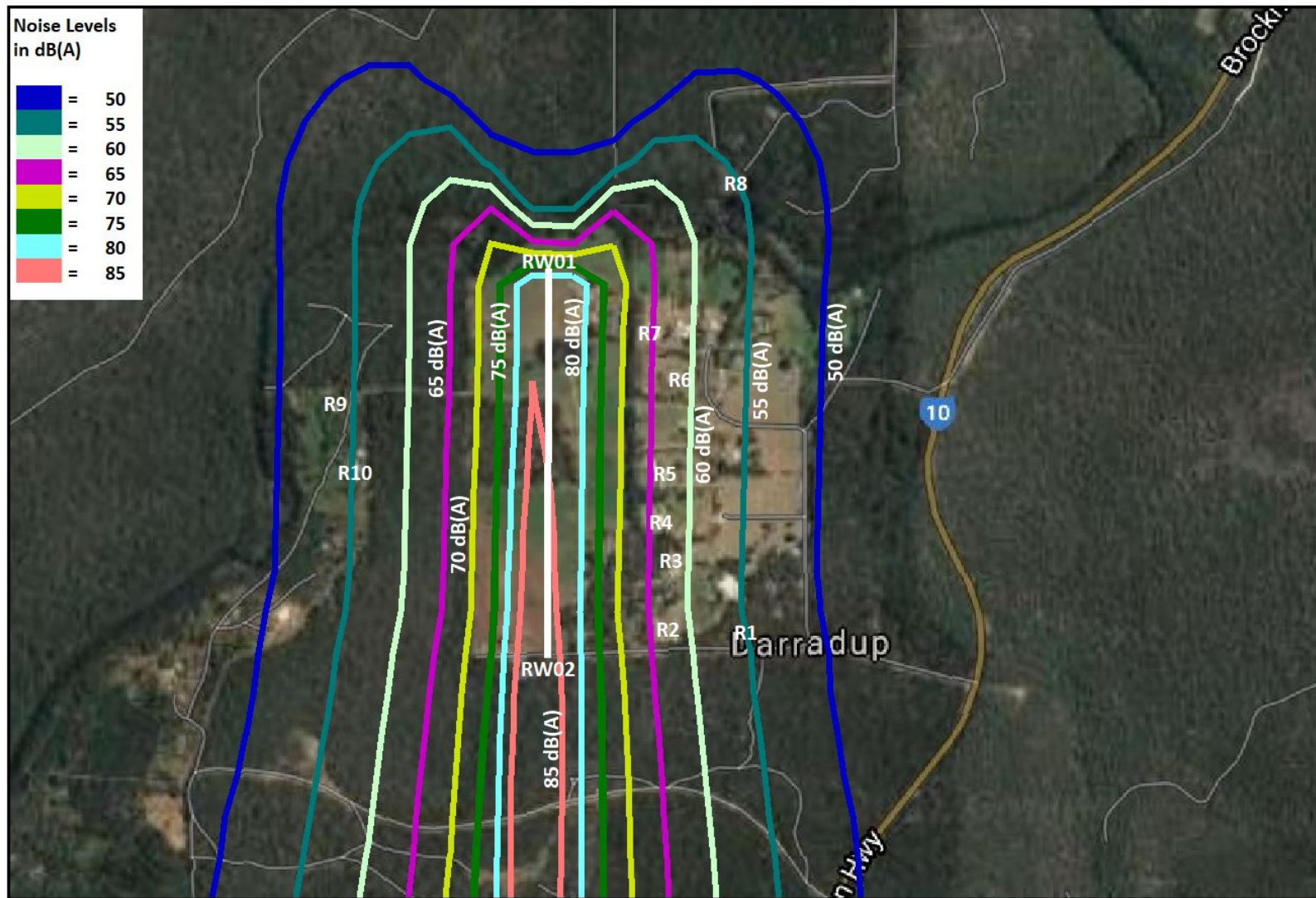


Figure 7: Noise  $L_{A_{Max}}$  contours for scenario 6 – Extra NG departing from RW01.

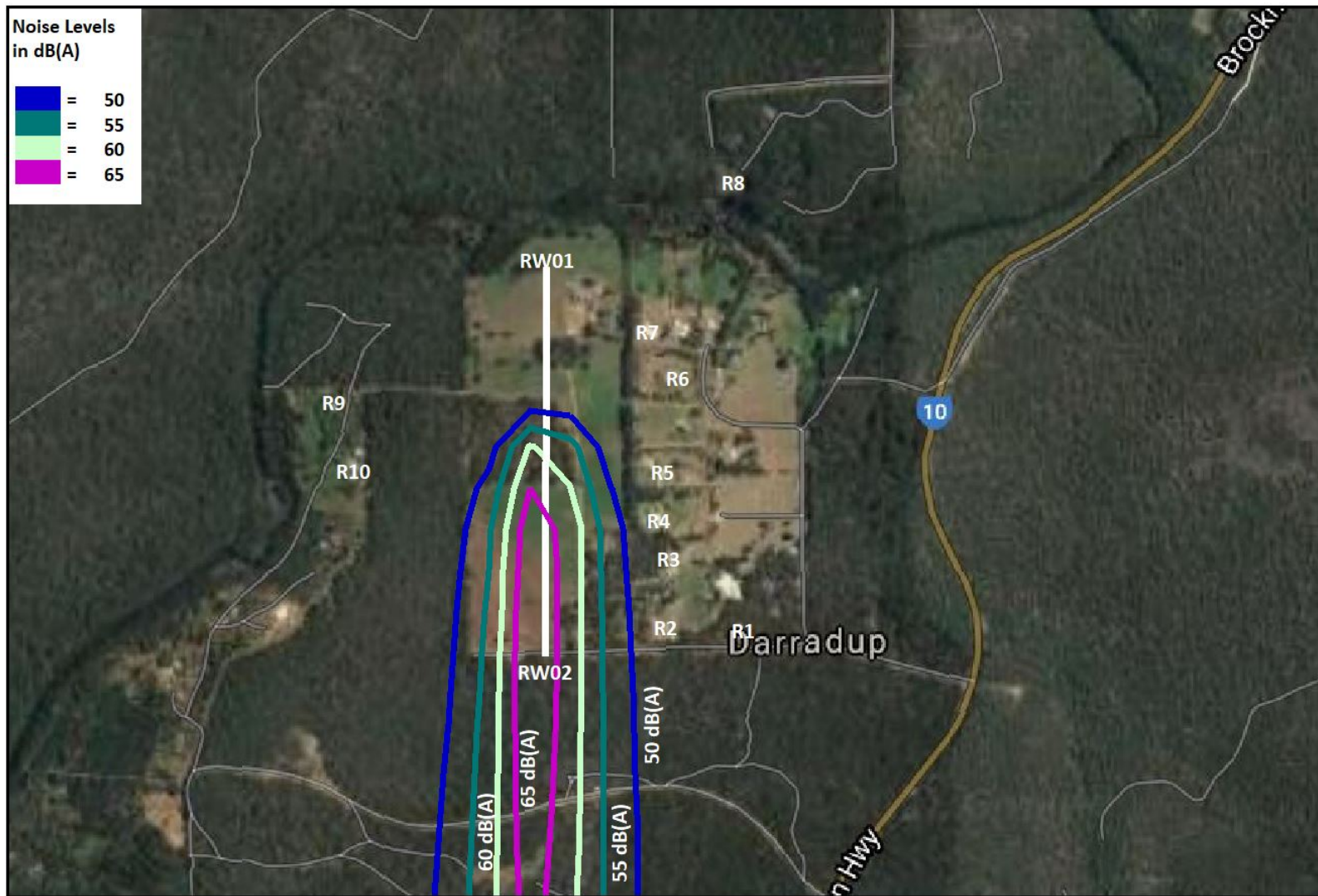


Figure 8: Noise  $L_{AMax}$  contours for scenario 7 - Extra NG landing at RW02.

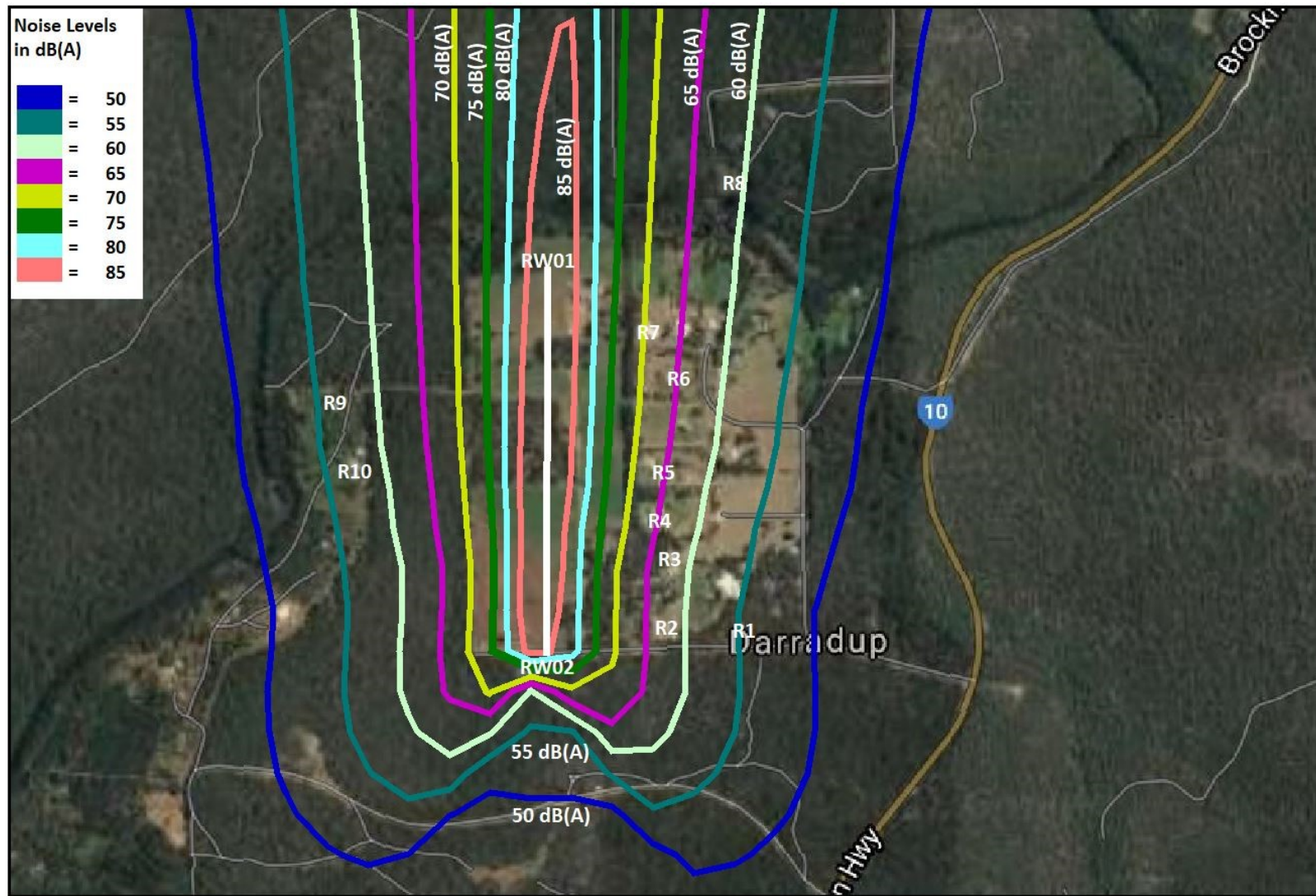


Figure 9: Noise  $L_{A_{Max}}$  contours for scenario 8 - Extra NG departing from RW02.

INDEPENDENT PLANNING ASSESSMENT REPORT – MRS JANINE ERIKSSON (JE PLANNING SERVICES)  
**SHIRE OF NANNUP - DEVELOPMENT APPLICATION FOR THE PURPOSE OF A PRIVATE AIRSTRIP ON  
LOT 2 (NO. 40) RIVERGUM WAY, DARRADUP.**

---

## EXECUTIVE SUMMARY

Council is requested to consider an application for the development of an Airstrip as it relates to Lot 2(40) Rivergum Way, Darradup. The proposal seeks to construct a 900m long and 70m wide airstrip central to the 'Agriculture' zoned land, approximately 200 metres west of a 'Special Rural' subdivision.

Assessment of the proposal reveals that the scale and operation of the proposal are not compatible with the primary use of the land and are likely to have an adverse impact on the amenity values of the adjacent landholdings. The suitability of the site to accommodate the proposal, and concerns relating to the impact on the adjacent landowners are not adequately addressed in the application. In the absence of a strategic planning framework the proposal is premature to orderly and proper planning. Therefore, it is recommended that Council resolve to refuse the development application for the reasons stated above.

## INTRODUCTION

1. I have been requested by the Shire of Nannup to provide an independent planning assessment regarding the development application to construct and operate an airstrip at Lot 2(40) Rivergum Way, Darradup. The request for *"A full independent assessment of the complete application as if you were assessing it for the first time"* was confirmed on 1 June 2021, with a report requested to be completed by 16 June 2021.
2. My qualifications and experience are described in the attached resume (Attachment A: Resume). In summary, my experience includes positions in statutory and strategic planning in local government, state government and as a consultant, since graduating with a Bachelor of Arts in Urban and Regional Planning from Curtin University in 1994.
3. The materials considered in preparing the report include a copy of the Council Minutes of 11 February 2021 for Agenda item 6.1 and associated attachments, and a copy of the 'Acoustic Report for A Private Airstrip' prepared by Acoustic Engineering Solutions dated 3 June 2021. I also reviewed a range of planning and other relevant documents discussed below.
4. In providing the planning assessment and recommendation I present:
  - Location and Site details
  - Summary of Proposal and Background
  - Submissions

- Planning Assessment
  - i. Planning Framework
  - ii. Planning Comment
- Summary of Conclusions
- Recommendation

#### **LOCATION AND SITE DETAILS**

5. Lot 2 (40) Rivergum Way, Darradup (the site) is located approximately 28 kilometres southwest of the Nannup townsite. The site is located within a predominantly agricultural area along the Blackwood River and is surrounded by the Blackwood and Milyeannup State Forest and the Blackwood River National Park.
6. The site is 40.8715 hectares and zoned 'Agriculture' under the Shire of Nannup Local Planning Scheme No 3 (the Scheme). The site is accessed via Rivergum Way (unconstructed local road). The site is bounded by the Blackwood River to the north, adjacent to 16 lots ranging between 2ha and 5 ha currently zoned 'Special Rural' under the Scheme to the east, and State Forest to the south and west.
7. The site includes a residence and a small cluster of outbuildings located to the northeast of the property adjacent to the river. The site is currently used for cattle grazing and is predominantly characterised as cleared and fenced paddocks, except for scattered vegetation, and a tall stand of remnant vegetation and rocky outcrop in the southwest portion of the property. A small dam is located along the northern boundary west of the residence. (See Attachment B: Council report Attachment 6.1.1).
8. The site is generally sloping north with the lowest point adjacent to the river on the northwest boundary.

#### **SUMMARY OF PROPOSAL AND BACKGROUND**

9. The development application to construct a private airstrip includes the following details:
  - The airstrip is proposed to be located centrally on the property in a north-south alignment, setback 200 metres from the eastern boundary.
  - The runway is proposed to be of bitumen construction and will provide dual use as a driveway.
  - The bitumen runway will be 900 metres long and 20 metres wide, with 20 metres cleared and compacted earth on either side of the bitumen seal, and a 5-metre drainage shoulder. The total airstrip is 70 metres wide with further cleared grass on either side (measurement not provided). Survey drawings indicate a 30m x 30m turning area at each end of the runway. I understand that this will also be a bitumen surface.

- Clearing a portion of the remnant vegetation to construct the airstrip will be required. As an offset, the applicant proposes to register a two-hectare portion of remnant vegetation as a Conservation Covenant.
  - The property is adequately fenced providing secure access.
  - A small fuel trailer holding a fuel tank will be kept on site. Details have not been provided.
  - Detailed engineering design to include drainage of the airstrip will be provided prior to construction.
10. The operational component of the development application as proposed includes the following:
- Aircraft will take off and approach over Department Biodiversity Conservation and Attraction (DBCAs) managed land.
  - No night-time take-offs or landings are proposed.
  - Movements will be limited to a maximum of 120 take-offs and 120 landings per year. A total of 240 engine movements.
  - The type of aircraft that is expected to land on the airstrip is light aircraft below 5700kg as classified by Civil Aviation Safety Authority (CASA). Proposed aircraft models to be used include Beechcraft Baron 58 which is a six-seater aircraft (understood to be a two-engine plane), Extra NG aircraft, and an Evektor Harmony Light-Sport Aircraft (understood to be a one propeller plane) which are two-seater aircraft. Occasionally a Cessna may visit.
  - The property will be utilised as a holiday property and the airstrip will be used for commuting to Perth and some local flying including visiting friends in the southwest.
  - No commercial or recreational use is otherwise proposed.
11. The Shire of Nannup requested an Independent 'Acoustic Report' for the private airstrip as directed by the State Administrative Tribunal at mediation. The Acoustic Report (Attachment C: Acoustic report for A Private Airstrip' by Acoustic Engineering Solutions dated 3 June 2021) notes 'that there is no Western Australian or Commonwealth Government policy that specifically applies to the assessment or management of aircraft noise from a private airstrip with low aircraft movement frequency'. The report involved the use of INM modelling of eight scenarios which involved predicting aircraft noise impact on the ten closest residents. The report describes take-off and landing as one movement and based the modelling on 10 movements a month. The outcome of the assessment is summarised below:
- Aircraft noise is unlikely to interfere with indoor conversation or activities such as listening to the radio if it is less than 60 dB(A).

- A building can reduce noise from inside to outside by around 10 dB(A), and therefore an outdoor measurement of 70 dB(A) is unlikely to interfere with indoor activities.
- The modelling indicated that the landing and take-off for the one propeller model aircraft were able to keep the noise impact at the adjoining residents below 69dB(A).
- The modelling indicated that the landing and take-off for the two-engine plane (Beech craft baron) would range from 70-83dB(A) being received at the outdoor areas of the adjoining residents.
- The time of aircraft noise interference on the surrounding residents is limited.
- Advise that all flights occur in daylight hours only.

#### **SUBMISSIONS - COMMUNITY**

12. The proposal initially situated the runway adjacent to the eastern boundary proposing operations to include night-time landings (involving airstrip lighting) with 365 return flights per year (730 engine movements). The proposal was advertised and attracted submissions from adjacent landowners. Fourteen submissions of objection and three submissions raising issues were received after advertising the initial proposal. Concerns were raised regarding the acceptability of the use under the planning scheme, noise, amenity, environmental and bushfire impacts. Questions were also raised regarding the operation of the proposed airstrip particularly around aircraft types, safety, and potential for commercial and recreation use, then resulting in a revised proposal as described in paragraphs 9 and 10 above. (See Attachment D: Submissions). The applicants reviewed the proposal and provided more information with the second version prior to advertising. (See Attachment E: Council report Attachment 6.1.4). The revised plan essentially relocated the airstrip centrally on the site and reduced the runway length by 100 metres. Mitigation measures introduced restricted operations to daytime only, and reduced movements to 120 return flights per year (240 engine movements).
13. Following re-advertising, the revised proposal received further objections from adjacent landowners. Eleven submissions were received after the second round of advertising presenting objections with similar concerns raised previously, with an emphasis on future operational concerns, consistency with the planning framework, and environmental impact.

#### **EXTERNAL AGENCY SUBMISSION**

14. The Department of Biodiversity Conservation and Attractions (DBCA) provided advice via a late submission which includes the following:
  - The DBCA state that the subject land contains areas of native vegetation that would be a potential habitat for black cockatoos which are listed as threatened species under the 'Commonwealth of Australian Environment Protection and Biodiversity Conservation Act

1999' and 'Western Australia's Biodiversity Conservation Act 2016'(BCA). DBCA advises that implementation of the development will require the removal of black cockatoo habitat. A section 40 ministerial authorisation to take or disturb threatened fauna under the BCA may be required if approved clearing of native vegetation occurs.

- Vegetation on the adjacent DBCA managed land would be a considered an extreme bushfire hazard. Advice should be sought from the DFES regarding bushfire protection, the prevention of bushfires spreading to DBCA managed land, and an emergency evacuation plan.
- There should be no requirement for vegetation modification within the adjoining crown lands to meet flight path clearance safety requirements.
- Drainage and runoff should be contained within Lot 2 and designed to ensure no erosion impact on the adjacent land. Suitable vegetation buffers should be provided between the proposed Lot 2 airstrip and the state forest.
- Flights from the subject site may impact the water bombing facilities from the nearby Nannup airstrip and may need be curtailed to ensure safety in emergencies.

#### **PLANNING ASSESSMENT**

15. All local government authorities in Western Australia are required to include Deemed Provisions in their local planning schemes to reflect Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. Part 9 of these Regulations set out the procedures for dealing with applications for development approval. This includes definitions, processes to be followed, information required, and matters to be given regard when assessing such applications. Clause 67(2) sets out an extensive list of these matters which includes approved strategic plans and policies by the WAPC and Environmental Protection authorities and Local Government. This planning assessment report outlines:

- a) Planning Framework - the relevant planning documents under the following headings
  - State and Regional Planning Framework
  - Local Government Planning Framework
  - Environmental Protection Regulations and Other Relevant Documents
- b) Planning Comment - Discussion of the matters listed or not listed in Clause 67(2) which are considered relevant to this development application under the following headings:
  - Land use classification
  - Orderly and Proper Planning
  - Amenity and Compatibility
  - Suitability of the Site for development



## PLANNING FRAMEWORK

### State Planning Framework

16. SPP 2.5 – Rural Planning is the basis for decision-making for rural and rural living land across WA and applies to schemes, amendments, subdivision, and development proposals. *Rural land* use is described under the policy as 'Land uses that are rural in nature and that support and are associated with primary production, basic raw material extraction, biodiversity conservation, natural resource management, public purposes (e.g. prisons, cemeteries, public utilities, and waste management facilities) and protection of landscapes and views. Does not include rural living. (See clause 5.3 of this policy)'.
  - (a) where an existing land use that may generate impacts is broadly compatible with surrounding zones and land uses, a separation distance should be indicated in a local planning strategy so there is broad awareness of the land use;
  - (b) where a development is proposed for a land use that may generate off-site impacts, there should be application of the separation distances used in environmental policy and health guidance, State prescribed standards, accepted industry standards and/or Codes of Practice, followed by considering
    - (i) whether the site is capable of accommodating the land use; and/or
    - (ii) whether surrounding rural land is suitable, and can be used to meet the separation distances between the nearest sensitive land use and/or zone, and would not limit future rural land uses; and
    - (iii) whether if clauses (i) and/or (ii) are met, a statutory buffer is not required;
  - (c) where a development is proposed for a land use that may generate off-site impacts and does not meet the standard outlined in clause 5.12.1 (b) then more detailed
17. The planning requirements outlined in Section 5.3 require that Rural Living areas are not to be subject to a separation distance or buffer from adjoining land use, or if it is, that no sensitive land uses be permitted in the area of impact. One of the key elements of the policy ensures that zones and sites are suitable for their intended purpose. As a result, at each stage of the planning process, the broad suitability of land uses and the ability to manage offsite impacts is a necessary consideration prior to determining whether the use of a buffer is necessary. Clause 5.12.1 of SPP2.5 states that the following approach should be applied in to avoid land use conflict:
  - (a) where an existing land use that may generate impacts is broadly compatible with surrounding zones and land uses, a separation distance should be indicated in a local planning strategy so there is broad awareness of the land use;
  - (b) where a development is proposed for a land use that may generate off-site impacts, there should be application of the separation distances used in environmental policy and health guidance, State prescribed standards, accepted industry standards and/or Codes of Practice, followed by considering
    - (i) whether the site is capable of accommodating the land use; and/or
    - (ii) whether surrounding rural land is suitable, and can be used to meet the separation distances between the nearest sensitive land use and/or zone, and would not limit future rural land uses; and
    - (iii) whether if clauses (i) and/or (ii) are met, a statutory buffer is not required;
  - (c) where a development is proposed for a land use that may generate off-site impacts and does not meet the standard outlined in clause 5.12.1 (b) then more detailed

consideration of off-site impacts will be required, in accordance with clause 5.12.3 of this policy;’

18. SPP 2.5 further states that a development application must satisfy clause 5.1.2.1 (b) as it is not possible to implement a statutory buffer through a development application. Where clause 5.1.2.1(b) cannot be satisfied, a scheme amendment may be required. Determining a buffer in addition to those matters required under a scheme, where detailed consideration of off-site impacts is required in accordance with clause 5.12.1 (c), determination of a buffer should, take into account:
  - separation distances recommended in Government policy and guidance;
  - whether the design and/or operation of the proposal is in accordance with prescribed standards, accepted industry standards or codes of practice;
  - whether, prior to issuing an approval, any management plans associated with the proposal are capable of being implemented;
  - the existing or potential requirement for environmental licensing and/or works approval;
  - potential cumulative impacts;
  - whether modelling is required where impacts on sensitive land uses outside the property boundary are anticipated to exceed the parameters used in environmental policy, prescribed standards, accepted industry standards and/or codes of practice; and odour modelling, when required, is to be undertaken in accordance with a methodology outlined in Government policy or guideline, or an agreed equivalent, by the proponent of the primary production or the proponent of the sensitive zone or land use.
19. WAPC Rural Planning Guidelines which accompany SPP 2.5 include the comparison of separation distances between rural uses and sensitive land use in Appendix 2. Appendix 2 outlines various separation distances that should be employed when planning for rural uses near sensitive land uses which are based on a range of potential amenity impacts. The minimum separation distance is 250 metres, with the majority ranging from 300metres to 1000 metres.
20. SPP 3.0 Urban Growth and Settlement sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. This policy identifies that there is a need to locate and design rural-residential settlements in a sustainable way which is integrated with the overall pattern of settlement. Section 5.5 includes the statement that ‘Transport and other infrastructure with off-site impacts should be separated from residential and other sensitive uses. Infrastructure and service providers need to be consulted early in the process to ensure that service delivery is co-ordinated with new development.’

21. *SPP 5.1 Land use Planning in the Vicinity of Perth Airport, SPP 5.3 Land use Planning in the Vicinity of the Jandakot Airport and SPP 5.4 Road and Rail Noise* have been prepared to protect the function of infrastructure (airports, road, and rail) from unreasonable encroachment of incompatible development and minimize the impact of noise on existing and future communities. Table 3.3 SPP 5.3 states that *Indoor design sound level* is ‘A design sound level is the maximum level (dB(A)) from an aircraft flyover which, when heard inside a building by the average listener, will be judged as not intrusive or annoying by that listener while carrying out the specified activity. Owing to the variability of subjective responses to aircraft noise, these figures will not provide sufficiently low interior noise levels for occupants who have a particular sensitivity to aircraft noise.’

**Table 1: Extract from Appendix 2 of SPP 5.3**

Houses, home units, flats, caravan parks	Indoor design sound level*, dB(A)
Sleeping areas, dedicated lounges	50
Other habitable spaces Bathrooms, toilets, laundries	55
	60

### Local Planning Framework

#### Shire of Nannup Local Planning Strategy (LPS) and proposed Local Planning Scheme No. 4(LPS4)

22. The Local Planning Strategy map indicates the site may be included as future Rural Residential however also states that no additional expansion of the development footprint or re-subdivision of lots at Darradup will be supported. Draft LPS4 includes the subject site as ‘Rural’ and the adjacent Special Rural zone as ‘Rural Residential’ which essentially reflects the current zoning classifications indicating that intensification of use on the subject site is not recommended.
23. Section 3.0 Sustainability of the LPS includes section 3.2 *Land Use Management / Avoiding Land Use Conflicts* for which the aim is to minimise future land use impact and subsequent conflicts. The strategies include:
- S4) generally not support the introduction of land uses that may adversely impact upon existing land uses;
  - S5) support land uses where consistent with the Land Use areas shown on the Strategy Maps and supported by the Scheme;
  - S6) require appropriate buffers for hazard and amenity as determined by the appropriate authorities for those land uses. Buffer distances are guided by the standards recommended by the Environmental Protection Authority (EPA) unless appropriately justified by the proponent to the satisfaction of the local government; and

- S7) require habitable buildings to be setback from DBCA managed land or other Crown/local government managed land in accordance with applicable Bushfire Risk Management policy standards and generally be based on advice from DBCA.

### Shire of Nannup Local Planning Scheme No. 3

24. Clause 1.6.2 of the Scheme outlines the Local government general intention which states 'd) To manage the use and development of land by means of zoning and development controls to achieve compatibility between land uses, and the preservation, and where possible the enhancement of visual amenity of urban and rural uses.'
25. The site is zoned 'Agriculture' under the Scheme. The broad objective of the zone is 'To provide for the sustainable use of land for a range of rural pursuits which are compatible with the capability of the land, whilst retaining the rural character and amenity of land within the zone.'
26. The zoning table (Table 1) of the Scheme includes a range of uses that may be considered within each zone. The use proposed as 'Airstrip' is not listed or captured under the definition of uses listed in the Scheme and therefore requires consideration in accordance clause 3.4.2 (b) of the Scheme, which states that the 'local government may determine that the use may be consistent with the objectives of the particular zone and thereafter follow the advertising procedures of clause 64 of the Deemed Provisions in considering an application for development approval'.
27. Clause 3.13.1.1 of the Scheme outlines the objectives of the Agricultural zone which include:
  - (a) To preserve the rural character and setting of the zone, particularly along transport corridors;
  - (b) To promote a range of rural pursuits which are compatible with the capability of the land to sustain those pursuits;
  - (c) To conserve the productive potential of agricultural land and support the continued development of extensive farming; and
  - (d) To encourage environmental sustainable development that takes into account the land's natural attributes, including topography, geomorphology, remnant vegetation, watercourses and groundwater.
28. The adjoining land is zoned 'Special Rural SR4' under the Scheme. The specific objective of the zone under Clause 3.13.10.1 includes '(b) to provide for a range of land uses compatible with the residential occupation of the land while providing for agricultural production on smaller lots where such production does not interfere with the amenity or rural residential character of the area;'

### **Environmental Protection Regulations and Other Relevant Documents**

29. Environmental Protection (Noise) Regulations 1997 operate as a prescribed standard under the Environmental Protection Act 1986 (the Act) and set limits on noise emissions. However, the regulations do not apply to certain noise emissions including aircraft.
30. Environmental Guidance for Planning and Development – Guidance Statement 33.

**Table 3: Attachment C4-1 which provides a table entitled: Typical sounds and their loudness**

Noise Level dB(A)	How you would hear these sounds
75-80	Trucks passing in the street Chainsaw nearby Burglar alarm next door
65-70	Dog barking or leaf blower operating next door Rock concert on oval nearby Light plane passing overhead
55-60	Highway traffic Lawnmower or electric drill operating next door Light aircraft in the distance
45-50	Busy local traffic Strong wind in the trees Noisy air conditioner next door
35-40	Distant suburban traffic Light wind in the trees Quiet air conditioner next door
25-30	Rural area at night Light wind in the grass Far distant traffic

31. Civil Aviation Authority (CAA) – Guidelines for Aeroplane Landing Areas (CAA Guidelines) is an advisory document with no legal requirement to observe the details such as those under the Civil Aviation Regulations. The purpose of the guidelines is to set out factors that may guide the suitability of a place for landing and taking off safely for aircraft not greater than 5700kg. The guidelines state airstrips for agricultural operations are recommended to be 10m wide and the runway length to be 75% of the take-off distance specified in the flight manual for the aircraft.
32. The National Airports Safeguarding Framework (NASF) The Commonwealth Department of Infrastructure, Transport, Regional Development and Communication (DITRDC) provides a national land-use planning framework called NASF. The commonwealth is calling for the states to provide an over arching SPP to provide consistent land use planning guidance for all strategic and regional airports. Queensland State Planning Policy on ‘Strategic airports and Aviation

facilities' is the SPP prepared with the main aim being to assist local governments when making or amending a local planning instrument and when applying the assessment benchmarks (to the extent relevant). The SPP provides principles to guide the safety, efficiency, and operational integrity of an airport, and outlines benchmarks for assessing development including operational airspace, lighting, and reflective surfaces, emissions, wildlife hazards, public safety areas, aircraft noise, and protection of aviation facilities.

## **PLANNING COMMENT**

### Land use classification

33. There is no definition for an airport or airstrip or aerial landing ground in the Western Australian Planning legislative framework. The most relevant document to describe the use is found in the CAA guidelines for Aeroplane Landing Areas which includes:

*'landing area* means an area of ground suitable for the conduct of take-off and landing and associated Aeroplane operations under specific conditions; and

*runway* means that portion of landing area which is intended to be used for the landing or take-off of aeroplanes; and

*runway strip* means a portion of the ground between the runway and flyover area which is in a condition that ensures minimal damage to an aeroplane which may run off a runway during take off or landing. '

34. In the case of an airstrip in an agricultural area there are no standards regarding the assessment of these under the state or local planning framework. However, it can be assumed that agricultural airstrips are not a development issue given that they are generally located within a broadacre farming area and far from sensitive premises. In most cases, the airstrip is a landing area generally cleared of grasses and rocks in a suitable area of the farm, likened to gravel drive areas that do not attract the requirement for development approval. In this instance, an airstrip will be considered ancillary or incidental to the primary use of the site, and not constitute a separate use, but considered to be part and parcel of the primary use.

35. The CAA guidelines state that a landing area for an agricultural use will require a grass or gravel landing area of 10 metres wide and (based on crude assessment using details of aircraft used for agriculture) may vary in length between 300m – 600m long. Conversely, Table 1 below includes examples of the construction details of runways associated with recognised airports. It is evident from this comparison that the proposed airstrip is to be engineered to a higher standard, and to a size comparable to some regional airports across Western Australia.

Table1: Examples of Metropolitan and Regional Airport (Runway descriptions)

Airport/Airstrip	Runway length (metres)	Runway width (metres)	Construction
Busselton Margaret River Airport	2460	45	Bitumen
Jandakot	1150 1392 1508	30	Bitumen
Bunbury Regional Airport	1015	18	Bitumen
The Shire of Denmark Airfield	1205	15	compacted gravel
Myrup Fly-in Estate	1300	20-30 (airstrip)	compacted gravel
Shire of Nannup Airport	1000	TBA	compacted gravel

36. The purpose of the airstrip as described by the applicant is to accommodate private commuting from Perth and throughout the southwest for holiday purposes. The scale and level of engineering of the proposed airstrip are not typically designed for agricultural use, and the agricultural activity for grazing on the subject site does not require aircraft access. Therefore, the proposed airstrip is a standalone use and cannot be considered incidental to the predominant use.

#### Orderly and Proper Planning

37. Orderly and proper planning is a term used by town planners as a test to determine whether approval of an application should be given. In broad terms, it requires the consideration of whether an application is consistent with the objectives that are set out in the local planning scheme, and any relevant policy, for the area in question.
38. Examples of cases where landing areas/airstrips/airports have been considered and supported by local government in Western Australia, and the associated planning process and mechanisms, are explored below.
- White Gum Air Park York – is located 28km east of the York townsite in a broad acre rural area adjacent to another aircraft facility. The airstrip is compacted gravel and approximately 1130 metres long. The proposal was conditionally approved as a use not listed which met the objectives of the zone, and scheme provisions encouraging tourism.
  - Skydive Express (Brooklyn Airport) – Located 8 km north of York townsite on broad acre rural land. The activity was approved via a development application in June 1999, and since expanded to include a range of tourist uses. The airport includes two compacted gravel runways of 1000m and 800m long. The proposal was conditionally approved as a

use not listed which met the objectives of the zone and scheme provisions encouraging tourism.

- Denmark Airpark – located 5km northeast of Denmark townsite on land reserved under the Scheme as ‘Public Use- Aerial Landing ground’ and is used for recreation, tourism and sport aviation, and some tourist charter flights. This airstrip is compacted gravel construction, 1200 metres long by 15 metres wide and limited to light aircraft up to 5700kg. The Shire of Denmark Local Planning Policy 25.1 (Denmark Airfield and Airpark) and the ‘Denmark Airfield Land Use Strategy’ inform the community and guide staff and Council in decision making. The closest sensitive premises is located in the adjacent ‘Special Rural SR11 - Denmark Airport Estate’ zone, which includes the provision that all prospective purchasers and successors in title are advised in writing that the Special Rural is adjacent to an Aerial Landing Ground, and that aircraft noise associated with its purpose and use is acknowledged by the landowners.
  - Myrup Fly in Fly out Park Esperance is located 10 km from the Esperance townsite. This is a larger scale private airport, with two runways, holiday accommodation, and a range of other uses. The compacted gravel runways are approximately 1400m and 1000m long. This proposal was included by way of an Amendment under the Local Planning Scheme as a ‘Special Use Zone (Myrup Fly-in Estate)’.
39. According to SPP 2.5 if the impact of the proposal cannot be contained on-site, then the proposal cannot be addressed via a development application and will need to then be resolved as a rezoning or an amendment to the Scheme. In reviewing the airport examples provided above, it is evident that where the proposed airstrip and activity is relatively distant from sensitive uses, a development application process was applied. However, such as the case with Denmark and Esperance, the land use is guided by zoning and reservations set out in the respective Local Planning Scheme. The Denmark example is also guided by a Land-use Strategy and a Local Planning Policy to ensure that the area of impact is considered and managed appropriately.
40. SPP's identify the importance of strategic planning for uses that may have off site impacts. Strategic Planning means that the use or uses should be considered with the context of the state and local planning strategies. At the very least, as included under SPP2.5 clause 5.21.1(a), when an existing use may have some impact and is broadly compatible with the surrounding zone, a separation distance should be indicated in a local planning strategy so there is broad awareness of the land use.



41. It cannot be assumed that applications for substantially constructed private airstrips will become commonplace, however, it cannot be assumed either that interest in similar proposals will not increase in the Shire of Nannup or throughout the Southwest, particularly considering the attraction and demand for the lifestyle and safety provided in Western Australia.
42. There is no clear strategic framework for airstrips in rural areas particularly in proximity to established special rural development, and therefore the proposal is considered premature to orderly and proper planning and contrary to section 3.2.3 of the Local Planning Strategy and Clause 5.12.1 of State Planning Policy 2.5.

#### Amenity and Compatibility

43. The Scheme includes an objective in clause 3.13.1.1 '(b) To promote a range of rural pursuits which are compatible with the capability of the land to sustain those pursuits'. While there may be a degree of compatibility between the use of the subject land for grazing and the proposed airstrip, it may also be impractical to ensure that the aircraft movement and cattle grazing can safely occur on the site at the same time. Information as to how the two uses will operate has not been provided with the application. The scale and regular operation of the proposed airstrip are not ancillary to, or compatible with the predominant use of the land, and is therefore considered to be inconsistent with the objectives of the Agriculture zone.
44. According to SPP 2.5 amenity impacts generally relate to matters such as noise, visual impact, odour, and dust. In the absence of policy guidance, SPP 2.5 suggests undertaking modelling to determine offsite impacts. The acoustic modelling included in the report prepared by the Shire states that the noise levels may be acceptable given the low frequency that the offsite impact will occur. However, the acoustic report also states that no compliance assessment is included because this is not a typical scenario for assessment, and there is no best practice benchmark.
45. The acoustic modelling states that most residents will be exposed to noise levels that are acceptable in terms of exposure to aircraft noise in urban areas. The level of acceptability in the report refers to less than 70dB(A) in the outdoor area. Two of the smaller single propellor planes modelled would not have an impact greater than 50dB(A) at the boundary of the site, however, the two-engine plane will expose some residents to 83dB(A). SPP 5.1, 5.3, and 5.4 describe acceptable outdoor noise levels near airports and major infrastructure as 50-55 dB(A). While the adjoining residents will be exposed to noise levels much greater than this some of the time, the circumstances are vastly different to urban areas close to major infrastructure that can expect to experience constant noise. Therefore, it is difficult to determine what is acceptable in terms of noise exposure in this location without further expert advice.

46. Whilst the acceptable level of noise cannot be confirmed with the information at hand and translated into a requirement for a buffer or other controls under planning policy at this stage, the acoustic report does provide some guidance in terms of assessing an expected level of amenity in a rural area. The expected level of noise as described by Guidance Statement 33 in a rural area is around 25-30 dB(A), and therefore it may be accepted that the noise disruption up to 83dB(A) potentially four times a week ongoing will be a nuisance, and negatively impact on the expected level of amenity. Reasonable and genuine concerns about impacts on amenity must be given weight notwithstanding conclusions that the noise levels proposed may be acceptable in an urban environment.
47. The circumstances of the Special Rural zone should be taken into account when considering the amenity that might be reasonably expected. Whilst the current proposal reduced operations from 730 to 204 engine movements per year, and considered low frequency in respect to aircraft activity, the impact will be continuous. While some noise is to be expected, consistent aircraft noise is not comparable to the "usual" but largely transient and intermittent sounds that residents might be exposed to in a rural living environment. Therefore, the proposed airstrip and operations are by its nature considered to be incompatible with the development to the adjoining special rural land and detract from the desired future character of the area.
48. It is concluded that the proposal is of a scale and operation that is likely to have an adverse impact on the expected residential amenity values currently enjoyed in the adjacent to the 'Special Rural' zone, and by reason of its location is inconsistent with Clause 3.13.10.1 (b) of the Shire of Nannup Local Planning Scheme No 3.

#### Suitability of Site for development

49. The proposed airstrip has been through consultation processes whereby the outcome substantiates concerns that the proposal may have an impact on neighbours, and revisions were proposed to mitigate the impacts. Limiting aircraft disruption to daylight hours, and reducing movement by a third originally proposed, recognises that the adjacent residents will be impacted by the use. Appendix 2 of SPP 2.5 provides reasonable separation distances for rural uses at distances ranging between 250m-1000m from nearby sensitive premises. Although these separation distances do not apply to this use, there is limited scope to further minimise adverse impacts on the amenity of adjacent properties by applying greater separation, as the airstrip cannot reasonably be located further west due to site constraints.
50. The submission from DBCA identified that more information relating to the impact of the development on the vegetation and waterways, bushfire, and height of flight over DBCA managed land is needed to inform the proposal. From a review of the documentation, it is

considered that the application is deficient in terms of providing a comprehensive site plan, and supportive technical documentation to determine the suitability of the site for the proposed development. A proposal of this nature should include the following information as a minimum:

- A comprehensive site plan detailing runway turning areas, areas for parking of aircraft or potential hangars, any supporting aviation equipment (if necessary), location of the fuel trailer, area of vegetation to be cleared to facilitate the runway, and all existing buildings and agriculture infrastructure to be retained.
- The environmental assessment addresses any requirement to obtain approval for clearing, and a section 40 ministerial to take or destroy fauna.
- Demonstrate any further potential off-site impacts this proposal may have by responding to principles referred to in NASF as may apply and be relevant to the scale and size of the proposed airstrip; including public safety areas, location of aviation facilities, building restricted areas, operational airspace, vegetation height clearance, and wildlife and cattle hazards etc.
- A bushfire management plan is required for all development applications in a bushfire prone area, and particularly as the site is adjacent to the DBCA managed lands with extreme bushfire hazard.
- Noise management and community engagement plan relating to the operation of the airstrip.

#### **SUMMARY OF CONCLUSIONS**

51. There is no clear strategic framework for airstrips in rural areas particularly in proximity to established special rural development, and therefore the proposal is considered premature to orderly and proper planning.
52. The scale and operation of the proposed Airstrip are not ancillary to, or compatible with the predominant use of the land, and is therefore considered to be inconsistent with the objectives of the Agriculture zone.
53. The proposed use and development of the Airstrip is likely to have an adverse impact on the amenity values of the adjacent landholdings, and by reason of its location is inconsistent with the objectives of the 'Special Rural' zone.
54. The suitability of the site to accommodate the proposal concerns relating to the impact on the adjacent landowners in terms of environmental assessment, bushfire risk, noise and operations are not adequately addressed in the application.

## **RECOMMENDATION**

That Council resolves to refuse the Development Application for the Airstrip on Lot 2(40) Rivergum Way, Darradup as the proposal does not adequately address matters set out in Clause 67(2) of the Deemed Provisions as stated below:

- a) The scale and operation of the proposed Airstrip are not ancillary to, or compatible with the predominant use of the land, and therefore the proposed Airstrip is inconsistent with the objectives of the 'Agriculture' zone as stated in Clause 3.13.1.1 (b) under the Shire of Nannup Local Planning Scheme No. 3.
- b) The proposed Airstrip as a 'use not listed' is determined to be inconsistent with the objectives of the 'Agriculture' zone and is therefore not permitted in accordance with 3.4.2.(c) of the Scheme.
- c) The proposal is likely to have an adverse impact on the expected residential amenity values currently enjoyed in the adjacent 'Special Rural' zone, and by reason of its location is inconsistent with Clause 3.13.10.1 (b) of the Shire of Nannup Local Planning Scheme No 3.
- d) In the absence of a strategic planning policy framework to guide development of aerial landing areas or airstrips adjacent to established rural living areas in the Shire of Nannup, the proposal is considered premature to orderly and proper planning and contrary to section 3.2.3 of the Local Planning Strategy and Clause 5.12.1 of State Planning Policy 2.5.
- e) The proposal does not demonstrate appropriate consideration of environmental, bushfire, noise, and operational aspects of the proposal to the satisfaction of the Shire of Nannup and therefore is considered a deficient application.

## Attachment 12.1.12

ADDENDUM: INDEPENDENT PLANNING ASSESSMENT REPORT – MRS JANINE ERIKSSON (JE PLANNING SERVICES)

**SHIRE OF NANNUP - DEVELOPMENT APPLICATION FOR THE PURPOSE OF A PRIVATE AIRSTRIP ON LOT 2 (NO. 40) RIVERGUM WAY, DARRADUP.**

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At the time of writing the independent planning assessment report (IPA), the draft Shire of Nannup Local Planning Scheme No.4 (LPS4) had been given consent to advertise by the Western Australian Planning Commission (WAPC), however public advertising had not commenced. Paragraph 22 of the IPA references draft LPS4 however did not detail its contents as the scheme was not public. I was not aware at the time of writing that the advertising would commence so soon. Paragraphs 33 -36 of IPA discussed the land use classification of the proposed airstrip stating that there is no definition for an airport or airstrip in the WAPC planning framework.

Draft LPS4 proposes to include the definition 'airfield means any premises used for purposes relating to aircraft landing, take-off and maintenance and does not include a private airstrip incidental to farming operations;'. A definition for 'airfield' is not listed or defined under the Planning and Development Act 2005 or Planning and Development (Local Planning Schemes) Regulations 2015, or the broader State Planning Policy framework. However, the Shire of Moora Local Planning Scheme includes the definition 'Airfield - means land and buildings used in connection with the operation of aeroplanes and other aircraft, including airstrips, a public passenger terminal, ancillary offices, car parking, parking, maintenance and servicing of aircraft, but does not include a private airstrip incidental to farming operations.'

The Department of Planning Lands and Heritage (DPLH) advise that 'the 'airfield' definition in Draft Shire of Nannup LPS4 is not a Model Scheme Text definition and is based on (but not the same) as the definition introduced to the Shire of Moora's scheme in 2015 (via Amendment 11). This definition is intended to be applied to small, public airfields, typically owned, and operated by local governments. These would tend to accommodate RFDS, agricultural and limited private air movements.'

The DPLH clarifies that the "airfield' definition is not intended to apply to private airstrips, such as the one proposed in the - Development Application 'Private Airstrip' for Lot 2 (No. 40) Rivergum Way, Darradup. The Department does not believe there is a need for a separate definition for private airstrips, as there very few proposals for them. As such, these types of airstrips are best dealt with as a 'use not listed' and assessed against zone objectives and other scheme provisions (as relevant).'

Officer level advice states that 'the department will seek to 'normalise' the airfield definition such that there is greater consistency with other scheme definitions in use, when LPS4 is finalised. There may also be some value in adding general criteria to the scheme for discretionary land uses such as this, to assist Council with decision-making. These types of criteria are guided by section 5.11 of SPP2.5 - Rural Planning. This would provide a basis to consider the suitability of land uses based on their location and context, not just the zoning table."

Section 5.11 of SPP 2.5 is titled Regional Facilities which provides guidance for rural land which may be suitable to accommodate facilities that serve a regional or sub-regional catchments. Typically, the WAPC recommends that sites for regional facilities are subject to scheme amendment processes. However, where amendments are proposed or in situations where a development application is lodged the policy states that the following requirements apply which are summarised as:

- located on roads with a standard and treatment, to accommodate significant increase in traffic volumes and freight tasks which may be generated by the proposal; <not relevant to airfield per se>
- located where environmental and amenity impacts can be managed on the landholding without affecting nearby rural land uses;
- visual impact; and
- have access to essential services commensurate with the land use. ‘

I trust this provides clarification to the comments made in paragraph 33 of the IPA that “There is no definition for an airport or airstrip or aerial landing ground in the Western Australian Planning legislative framework”. The Shire of Moora definition provides a degree of information relating to the intended scale and range of range of uses that would apply to an airfield.

In conclusion to the addendum, it can be stated that the proposal is considered as a ‘use not listed’ under the Shire of Nannup LPS 3 and draft Shire of Nannup LPS4, and that the definition of ‘airfield’ as a proposed under the LPS 4 is not relevant to the assessment of this proposal.

## Register of Delegated Development Approvals

Application Number	Owner's Name	Applicant's Name	Assessment Number	Property Address	Type of Development	Works or Use	Proposed cost of development	Date Received	Advertised	Issue Date	Authority
2021/25	Ben Bray	Meg Bray	A1644	Lot 239 (3) Diggers Green, Nannup	Oversize outbuilding & home business	Works & Use	\$15,000.00	18/05/2021	Yes - 2 weeks	3/06/2021	Delegated - CEO
2021/27	WA Council on Addictions	Murray River North Pty Ltd	A157	Lot 3 (2731) Balingup-Nannup Rd, Nannup	Residential building	Works & Use	\$267,195.00	24/05/2021	No - not required as per ST	2/06/2021	Delegated - CEO
2021/29	Christine Parrott	Sheds West Direct	A1616	Lot 48 (7) Valley Way, Nannup	Oversize outbuilding	Works	\$29,752.00	28/05/2021	Yes - 2 weeks	14/06/2021	Delegated - CEO
2021/32	Leigh Guthridge	Leigh Guthridge	A1680	Lot 100 (18) Kearney St, Nannup	Change of use (holiday house)	Use	\$1,000.00	28/05/2021	Yes - 2 weeks	21/06/2021	Delegated - CEO
2021/35	Kosmos Nominees Pty Ltd	Laura Hammond	A472	Lot 4497 (255) Storry Rd, Peerabeelup	Oversize outbuilding	Works	\$80,000.00	24/06/2021	No - no affected neighbours	28/06/2021	Delegated - CEO

## Attachment 12.4.1

SHIRE OF NANNUP - ACCOUNTS FOR PAYMENT				
June 2021				
* Please note that most Fire, Road, Economic and Community Expenditure are funded externally.				
The following figures are inclusive of GST where applicable				
Chq/EFT	Date	Name	Description	Amount
EFT13655	02/06/2021	DEAN GUJA	Health Services	\$ 3,388.00
EFT13656	03/06/2021	DAVID TAYLOR	Reimbursement.	\$ 988.00
EFT13657	03/06/2021	KIM M DOLZADELLI	Reimbursement.	\$ 378.00
EFT13658	03/06/2021	ACOUSTIC ENGINEERING SOLUTIONS	Aircraft assessment	\$ 4,378.00
EFT13659	11/06/2021	AUSTRALIA POST	Stationery and postage	\$ 1,169.16
EFT13660	11/06/2021	RICOH AUSTRALIA	Toner	\$ 253.00
EFT13661	11/06/2021	JP REPAIRS	VBFB repairs	\$ 4,382.00
EFT13662	11/06/2021	ALL 4X4 SERVICES	SES Plant purchases	\$ 1,042.95
EFT13663	11/06/2021	NANNUP PHARMACY	Consumables	\$ 49.98
EFT13664	11/06/2021	JOHN PATMAN	VBFB - Honorium payment	\$ 750.00
EFT13665	11/06/2021	WARREN ELECTRICAL SERVICE	Skate park electrical maintenance	\$ 15,597.39
EFT13666	11/06/2021	COASTAL MACHINERY PTY LTD T/AS COASTMAC TRAILERS	Trailer maintenance	\$ 6,150.00
EFT13667	11/06/2021	MARK & CATHERINE SCOTT	VBFB - Honorium payment	\$ 750.00
EFT13668	11/06/2021	PICKLE & O	Refreshment for Council meeting	\$ 280.00
EFT13669	11/06/2021	SOS OFFICE EQUIPMENT	Monthly photocopier fees	\$ 783.00
EFT13670	11/06/2021	SEEK LIMITED	Advertising for employment vacancy	\$ 324.50
EFT13671	11/06/2021	NANNUP CHAMBER OF COMMERCE AND INDUSTRY INC (BUSINESS INITIATIVE GROUP NANNUP INC.) (BIG N)	Banners on Warren project	\$ 1,260.00
EFT13672	11/06/2021	NANNUP HOT BREAD SHOP	Refreshments	\$ 86.81
EFT13673	11/06/2021	DUNSBOROUGH ASPHALT	Asphalt for road maintenance	\$ 7,540.00
EFT13674	11/06/2021	CHUBB FIRE & SECURITY	Monthly fire detections services	\$ 168.76
EFT13675	11/06/2021	NANNUP LIQUOR STORE	Refreshments for Council meetings	\$ 333.61
EFT13676	11/06/2021	FAIRTEL PTY LTD	SES internet	\$ 154.08
EFT13677	11/06/2021	BLACKWOOD CAFE	Information Services	\$ 4,125.00
EFT13678	11/06/2021	BUNBURY & BUSSELTON TOWING	Towing of Shire plant	\$ 943.80
EFT13679	11/06/2021	NANNUP MEDICAL CENTRE	Pre Employment Medical	\$ 154.00
EFT13680	11/06/2021	DOUGLAS LEARMOND	Vehicle detailing	\$ 220.00
EFT13681	11/06/2021	INTERFIRE AGENCIES PTY LTD TTF THE LOVETT FAMILY TRUST	VBFB - protective weare	\$ 1,716.00
EFT13682	11/06/2021	PARKWOOD MAINTENANCE	Shire office disabled toilet refurbishment	\$ 4,884.71
EFT13683	11/06/2021	CB TRAFFIC SOLUTIONS PTY LTD	Traffic control	\$ 3,503.50
EFT13684	11/06/2021	FRONTLINE TECHNOLOGY SERVICES PTY LTD	Microsoft Exchange Server upgrade	\$ 30,002.57
EFT13685	11/06/2021	NATURE BASED PLAY	Marinko Tomas Park nature playground	\$ 19,800.00
EFT13686	11/06/2021	BENGINEERRING TRANSPORT EQUIPMENT	Plant repairs	\$ 1,584.00
EFT13687	11/06/2021	THREE CHILLIES DESIGN PTY LTD	Build Mountain Bike trails Tank 7&8	\$ 153,211.00
EFT13688	11/06/2021	DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT	Quannup project - funds returned	\$ 17,223.80
EFT13689	11/06/2021	BUNNINGS- BUSSELTON	SES - toolbox	\$ 387.44
EFT13690	11/06/2021	SOILS AIN'T SOILS BUSSELTON	Local road maintenance	\$ 1,125.00
EFT13691	11/06/2021	BUSSELTON PEST & WEED CONTROL	Pest control - buildings	\$ 396.00
EFT13692	11/06/2021	D & J COMMUNICATIONS	Radio fitted to crane	\$ 2,600.00
EFT13693	11/06/2021	NANNUP ELECTRICAL SERVICES	Recreation Centre maintenance	\$ 5,489.00
EFT13694	11/06/2021	DOBBIN DESIGN	Tank design variation	\$ 660.00
EFT13695	11/06/2021	JASON SIGNMAKERS	Signage	\$ 4,072.64
EFT13696	11/06/2021	K & C HARPER	Repairs and maintenance	\$ 429.11
EFT13697	11/06/2021	ROBIN MELLEMA	VBFB - Honorium payment	\$ 1,500.00
EFT13698	11/06/2021	NANNUP HOTEL	Refreshments for Council meetings	\$ 791.00
EFT13699	11/06/2021	NANNUP COMMUNITY RESOURCE CENTRE	Advertising	\$ 556.60
EFT13700	11/06/2021	PRESTIGE PRODUCTS	Cleaning products	\$ 841.72
EFT13701	11/06/2021	SW PRECISION PRINT	Stationery	\$ 201.00
EFT13702	11/06/2021	STEWART & HEATON CLOTHING CO. PTY LTD	VBFB - Projective wear	\$ 6,702.63
EFT13703	11/06/2021	SETON AUSTRALIA PTY LTD	Repairs and maintenance	\$ 744.58
EFT13704	11/06/2021	ST JOHN'S AMBULANCE - NANNUP	Memberships	\$ 57.00
EFT13705	18/06/2021	JP REPAIRS	VBFB and Shire vehcile servicing	\$ 6,505.00
EFT13706	22/06/2021	FIND THE FUN PTY LTD	Drought funded - Find the Fun	\$ 3,756.50
EFT13707	22/06/2021	LOOSE GOOSE CHALETs	Accommodation	\$ 2,600.00
EFT13708	24/06/2021	ALL 4X4 SERVICES	SES- vehicle maintenance	\$ 1,887.90



EFT13709	24/06/2021	EDGE PLANNING & PROPERTY	Planning Services	\$ 2,389.75
EFT13710	24/06/2021	FIRE RESCUE SAFETY AUSTRALIA	SES - minor equipment	\$ 1,232.00
EFT13711	24/06/2021	CITY & REGIONAL FUELS	Diesel Fule	\$ 5,462.90
EFT13712	24/06/2021	NANNUP DELI	Fuel and consumables	\$ 495.31
EFT13713	24/06/2021	OFFICEWORKS	VBFB - minor equipment	\$ 1,989.71
EFT13714	24/06/2021	AMPAC	Debt collection fees	\$ 2,574.00
EFT13715	24/06/2021	SUSAN FITCHAT	Reimbursement.	\$ 520.40
EFT13716	24/06/2021	APV VALUERS & ASSETS MANAGEMENT	Deposit - revaluation of Infrastructure	\$ 9,416.00
EFT13717	24/06/2021	INTERFIRE AGENCIES PTY LTD TTF THE LOVETT FAMILY TRUST	SES - plant and equipment	\$ 8,000.88
EFT13719	24/06/2021	MATT MARRS	Reimbursement.	\$ 48.99
EFT13720	24/06/2021	NANNUP FAMILY BAKERY	Refreshments	\$ 42.90
EFT13721	24/06/2021	LANDGATE	Mining tenement valuation role	\$ 368.20
EFT13722	24/06/2021	CATHERINE MEWETT	Rates refund.	\$ 111.15
EFT13723	24/06/2021	NANNUP NEWSAGENCY	Stationery and postage	\$ 597.11
EFT13724	24/06/2021	NANNUP COMMUNITY RESOURCE CENTRE	Sponsorship	\$ 500.00
EFT13725	24/06/2021	THE PAPER COMPANY OF AUSTRALIA PTY LTD	Stationery	\$ 123.75
EFT13726	24/06/2021	RACKMAN AUSTRALIA	VBFB - plant and equipment	\$ 9,073.50
EFT13727	24/06/2021	SOUTHWEST TYRE SERVICE	Repairs and maintenance	\$ 165.00
EFT13730	28/06/2021	JP REPAIRS	Vehicle repairs	\$ 564.00
EFT13731	28/06/2021	REPCO PTY LTD	Consumables	\$ 144.39
EFT13732	28/06/2021	NANNUP SKIP BINS	Skip bin service	\$ 190.00
EFT13733	28/06/2021	DEAN GUJA	Health Services	\$ 3,388.00
EFT13734	28/06/2021	FIRE RESCUE SAFETY AUSTRALIA	VBFB - plant and equipment	\$ 768.12
EFT13735	28/06/2021	PAUL FLUX	Repairs and maintenance	\$ 400.00
EFT13736	28/06/2021	GEOGRAPHE COMMUNITY LANDCARE NURSERY	Plants	\$ 24.00
EFT13737	28/06/2021	CITY & REGIONAL FUELS	Diesel Fule	\$ 8,831.61
EFT13738	28/06/2021	BROOKS HIRE	Local road maintenance	\$ 3,124.74
EFT13739	28/06/2021	NANNUP CHAMBER OF COMMERCE AND INDUSTRY INC (BUSINESS INITIATIVE GROUP NANNUP INC.) (BIG N)	Function	\$ 100.00
EFT13740	28/06/2021	WASSA'S FORMWORK & CONCRETE	Footpath maintenance	\$ 6,259.00
EFT13741	28/06/2021	DUNSBOROUGH ASPHALT	Asphalt for road maintenance	\$ 3,480.00
EFT13742	28/06/2021	REDGATE LIME	Limestone for road maintenance	\$ 8,364.00
EFT13743	28/06/2021	ABRUS CONSULTING PTY LTD	Roadverge maintenance	\$ 225.00
EFT13744	28/06/2021	GEO VET	Consumables	\$ 13.00
EFT13745	28/06/2021	BUNBURY TOWING & BUSSELTON TOWING SERVICE	Towing fees of Shire Vehicle	\$ 660.00
EFT13746	28/06/2021	BRIDGETOWN BOARDING KENNELS & CATTERY	GINGER TOM REHOMED	\$ 198.00
EFT13747	28/06/2021	NANNUP MEDICAL CENTRE	Pre Employment Medical	\$ 154.00
EFT13748	28/06/2021	FRONTLINE FIRE & RESCUE EQUIPMENT	VBFB - plant and equipment	\$ 11,069.99
EFT13749	28/06/2021	PARKWOOD MAINTENANCE	Building maintenance	\$ 132.00
EFT13750	28/06/2021	CB TRAFFIC SOLUTIONS PTY LTD	Traffic control	\$ 1,925.00
EFT13751	28/06/2021	NANNUP HARDWARE & AGENCIES	Fertiliser	\$ 2,521.50
EFT13752	28/06/2021	FILMBITES STUDIO	Film Bites Workshop	\$ 4,075.00
EFT13753	28/06/2021	JE PLANNING SERVICES	Planning Services	\$ 4,493.50
EFT13754	28/06/2021	MARGARET RIVER WINDSCREENS	Plant maintenance	\$ 818.00
EFT13755	28/06/2021	BUSSELTON PEST & WEED CONTROL	Pest control - buildings	\$ 396.00
EFT13756	28/06/2021	BLACKWOODS BUNBURY	Signage	\$ 1,753.64
EFT13757	28/06/2021	NANNUP ELECTRICAL SERVICES	Electrical maintenance	\$ 1,216.50
EFT13758	28/06/2021	DO YOUR BLOCK CONTRACTING	Repairs and maintenance	\$ 330.00
EFT13759	28/06/2021	JASON SIGNMAKERS	Signage	\$ 3,729.00
EFT13760	28/06/2021	WAYNE G H JOLLEY	Reimbursement.	\$ 303.56
EFT13761	28/06/2021	K & C HARPER	Recreation Centre - water tank	\$ 7,449.20
EFT13762	28/06/2021	MALATESTA ROAD PAVING	Marinko Tomas Park nature playground	\$ 2,101.00
EFT13763	28/06/2021	PRESTIGE PRODUCTS	Cleaning and stationery	\$ 1,447.16
EFT13764	28/06/2021	ROD'S AUTO ELECTRICS	Vehicle maintenance	\$ 286.00
EFT13765	30/06/2021	CHERYLE BROWN	Meeting fees	\$ 2,790.00
EFT13766	30/06/2021	CATHERINE STEVENSON	Meeting fees	\$ 969.10
EFT13767	30/06/2021	TONY DEAN	Meeting fees	\$ 645.00
EFT13768	30/06/2021	CHRIS BUCKLAND	Meeting fees	\$ 585.00
EFT13769	30/06/2021	VICKI HANSEN	Meeting fees	\$ 2,225.00

EFT13770	30/06/2021	FRONTLINE FIRE & RESCUE EQUIPMENT	VBFB - plant and equipment	\$ 2,868.91
EFT13771	30/06/2021	ROBIN MELLEMA	Deputy allowance and fees	\$ 5,455.34
EFT13772	30/06/2021	NANNUP BROOK VOLUNTEER BUSH FIRE BRIGADE	Donation from property owner	\$ 500.00
			<b>TOTAL EFT PAYMENTS</b>	<b>\$ 468,963.55</b>
20517	30/06/2021	Cancelled cheque	Cancelled cheque	\$ -
			<b>TOTAL CHEQUE PAYMENTS</b>	<b>\$ -</b>
DD11183.1	02/06/2021	AWARE SUPER	Superannuation contributions	\$ 6,473.18
DD11183.2	02/06/2021	HOSTPLUS SUPER	Superannuation contributions	\$ 650.02
DD11183.3	02/06/2021	WA LOCAL GOVERNMENT SUPERANNUATION PLAN	Superannuation contributions	\$ 1,347.37
DD11183.4	02/06/2021	JOLLEY SUPERANNUATION FUND	Superannuation contributions	\$ 98.95
DD11183.5	02/06/2021	AMG SUPER	Superannuation contributions	\$ 425.06
DD11183.6	02/06/2021	PRIME SUPER	Superannuation contributions	\$ 207.08
DD11183.7	02/06/2021	ONEPATH MASTERFUND	Superannuation contributions	\$ 206.11
DD11183.8	02/06/2021	AUSTRALIAN SUPER	Superannuation contributions	\$ 425.46
DD11183.9	02/06/2021	MARITIME SUPER	Superannuation contributions	\$ 54.64
DD11188.1	16/06/2021	AWARE SUPER	Superannuation contributions	\$ 6,472.35
DD11188.2	16/06/2021	HOSTPLUS SUPER	Superannuation contributions	\$ 652.50
DD11188.3	16/06/2021	WA LOCAL GOVERNMENT SUPERANNUATION PLAN	Superannuation contributions	\$ 1,347.37
DD11188.4	16/06/2021	JOLLEY SUPERANNUATION FUND	Superannuation contributions	\$ 98.95
DD11188.5	16/06/2021	AMG SUPER	Superannuation contributions	\$ 425.06
DD11188.6	16/06/2021	PRIME SUPER	Superannuation contributions	\$ 207.08
DD11188.7	16/06/2021	ONEPATH MASTERFUND	Superannuation contributions	\$ 155.98
DD11188.8	16/06/2021	AUSTRALIAN SUPER	Superannuation contributions	\$ 425.46
DD11188.9	16/06/2021	MARITIME SUPER	Superannuation contributions	\$ 53.87
DD11198.1	01/06/2021	CORPORATE CREDIT CARD - SHIRE OF NANNUP	Corporate Card	\$ 768.02
DD11212.1	30/06/2021	AWARE SUPER	Payroll deductions	\$ 6,478.63
DD11212.2	30/06/2021	SUNSUPER SUPERANNUATION	Superannuation contributions	\$ 267.83
DD11212.3	30/06/2021	HOSTPLUS SUPER	Superannuation contributions	\$ 675.82
DD11212.4	30/06/2021	WA LOCAL GOVERNMENT SUPERANNUATION PLAN	Payroll deductions	\$ 547.37
DD11212.5	30/06/2021	JOLLEY SUPERANNUATION FUND	Superannuation contributions	\$ 98.95
DD11212.6	30/06/2021	AMG SUPER	Superannuation contributions	\$ 425.06
DD11212.7	30/06/2021	AMP SUPERLEADER	Superannuation contributions	\$ 94.77
DD11212.8	30/06/2021	PRIME SUPER	Superannuation contributions	\$ 207.08
DD11212.9	30/06/2021	ONEPATH MASTERFUND	Superannuation contributions	\$ 210.29
DD11183.10	02/06/2021	SUNSUPER SUPERANNUATION	Superannuation contributions	\$ 267.83
DD11188.10	16/06/2021	SUNSUPER SUPERANNUATION	Superannuation contributions	\$ 267.83
DD11212.10	30/06/2021	AUSTRALIAN SUPER	Superannuation contributions	\$ 425.46
DD11212.11	30/06/2021	MARITIME SUPER	Superannuation contributions	\$ 51.56
DD11219.1	30/06/2021	CALL ASSOCIATES PTY LTD - INSIGHT & CONNECT	Monthly overcalls	\$ 74.36
DD11219.2	30/06/2021	TELSTRA	Monthly phone account	\$ 1,623.71
DD11219.3	30/06/2021	SYNERGY	Streetlights and other electrical account	\$ 7,407.19
DD11219.4	30/06/2021	WESTNET	Monthly internet	\$ 69.90
DD11219.5	30/06/2021	SGFLEET	CESO vehicle	\$ 1,822.55
DD11219.6	30/06/2021	AUSSIE BROADBAND - DIRECT DEBIT	Monthly internet	\$ 168.00
DD11219.7	30/06/2021	WESTERN AUSTRALIAN TREASURY CORPORATION	Loan 39	\$ 2,862.53
DD11219.8	30/06/2021	GO GO MEDIA * DIRECT DEBIT*	Monthly on hold	\$ 75.90
DD11219.9	30/06/2021	TOLL TRANSPORT PTY LTD	Freight	\$ 424.99
DD11223.1	30/06/2021	TELSTRA	SES - SMS	\$ 1.00
DD11219.10	30/06/2021	BP AUSTRALIA	Monthly fuel	\$ 543.89
DD11219.11	30/06/2021	CALTEX AUSTRALIA NOW AMPOL AUSTRALIA PTY LTD	Monthly fuel	\$ 455.34

DD11219.12	30/06/2021	CLEANAWAY	Recycle and domestic bins.	\$ 8,131.16
DD11219.13	30/06/2021	BOC LIMITED	Monthly gas fees	\$ 82.68
			<b>TOTAL DIRECT DEBITS</b>	<b>\$ 54,256.19</b>
<b>TRUST PAYMENTS</b>				
EFT13728	24/06/2021	BUILDING CONSTRUCTION INDUSTRY TRAINING FUND (CTF)	CTF Levy payments	\$ 51.25
EFT13729	24/06/2021	DEPARTMENT OF MINES, INDUSTRY & RESOURCES -BUILDING COMMISSION (BSL)	BS levy payments	\$ 113.30
			<b>TOTAL TRUST PAYMENTS</b>	<b>\$ 164.55</b>
<b>TOTAL PAYMENTS MARCH 2021</b>				
Municipal Payments				\$ 523,219.74
Trust Payments				\$ 164.55
				<b>\$ 523,384.29</b>

**SHIRE OF NANNUP****CREDIT CARD PAYMENTS - June 2021**

<b>CEO CREDIT CARD</b>	<b>Supplier</b>	<b>Description</b>	<b>Amount</b>
1/06/2021	Annual Fee	Card fees	\$40.00
15/06/2021	Shire of Nannup	BSL fees	\$61.65
			\$101.65

<b>MCCS CREDIT CARD</b>	<b>Supplier</b>	<b>Description</b>	<b>Amount</b>
1/06/2021	Annual Fee	Card fees	\$40.00
25/06/2021	Webjet Fees	RDA Funded travel Study Tour	\$3,051.88
			\$3,091.88

<b>CESO CREDIT CARD</b>	<b>Supplier</b>	<b>Description</b>	<b>Amount</b>
1/06/2021	Annual Fee	Card fees	\$40.00
			\$40.00