

Attachment 6.1.2

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.

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- ~~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

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

References: <CB8DCE035D74024980759998AF9596FA662B49AE@AASBSSVR.aaperth.local>

To: <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