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Commodity Ag
Development
Application for
Warehouse/
Storage – lot 2809
Gt Southern
Highway,
Katanning



REV 2

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1.0 Introduction

1.1 Business Model and Vision Statement

Commodity Ag is a family-owned logistics and commodity supply business. It was founded by the Richardson Group who have been farming in the Great Southern region of Western Australia (WA) since 1908. With 116 years of passion behind them, their goal is to become the preeminent partner for WA’s farming community, but also to service global agricultural enterprises through the provision of superior, value-led services through the supply of world-class agriculture commodities. Their focus on tailored solutions that solve genuine industry problems being experienced on-the-ground means that Commodity Ag has already successfully positioned itself as a trusted partner for national and global businesses.

Commodity Ag work in collaboration with other transport, engineering, and equipment groups to create solid statewide supply chain network connections, all aiming to produce efficient and accessible logistical systems that reduce costs to producers of commodity goods.



Figure 1 Paddock to Port Supply Chain

A more detailed statement of Commodity Ag’s supply chain services is provided at

Appendix 5 – Capability Statement.

Through their work in supply chains and logistics, Commodity Ag has, in collaboration with primary producers and other bulk commodity goods producers, recognised some significant constraints and issues in the existing supply chain in the Great Southern region. The supply chain currently lacks the capacity and efficiency to handle the increasing demands of the region's bulk commodity goods industries, particularly in the agricultural sector and the burgeoning critical minerals sector. This is resulting in higher costs, reduced competitiveness and sustainability and constraints on economic diversification and growth in the region.

A significant need for the Great Southern supply chain is to increase the ability for the region's bulk commodity goods suppliers to transport their goods via rail. If a producer is delivering products locally, moving lighter goods, or delivering food products such as live foods and dairy, road is the preferred method of haulage. However, when transporting heavy and bulky commodity goods, such as minerals and grains, or when travelling increased distances, rail becomes the most cost-effective and time-efficient way to move products. The transition of grain movements from road to rail haulage is embedded in the vision for Commodity AG's Katanning Grain Handling Facility (grain handling facility).

The company's current physical assets include 21,300 arable hectares across 15 properties that produce 59,000 tonnes of grains, 2,700 Angus cattle and 32,000 sheep, 59 transport assets, a grain terminal in the Port of Albany (with agreements in principle for a second terminal), and an experienced team of over 40 staff, including pilots and drivers. The Richardson Group (parent company) has over 90 staff and crops 24,000 arable hectares

This proposal is part of a five-year plan to introduce receival depots (grain handling facilities) in Katanning, Hyden, Newdegate, Lake Grace and Mukinbudin. The proposed grain handling facility presents a unique opportunity to partner with the Shire of Katanning (Shire) collectively invest in the Katanning agricultural sector and sustainability of supporting sectors and local businesses.

The key components and drivers of the development proposal is the ability to secure a lease with options to purchase that is of a sufficient size to support future expansion of the grain handling operations and with direct access to the Great Southern Railway line. Utilisation of the rail line is the longer-term vision which will enable safe and efficient access the port of Albany to export locally produced commodities to international markets. This key investment aligns with Commodity Ag's Great Southern Supply Chain Enhancement Business Case which has been provided to the Shire and the state government.

Commodity Ag's vision is to *establish itself as the preeminent partner for the Western Australian Farming community, corporate and global enterprises by providing superior value and service through the supply of world-class agriculture commodities from farm gate to client. The organization's unwavering commitment to maintaining a 100% customer satisfaction rate is evident in its tailored commodity exporting solutions of bespoke commodities, designed to meet clients' individual needs. Commodity Ag's dedication to delivering exceptional value and service is a testament to its leadership in the industry. With a focus on providing tailored solutions and access to bespoke grain commodities, Commodity Ag has positioned itself as a trusted partner for businesses around the world. Through its unwavering commitment to excellence, Commodity Ag is poised to achieve its vision of becoming the partner of choice for corporate and global enterprises seeking high-quality agriculture commodities.*

1.2 What We Are Seeking

Development approval is sought to enable the formalisation of a lease for the subject site (lot 2809 Great Southern Highway) with the Shire of Katanning (Shire). Obtaining development approval is a prerequisite for Commodity Ag to progress detailed design work and to commit further capital or acquire assets. To commence operations at the earliest opportunity a conditional development approval that enables site preparation works to commence whilst concurrently finalising the detailed design (layout) and obtaining Shire building and environmental health consents is sought.

Positive and productive discussions with the Shire have confirmed that the intention of the Henry Street Structure Plan area is to facilitate development the exact type of industrial development proposed by Commodity Ag which, once established, will support the local agricultural sector and help to fill the void left by CBH relocating its grain handling operations to Broomehill. The proposed development is a perfect fit with the strategic planning policy framework. Commodity Ag is confident that with the support of the Shire it can become a key contributor to the sustainable economic prosperity of the community.

2.0 Subject Site and Context

2.1 The Subject Site

The proposed grain handling facility is located at lot 2809 Great Southern Highway, Katanning. The broader site has a land area of 76.9229 hectares and is bounded to the south-east by Henry Street, to the south-west by Great South Highway, to the north-west by Baker Street, and to the north-east by the rail line. The site is notable for creek line containing remnant vegetation. Initially 20 hectares is proposed to be leased with the option for a further 10 hectares. Vehicular access to Henry Street will be constructed on lot 9000 (no. 50) Henry Street. Land north of the creek line will also be sought to secure rail frontage but does not form part of this stage of works or lease negotiations.



Figure 2 Site Context Lot 2809 Great Southern Highway

2.2 Site Context

The subject site is located on the northwest fringe of the Katanning townsite approximately 1.8km from the town centre. The subject site is surrounded by rural and industrial zoned land and abuts the Great Southern Railway reservation to the north.

3.0 Planning Framework

3.1 Strategic Planning Policy Framework

3.1.1 Great Southern Regional Planning and Infrastructure Framework

The Great Southern Regional Planning and Infrastructure Framework (Framework) was adopted in December 2015 and provides a strategic direction for the development until 2035. It addresses the scale and distribution of population growth, as well as providing a blueprint for economic development and infrastructure in the region.

The Framework identifies and prioritises regionally significant infrastructure upgrades and planning initiatives that will guide government investment decisions and support the growth of established industries such as agriculture, forestry and tourism as well as investment in new enterprises. Katanning is recognised as a sub- regional centre for the provision of services and facilities to meet the needs of the local community and the broader rural population.

The Framework objective for economic growth is for *a growing regional economy focused on maintaining strong links to current markets and establishing new export markets for agricultural and mining products...* Commodity Ag undertakes activities that directly facilitates the Framework's recognition that *the Great Southern is well located to take advantage of increasing demand in Asia for high quality and safe food products, both in established and new markets.*

3.1.2 Shire of Katanning Local Planning Strategy

The Shire of Katanning's Local Planning Strategy (Strategy) was adopted in 2013 to provide the Shire with a strategic planning framework and long-term vision to plan, guide and accommodate future growth in the region. The Henry Street Precinct Structure Plan Area is acknowledged as a Development Investigation Area to provide for limited industrial expansion to facilitate complementary land use to WAMMCO. The Strategy also recognises potential land use conflicts between residential and industrial development and that buffer zonings, land use or development should be considered. The Shire's LPS states that the current Light and General Industrial warrant review to reflect the following:

- Potential rezoning of some General Industrial land to Light Industrial Zone to better reflect current land uses and minimise the potential for land use conflict with nearby or adjacent Residential zoned land.
- A review of land use and development permissibility to provide greater a differentiation and range of industrial and related commercial development opportunities.

3.2 Statutory Planning Policy Framework

3.2.1 Shire of Katanning Local Planning Scheme no. 5

The Shire of Katanning Local Planning Scheme no. 5 (LPS5) was gazetted on 9 February 2018. The subject site is zoned *Industrial Development* the objectives of which are to:

- Designate land for future industrial development.
- Provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme.

Development zones are typical rezoned once established such that it is prudent to recognise that the objectives of the *General Industrial Zone* include to:

- Provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.
- Encourage manufacturing and processing using produce from the region.
- Take advantage of the attributes of location, availability of services and transport facilitates servicing Katanning and the region.

The proposed development is consistent with the objectives of the current and likely future zoning of the subject land.

Notwithstanding that the General Industrial zone does not have any additional development requirements contained in Table 3 of LPS5, the minimum building setbacks applied to the General Industrial Zone will be adhered with and the proposed development (grain transfer station) is not a Prescribed Premises by virtue of not employing conveyors which would otherwise require a 500m buffer area to restrict or prohibit sensitive land uses. A license or works approval is also not required under the Environmental Protection Regulations 1987.

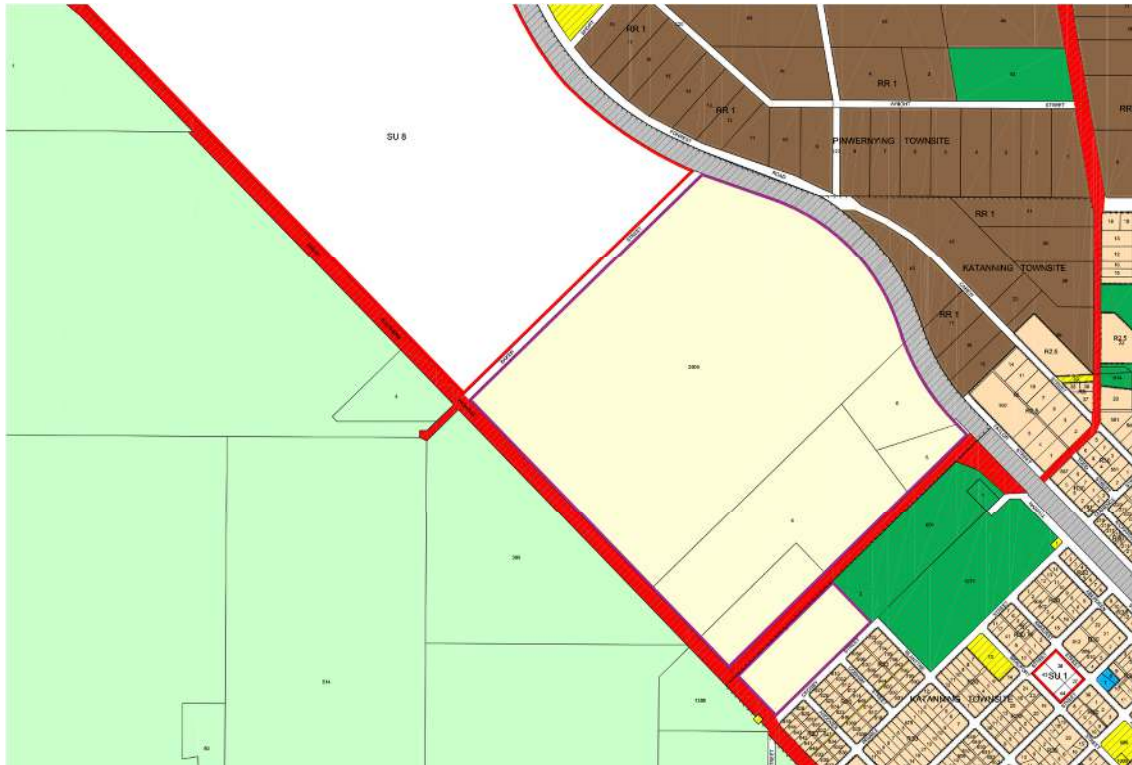


Figure 3 Shire of Katanning LPS5 Map 7

The land use definition which applies to the proposed development is *warehouse/storage* with incidental *workforce accommodation*.

Warehouse/storage is a D use in the zoning table, as is workforce accommodation. D use means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

warehouse/storage means premises including indoor or outdoor facilities used for
a) the storage of goods, equipment, plant or materials; or
b) the display or sale by wholesale of goods.

It is noted that no goods will be displayed or sold, the commercial operations are limited to storage. This is reflected in a lower volume of traffic and intensity of land use than typical of a warehouse operation on a commensurate sized land holding. This is no Costco, it is a grain transfer facility to service the agricultural base of the community.

workforce accommodation means premises, which may include modular or relocatable buildings, used

- a) primarily for the accommodation of workers engaged in construction, resource, agricultural or other industries on a temporary basis; and
- b) for any associated catering, sporting and recreation facilities for the occupants and authorised visitors.

Whilst it is acknowledged that workforce accommodation may be approved as a standalone use rather than being restricted to a use incidental to a predominant use, this component of the operation is very much incidental. The accommodation is not a commercial consideration available to the public, nor are communal facilities proposed. We submit that the accommodation component should be considered as an incidental use more aligned with caretakers' accommodation.

3.2.2 Henry Street Precinct Structure Plan

In order to facilitate development under the 'Industrial Development' zone, the Henry Street Precinct Structure Plan (Structure Plan) was adopted by the Western Australia Planning Commission in July 2018. The development site is located towards Henry South to the southwest of the Structure Plan area.

The Structure Plan informed the current General Industry zoning and included an indicative internal road and lot layout. The Structure Plan acknowledges that the market would drive the timing and nature of development and subsequently inform the internal road and lot layout.



Figure 4 Henry Street Structure Plan Indicative Lot Layout

The Structure Plan also identified industrial land use buffer separation distances, which are not applicable to the proposed grain transfer facility. In this instance, given the subject site is located on the fringe of the structure plan area it does not preclude a prescribed premise (noxious industry) from occupying that part of the estate which allows the greatest separation distances from adjoining land. A highway landscape buffer zone is identified. The timing or responsibility of establishing the landscaping is unclear. The Draft Master Plan does not propose any development which is inconsistent with a rural setting or would otherwise require screening. It is further acknowledged that no development is proposed within the nominated buffer area which would preclude future revegetation.

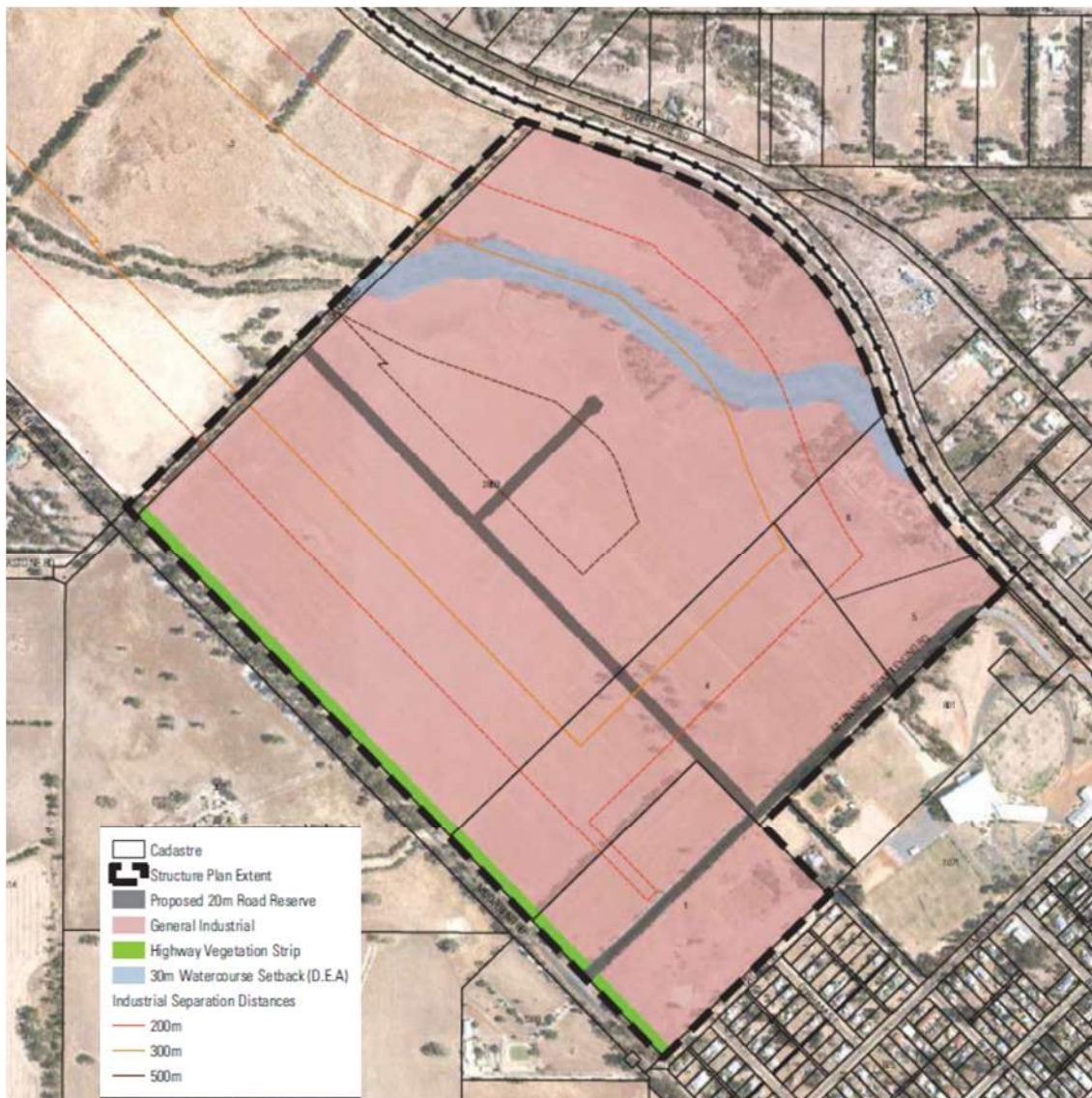


Figure 5 Henry Street Structure Plan Map

3.2.3 Local Planning Policies

There are no applicable local planning policies.

It is noted that transportable buildings are not defined under local planning policy 2 for transported dwellings as a 'transported dwelling'.

It is further noted that local planning policy 3 for radio mast and satellite dishes does not apply to the Industrial Development zone.

3.2 State Planning Policy Framework

3.2.1 State Planning Policy 4.1 and EPA Guidance Statement no. 3

State Planning Policy 4.1 Industrial Interface and the Environmental Protection Authority Guidance Statement no. 3 Separation Distances between Industrial and Sensitive Land Uses (Guidance Statement 3) require management practices and buffer distances to be applied to certain industrial land uses to mitigate environmental impacts. The onus is on a proponent to justify the extent of any buffer area required and to support the study with management practices. Guidance Statement 3 requires transfer stations utilising conveyors to employ a 500m buffer. Notwithstanding that this buffer distance from land zoned Residential or Rural Residential will be achieved, Commodity Ag does not propose stockpiling by way of traditional fixed conveyors. Grain handling practices is outlined in section 4.1 Grain Transference.

The grain transfer (handling) facility will operate similarly to Commodity Ag's Downs Road facility near Albany which is not a prescribed premises under the Environmental Protection Act 1986.

4.0 The Proposed Development

Commodity Ag have prepared a Draft Master Plan for the proposed Katanning grain handling facility. The Draft Master Plan identifies an initial 20-hectare lease area with an available option 10 additional hectares south of the creek line from the Shire of Katanning (Shire). 20 hectares is able to accommodate current needs and the indicative configuration of buildings and infrastructure necessary to safely and efficiently receive, store and distribute grain initially by road to the Port of Albany. Land to the north side of the creek line is also identified and is required for future direct rail access.

Securing land tenure and obtaining development approval is essential to progress to the detailed design stage. The detailed design stage will be informed by the conditions imposed by development approval, soil testing, negotiations with current suppliers and the broader market to source transportable buildings, plant and equipment, and the construction of a site access road.

Discussions are currently progressing with the Shire to secure a 20-hectare lease with an option of a further 10 hectares, and for the construction of an access road and crossover off Henry Street.

It is anticipated that development approval will be conditional upon:

- I. finalising land tenure,
- II. the submission of detailed design plans (elevations and floor plans) for buildings and significant infrastructure such as the weighbridge, and
- III. modifications to the Draft Master Plan to confirm the configuration of buildings and associated infrastructure, stormwater controls, and vehicle access, manoeuvring and hard stand areas.

It is requested that the endorsed Master Plan be an operational document such that minor works not classifiable for the purposes of building approval such as directional signage, boom gates, bollards and barriers, small water tanks and siteworks associated with improvements and ongoing maintenance to the stormwater management system can be identified by way of updates.

Building and environmental health consents will also be required prior to the commencement of building works and occupation, and for any additional classifiable structure in accordance with the Building Act (WA).

Commodity Ag is committed to working with the Shire, local farmers and the broader community to fill the void left due to the relocation of the CBH Katanning facility to Broomhill and to further its vision for Great Southern Supply Chain Enhancement. The establishment and operation of grain handling facilities is a fundamental to achieving this

vertically integrated paddock to port supply chain and is part of a part of a five-year plan to introduce receival depots. Commodity Ag is working with key stakeholders to ultimately enable transport commodities from these receival depots to the Port of Albany by rail.

Initial costing for the proposed development works defined under Section 4 of the Planning and Development Act (excluding mobile plant) is \$2.2M. This includes allowances for siteworks, stormwater drainage, internal roads, fixed structures, fencing, security and utilities.

4.1 Grain Transference

Trucks will enter the grain handling facility in forward gear and their loads be tested/sampled and weighed. Commodity Ag site personnel operating out of a hut (office) building will be responsible for the load assessment and facilitating safe truck movements within the site.

Once tonnage is ascertained the trucks will be directed to a nominated storage bunker to be offloaded.

Stockpiling by way of fixed conveyors is not proposed. Mobile drive over conveyors are used which are more responsive in their operation than a fixed conveyor system. The mobile conveyors move parallel to the storage bunkers and are positioned to discharge immediately above the stockpile. Less airborne matter is generated whilst transferring grain using this method.



Figure 6 Mobile Conveyor in Operation Offloading Grain from a Stockpile

Once the trucks have been unloaded, they exit the site in forward gear.



Figure 7 Commodity Ag's Downs Road Grain Handling Facility near Albany

4.2 Grain Storage Bunkers

A series of standardised storage bunkers are proposed to contain the grain see

Appendix 2 - Storage Bunker Detail. The bunkers will be covered with tarps that are anchored at nominated points to the ground and incorporate a liner system. The means of enclosure will keep the grain dry whilst enabling a maximum capacity of approximately 43,768 cubic meters. The approximate dimensions of the footprints are 36m wide by 220m long.

4.3 Employee and Contractor Accommodation

Four (4) proposed transportable accommodation units will accommodate Commodity Ag site personnel and contractors working at the grain handling facility for short periods. The accommodation component is an incidental use predominantly required to respond to the seasonality of the operation and meet work health safety obligations. The ability to offer accommodation is essential to secure casual employees during peak harvesting times. The risks associated with driver fatigue can also be mitigated with the availability of on-site accommodation.

The accommodation units are envisaged to be in a single room configuration suitable for single employees only and incorporate a kitchenette. There are no communal facilities proposed. Occupants will need to sign a tenancy agreement addressing use of the accommodation and behaviour. The presence of third parties including family members or guests will not be permitted. Due to the scale of the accommodation and its relative isolation from any sensitive land use, no adverse impacts on the amenity of the area are envisaged. Notwithstanding, a Management Statement can be prepared prior to occupation commencing if required.

An indicative layout of accommodation units has been provided see Appendix 1 – Draft Master Plan which will be further informed at the detailed design stage which will include tendering or seeking quotations and soil testing to inform the selection of transportable buildings and on-site effluent treatment and disposal systems.

It is further noted that the proximity to the town centre affords the occupants a level of social and recreational amenity that would far exceed that otherwise be expected to be provided as part of a self-contained facility. This means of accommodation encourages integration into the community, benefits local businesses, and reduces economic leakage.

4.4 Staging and Future Opportunities

A 20-hectare lease area has been initially sought being a sufficient size to accommodate current operational needs. A further 10 hectares has been offered which will allow the flexibility to reconfigure and expand the grain handling facility. Land north of the creek line with direct rail frontage will be sought as part of future staging to develop an intermodal terminal and further respond to operational needs. **The intermodal terminal does not**

form part of this application but has been disclosed for transparency and to identify potential further community benefit that this project will deliver.

Additional grain storage bunkers can be introduced in line with growth and seasonal output within the initial 20-hectare lease area. When warranted capital investment to build capacity and streamline processes will be implemented. Local businesses and contractors will be invited to tender or sourced at every opportunity.

The longer-term vision is to transition freight movements to the Port of Albany from road to rail utilising the adjacent Great Southern Railway line. Discussions are ongoing with the Shire, the state government and the rail operator to implement Commodity Ag's Great Southern Supply Chain Enhancement Business Case that seeks to develop multiple intermodal terminals at strategy locations with direct rail connectivity to the Port of Albany.

Whilst not forming part of this application the establishment of a rail intermodal site at Katanning presents opportunities to transition the movement of other products from road to rail. Meat products from WAMMCO's Katanning Production Facility, containerised hay and grain, and the delivery of imported agricultural equipment from the Port of Fremantle are some of these opportunities.



Figure 8 Port of Albany Grain Handling

5.0 Land Tenure

Commodity Ag have been in discussions with the Shire to finalise the initial lease of 20 hectares with an option for a further 10 hectares within lot 2809 Great Southern Highway for the purposes of establishing a Katanning grain handling facility. Formalising access through Lot 900 (50) Henry Street is part of the tenure discussions. Lot 2809 is wholly located within the Henry Street Structure Plan area. The land is owned by the Shire and is does not currently generate revenue. Establishment of the lease will not impact the current use arrangements with the local football club.

It is clear from these discussions that the proposed grain handling facility is a land use that is supported under the local planning policy framework and welcomed by the Shire who is seeking to progress development of the industrial precinct. Commodity Ag has determined that subject to agreement with respect to commercial terms that the subject site is ideally positioned and development-ready (subject to construction access) to meet its needs.

Discussions with a local real estate agent have been held to identify the lease area required and with the Shire to explore options for how trucks can best access the site. The Draft Master Plan accompanying this application reflects these discussions.

The execution of a lease and issuance of development approval are largely reliant upon the other. It is understood that development approval will be conditional upon the execution of the lease which is subject to a standalone administrative process and resolution of Council.

6.0 Assessment

6.1 Land Use

The use of the land for a warehouse/storage and incidental workers accommodation aligns with the objectives of the local planning policy framework and, importantly, the objectives of the Industrial Development Zone and Henry Street Structure Plan.

Signage, light spill and emissions can be controlled and are located well away from any sensitive land use. Truck movements will be seasonal in nature and follow an existing designated truck route. There is no envisaged amenity impacts on the locality, but there is an opportunity to contributor to the sustainable economic prosperity of the community.

This Shire has recognised the strategic importance of the proposed investment by Commodity Ag and entering into good faith lease negotiations to progress the project.

6.2 Built Form

The built form will have limited environmental impact or visual impact and is predominantly of an agricultural nature.

6.3 Siteworks and Landscaping

Siteworks will be limited to the smallest necessary footprint to manoeuvre B-Double class vehicles in forward gear, establish grain storage bunkers and the footprints for transportable buildings and structures. Additional contouring will occur to establish swales and basins.

Soli disturbance will be limited to contouring of the topsoil. The natural fall of the site will be leveraged to minimise changes to the natural ground levels.

6.4 Incidental Works

The workers accommodation huts are considered an incidental land use to the predominant warehouse/storage use.

Incidental structures such as directional signage, boom gates, bollards and barriers, small water tanks, as well as siteworks associated with improvements and ongoing maintenance to the stormwater management system and effluent treatment and disposal systems are proposed. It is impractical to identify the final configuration of all incidental structures and works at this time. These incidental elements are not classifiable as structures under the building code and are expected to be exempt from development approval under the *de minimis* principle. Notwithstanding they are proposed to be identified on a further reiteration of the Master Plan when the final

operational layout is confirmed. Specifications will also be available and can be provided as required.

6.5 Traffic Impacts and Operating Periods

The Great Southern Regional Planning and Infrastructure Framework recognises that *to improve the efficiency of the transport network it is advantageous to shift freight transport off roads and onto the rail system, with intermodal transfer facilities located at strategic sites to enable the transfer of road and rail freight.* This is consistent with Commodity Ag's vision and strategy.

Until such time as land tenure is obtained and further consents given for an intermodal terminal grain is proposed to be transported to the Port of Albany by road. The designated route is via Henry Street onto the Great Southern Highway. No direct vehicular access onto the highway is proposed that would otherwise need to be supported with a traffic engineering report and require Mainroads referral and consent. Henry Street is a designated truck route such that the 'T' intersection to the highway has been designed and constructed to accommodate truck movements. Henry Street has a posted 60km/hr speed which reduces the need for rapid acceleration or breaking.

The Henry Street crossover will be constructed to Shire specifications with the final layout to be negotiated. Due regard will be given to the proposed sole access point associated with the workforce accommodation facility on Lot 101 Henry Street. A detailed Traffic Impact Statement (TIS) was undertaken by WML Consultants for that workforce accommodation facility. The TIS assigned a 50 km/hr speed to this stretch of Henry Street. September 2023 imagery identifies that 60km/hr is the posted speed which has been relied upon for this report. Duplication of a traffic assessment would serve little purpose. The proposed grain handling facility will have comparatively far fewer vehicle movements and will be accessed by drivers familiar with the road network and driving conditions.

With respect to Henry Street the TIS workforce accommodation facility ascertained that pedestrian/cyclist activity was expected to be infrequent (no footpaths or cycle paths), there were no public transport services, Safe Intersection Sight Distance (SISD) were available in both directions, and the road had significant latent capacity to accommodate additional traffic.

Grain handling is a seasonal activity. The peak harvest period occurs between late October to mid-December. The grain handling facility would open for up to 16 hours per day during this peak period. Up to 100 in bound trucks could arrive per day over a 16-hour period. After the peak period grain is received for another 2 to 3 months during normal work hours (8am - 5pm weekdays). Up to 20 in-bound trucks could arrive per day over a 9-hour period.

Truck movements to the Port of Albany is informed by ship requirements. Typically, the load-out of grain occurs 50 days per year in 5-day intervals to load each ship. These intervals depend on how much grain is in storage.

Outside of harvesting and out loading periods the grain handling facility will be in shutdown. The on-site manager will routinely monitor the site during shut down periods.

Due to the seasonality of the business and need to respond to weather events grain deliveries may occur outside of business hours. Whilst it is anticipated that the bulk of deliveries will occur during daylight hours, approval is sought for unrestricted operating hours. It is accepted practice for agricultural operations and those located within industrial estates to not have hours of operation restrictions imposed. Grain deliveries will be received via designated truck routes.



Figure 9 Henry Street T intersection with Gt Southern Highway

All external lighting will be directed to be contained within the subject site.

6.6 Environmental Impacts

The Katanning WAMMCO Site Local Water Management Study (LWMS) references an October 2014 environmental study of the Henry Street Structure Plan area by Terratree. It is our understanding that little change has occurred to the subject site since this investigation. Further desktop assessment was undertaken to inform this submission and found no additional environmental constraints.

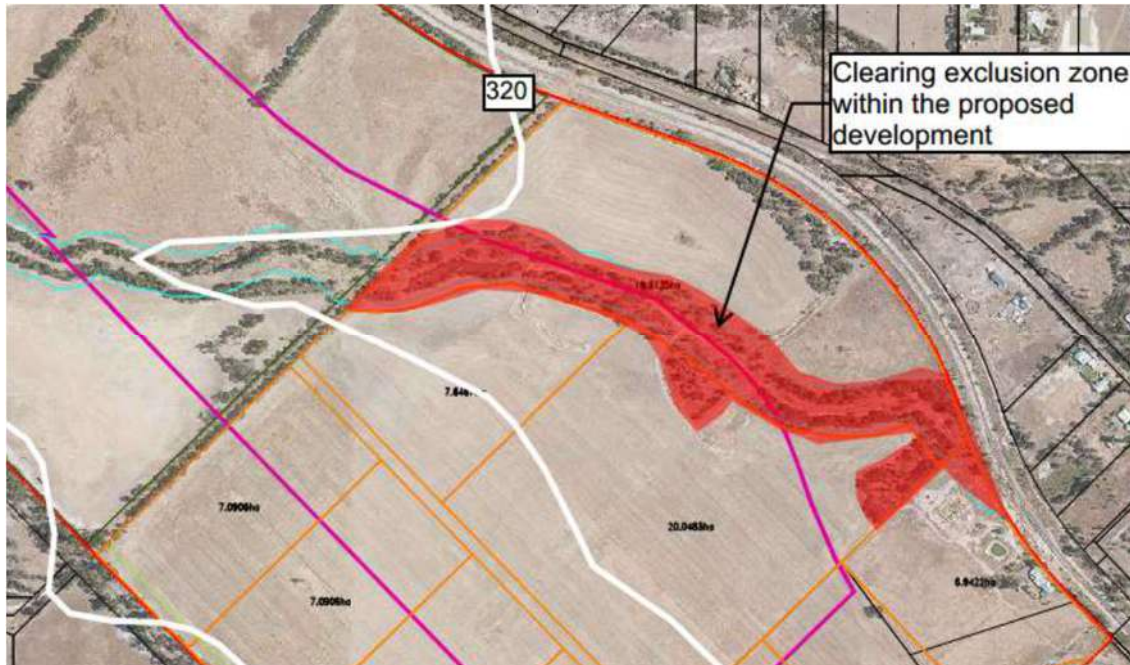


Figure 10 LWMS Study Creek Line Clearing Exclusion Zone

6.6.1 Emissions

Operational noise is limited to vehicle movements, grain transference, and the operation of generators to power buildings and lighting towers. Materials processing is not proposed.

No sirens, horns or amplified public address system will be operated or installed. Management measures will be implemented to ensure that the accommodation component of the operations do not create any on or off-site disturbance. As previously identified, a tenancy agreement will address use of the accommodation facilities and behaviour.

All artificial lighting will be contained within the subject site. Illuminated or animated signage is not proposed.

Construction noise is addressed under 7.2 Noise and Vibration Management.

6.6.2 Waste Management

All on-site effluent treatment and disposal systems will comply with the relevant Health Regulations and the Draft Country Sewerage Policy. No system is expected to exceed a daily capacity of 540 litres otherwise requiring Department of Health approval.

No hydrocarbons or other inflammable or explosive substances or grease, oil or greasy/oily matter is likely to be discharged.

Any future on-site washdown will be limited to cleaning of road grime from the exterior of vehicles and washdown areas will comply with the Department of Water Quality Protection Note 68 – Mechanical equipment wash down. Any future washdown bay pad will be of the smallest practical surface area whilst being of sufficient size to prevent any over-spray or splashes from escaping its confines. The design will need to incorporate an impervious pad, with a raised perimeter bund at least 75mm high and 100mm wide drained to a collector pit and discharged to sediment basin. Washdown is not permitted within 30m of the creek and will require a vertical soil separation buffer of at least two metres from the surface of the highest groundwater table. Stormwater management systems will be used consisting of vegetated filter strips. A Trade Waste permit is not envisaged.

Given the limited number of site personnel and contractors and limited deliveries, a kerbside rubbish bin and recycling bin collection will be sufficient. Henry Street is included on the Shire's waste collection map. Should the Shire domestic waste collection service be unavailable, a commercial bulk bin collection service will be implemented. Any bulk bin(s) will need to be sealed and supplied in a clean condition. Bulk bin washing will occur off-site.

6.6.3 Vegetation Management

The LWMS found the structure plan area contained 'completely degraded' vegetation considered to have limited conservation values. No species of threatened flora was identified or the site deemed to be an environmentally sensitive area. The LWMS recommended a clearing exclusion zone to protect existing vegetation along the creek line.

No development is proposed which would otherwise directly or indirectly impact on vegetation within the creek line. Any significant vegetation will be identified prior to the commencement of siteworks and be tagged or otherwise isolated within a tree protection zone to the satisfaction of the Shire. Nutrient loading or contamination will be mitigated by the control of stormwater by way of vegetated swales and basins.

No landscaping is proposed for aesthetic purposes. If directed by the Shire any landscaping will incorporate waterwise native plants consistent with the recommendations of the LWMS that do not require irrigation after the establishment period.

6.8 Stormwater and Erosion Control

The LWMS recommends development sites within the Henry Street Structure Plan area incorporate stormwater retention that allows discharge at the predevelopment flow rate. Water tanks to contain grey water and runoff from roof or hardstand areas.

The proposed development is not typical of that common to industrial allotments notable for expansive roofed and asphalt sealed parking areas with few discharge points for concentrated stormwater. The proposed transportable buildings have a small footprint. Vehicle manoeuvring and hard stand areas are proposed to be of a compacted gravel or equivalent non-bituminous seal which allows a degree of permeability. It is further acknowledged that the natural fall of the subject site will be leveraged and largely unchanged. That is Numerous heavily vegetated swales and basins is proposed to contain and control the discharge of stormwater that will ensure overland flows are unchanged and any contaminants are filtered. Siteworks will be limited to that necessary and incorporate a 1% downhill fall to direct run-off away from buildings and structures.

6.9 Utility Services

6.9.1 Power

The proposed operations will initially run on generators.

There is no existing low voltage overhead infrastructure in Henry Street. The planning report for the proposed workforce accommodation facility on Lot 101 Henry Street notes that a supply is available from Crosby Street however there is low remaining network capacity and therefore upgrades may be required to service their development (potentially including provision of switchgear and/or a transformer). It is unclear whether there will be a future an opportunity for any extended and upgraded overhead supply to be leveraged. Notwithstanding, network supply is not required to operate the proposed grain handling facility.

6.9.2 Reticulated Water

The Henry Street Structure Plan area has not been included in the Water Corporations water planning¹.

6.9.3 Telecommunications

Katanning is services by fixed wireless and mobile phone towers. Any additional demand on the current network is anticipated to be minimal.

No telecommunications infrastructure is proposed.

6.9.4 Gas

There is no reticulated gas network servicing in Katanning. A gas supply is not envisaged at this time but would be otherwise met through bottled gas supply.

¹ Katanning WAMMCO Site Local Water Management Study

7.0 Construction Environmental Management Plan

A construction environmental management plan (CEMP) has been prepared to ensure effective controls and contingencies are in place to manage development. The planning objective of the CEMP is to

- *To ensure the effective management of demolition, construction and siteworks*
- *To ensure that development is undertaken in a responsible manner that minimises impacts on surface and groundwater quality, traffic and pedestrian movement, and to encourage the retention and protection of vegetation.*
- *To maintain the local amenity in the vicinity of all works*

In order to inform baseline dust and sediment control measures a Site Risk Assessment Matrix has been prepared. The risk classification determined by the Site Risk Assessment Matrix will determine the baseline provisions and contingency arrangements pertaining to dust and sediment control and the monitoring requirements outlined in the CEMP. The risk classification is informed by the type and scale of the activity, the proximity to other land uses, and climatic factors.

All works are programmed to occur outside of the dry period 1 April – 30 September such that the assessed risk classification is not elevated to the next classification as per recognised practice.

The Site Risk Assessment Matrix and the corresponding provisions, contingency arrangements and monitoring requirements have been sourced from the *Guideline for Managing the Impacts of Dust and Associated Contaminants from Land Development Sites, Contaminated Sites Remediation and Other Related Activities* (Guidelines) produced by the Department of Biodiversity, Conservation and Attractions and adapted to respond to the local context.

7.1 Dust and Sediment Control

Soil disturbance will be limited to contouring of the topsoil for the purposes of establishing the footprints for the grain storage bunkers, preparing access roads, manoeuvring and hard-stand areas, excavation for transportable building footings and associated effluent treatment and disposal systems, and establishing a system of swales and basins. The natural fall of the site will be leveraged to minimise changes to the natural ground levels and excavated soil utilised for bunds and stormwater control, establishing elevated building pads and effluent treatment and disposal envelopes to ensure a 2m vertical separation from the ground water table.

The following minimum provisions, contingency arrangements and monitoring actions will be implemented during the construction period. During peak operational and dry

periods further dust suppression measures will be implemented and focused on trafficable areas.

Site Classification	Provisions	Contingency Arrangements	Monitoring Requirements
Site Classification 2 – 200 to 399 (Low Risk)	<ul style="list-style-type: none"> ▪ A contingency should dust impacts occur such as use of a water cart and/or wind fencing. ▪ Wash down areas located away from stormwater drains. 	<ul style="list-style-type: none"> ▪ Include an allowance for water-cart operation, wind fencing and surface stabilisation (geofabric or chemical suppressants) during the construction period for the purposes of dust suppression. ▪ If directed by the Shire or Site Supervisor the cessation of dust generating activities until such time as wind fencing, geofabric or chemical stabilisation is implemented. ▪ The means to stabilise areas of disturbed land to ensure that exposed areas are kept to a practical minimum. 	<ul style="list-style-type: none"> ▪ Complaints management system in place (complaints recorded and acted on promptly). ▪ Register of complaints to be made available to the local government upon request. ▪ Notice to be erected at the site, providing contact details of the person to be contacted and works.

7.2 Noise and Vibration Management

Construction work shall be conducted in accordance with the *Environmental Protection (Noise) Regulations 1997* and section 6 of Australian Standard: *AS2436:2010 – Guide to Noise and Vibration Control on Construction, Demolition, and Maintenance Sites*.

The use of generators or amplified music will discontinue after 6pm.

A Nightworks Permit (or equivalent) will be sought for the prior approval of the Shire for any construction outside of the hours of 7am to 7pm or on Sundays or public holidays.

7.3 Bushfire

A portion of the lease area is designated a bushfire prone area due to its proximity to remanent vegetation within the Henry Street reservation.

A Bushfire Attack Level (BAL) assessment was prepared as part of the Henry Street Structure Plan see

7.5 Community Engagement

Commodity Ag is committed to working with the Shire and the local community and businesses to deliver social and economic benefits. There will be full disclosure for all activities undertaken on the site and all relevant consents will be obtained and associated conditions and obligations met.

The Gnowangerup Aboriginal Corporation have worked alongside the Richardson Group for a number of years to create strong bonds both in terms of supporting local Indigenous businesses and providing employment opportunities and training for Indigenous peoples in the region.

“In addition to fostering employment opportunities, [Commodity Ag] have extended their support to the growth and sustainability of Noongar businesses in the region. Their collaboration and assistance have played a pivotal role in nurturing entrepreneurial endeavours within the community” (Sharon Minitier, Secretary/Treasurer)

It is acknowledged that grain handling activities are seasonal in nature and that there will be heightened sensitivities during harvesting period as operating hours respond to the needs of local farmers. Notwithstanding, the operations are removed from community sensitive land uses and is serviced by an existing road network which does not pass through residential areas.

Prior to the commencement of works a complaints management system will be in place and any complaints recorded and acted on promptly. The register of complaints to be made available to the local government upon request.

Notice to be erected at the site, providing contact details of the person to be contacted to resolve any issues and the nature of the construction works and operations.

7.6 Work Health Safety

The grain handling facility will operate in full accordance with Work Health Safety legislation and industry best practice. Importantly, Commodity Ag has experience operating its Downs Road facility near Albany. The successful and proven work practices from that facility will be implemented in accordance with Occupational, Health, Safety, Environmental and Quality Management Systems.

Specifically, the Site Supervisor will be responsible for undertaking site specific inductions, internal safety inspections, contractor safe work method statements (SWMS) are reviewed, and permits sought for any high-risk activities. There will also be daily prestart meetings with tradespeople attending the site and regular toolbox meetings with site personnel as required.

7.7 Environmental Sustainability

Commodity Ag's highly successful agriculture production activities seek to find sustainable improvements to farming through practice and substantial research and development investments to make the industry cleaner and greener. They've invested \$5M over the last three years in projects such as trialling seed variations and production methods that support carbon sequestration and climate resilience.

Buildings will incorporate electrical equipment with the highest feasible energy efficiency rating, LED lighting and achieve or exceed the mandated energy efficiency standards under the building code. Water fittings will be WELS-rated. Solar panels will be assessed on their merits and introduced where feasible.

The accommodation tenancy agreement will reinforce the need to use water wisely, recycle where practical and to run electrical appliances on a need only basis.

Commodity Ag is currently developing an Environmental Sustainability Policy that will reinforce and champion its ongoing commitment to recycling, repurposing, using products with green credentials, and minimising its carbon footprint. Facilitating a transition from road to rail transportation is evidence of this commitment.

Subcontractors and suppliers will be required to evidence a commitment to sustainability principles as part of tendering processes.

8.0 Conclusion

It is clear from the positive discussions held with the Shire of Katanning that the proposed Commodity Ag Katanning Grain Handling Facility is a welcome investment into the local community. The grain handling facility is part of a strategic business plan to strength its paddock to port vertical supply chain model and ultimately leverage rail as the preferred means of delivery to the Port of Albany.

The subject site is appropriately zoned and located for a warehouse/storage to function without constraints or adverse impacts on the amenity of the area. The proposed workforce accommodation is an incidental but essential component of the successful operation of the grain handling facility. This component pf the use is also aligns with the local planning policy framework.

In order to progress to the next phase of project delivery development approval is sought which will provide the certainty necessary for executing a formal lease with the Shire and enabling progression to the detailed design and asset acquisition stage.

It is requested that the Draft Master Plan be endorsed as a living document such that minor works not classifiable for the purposes of building approval such as directional signage, boom gates, bollards and barriers, small water tanks and siteworks associated with improvements and ongoing maintenance to the stormwater management system can be identified by way of updates.

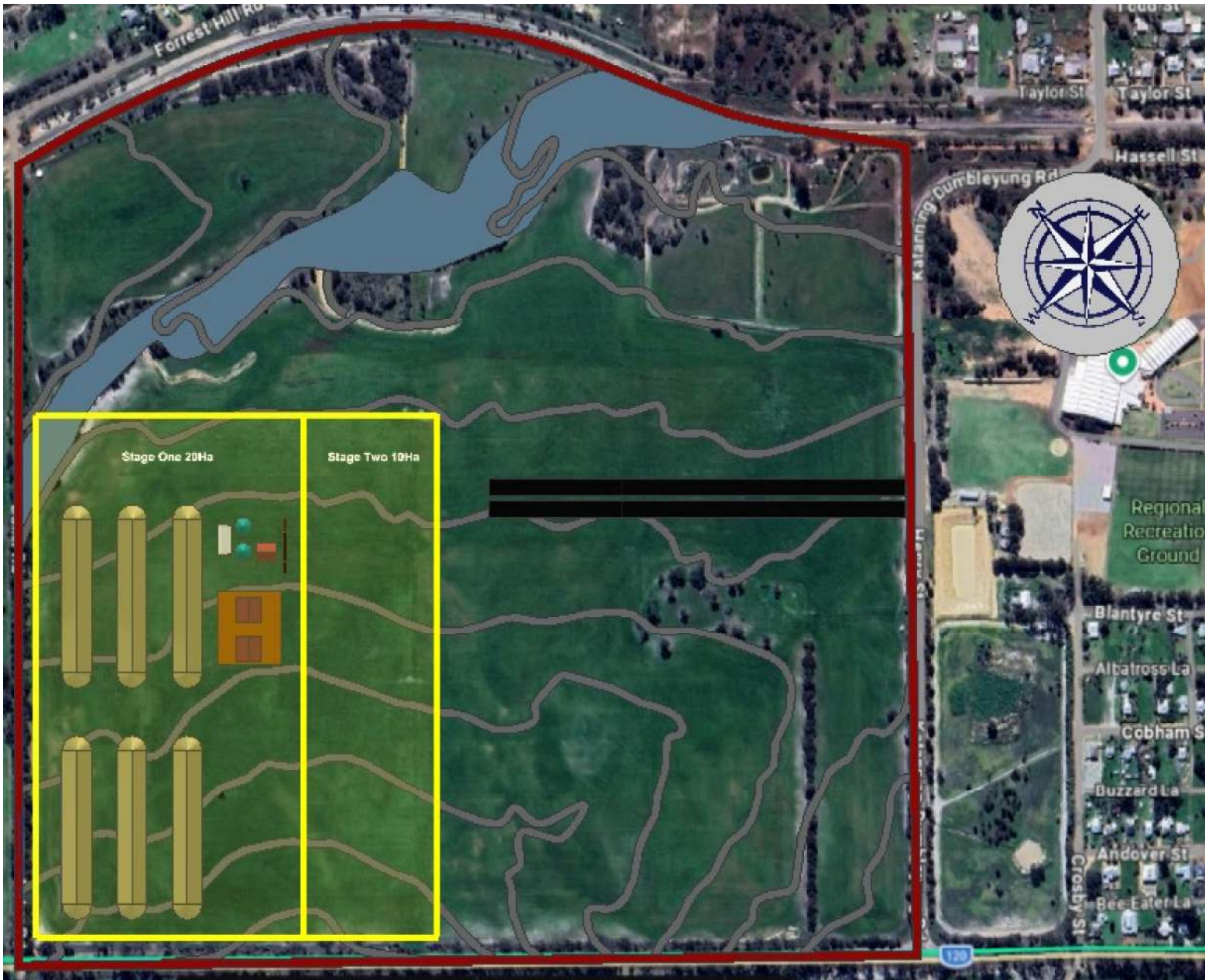
Building and environmental health consents will also be required prior to the commencement of building works and occupation, and for any additional classifiable structure in accordance with the Building Act (WA). Detailed floor plans and elevations of all transportable buildings and significant infrastructure (such as the weighbridge) identified on the Draft Master Plan will be provided when available and as part of the building application process to further inform the Master Plan.

Commodity Ag is committed to working with the Shire, local farmers and the broader community to fill the void left due to the relocation of the CBH Katanning facility to Broomhill and to further its vision for Great Southern Supply Chain Enhancement. This development application is evidence of this commitment represents the first stage of an ongoing investment into the Katanning community.

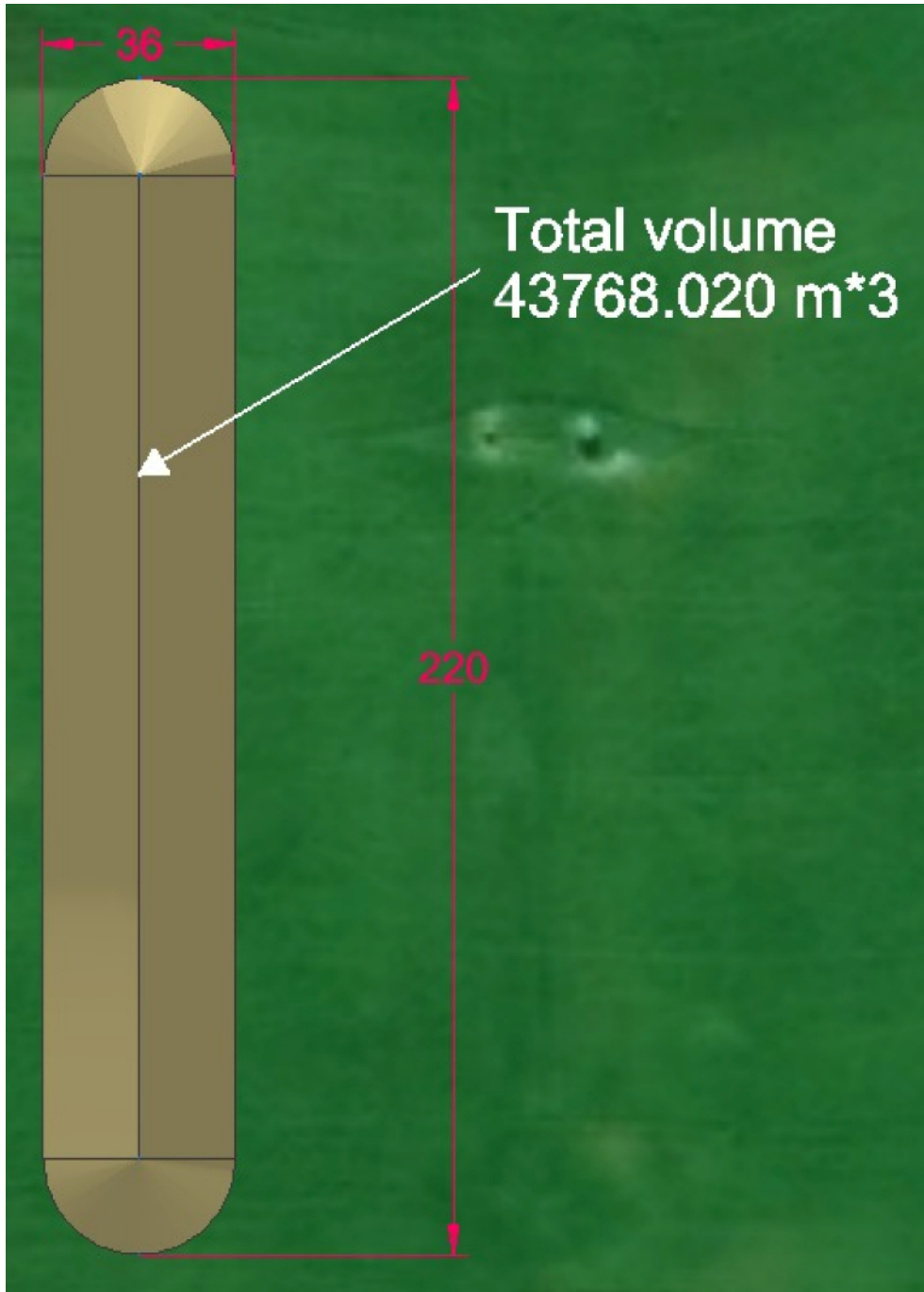
Respectfully, conditional development approval is sought to enable the commencement of forward siteworks to enable the commencement of operations at the earliest practical stage.

9.0 Appendices

Appendix 1 – Draft Master Plan



Appendix 2 - Storage Bunker Detail



Appendix 3 - CEMP Site Risk Matrix

Construction Environmental Management Plan Site Risk Assessment Matrix

To determine the potential dust and stormwater/wastewater risk associated with the demolition work and/or building work, the following matrix must be completed and submitted with your CEMP.

Please note: **Demolition or building works undertaken in whole or in part during the dry period (1 October – 31 March) sites assessed as Class 3 will automatically become Class 4, and sites assessed as Class 2 will automatically become Class 3.**

Part A Nature of the Site

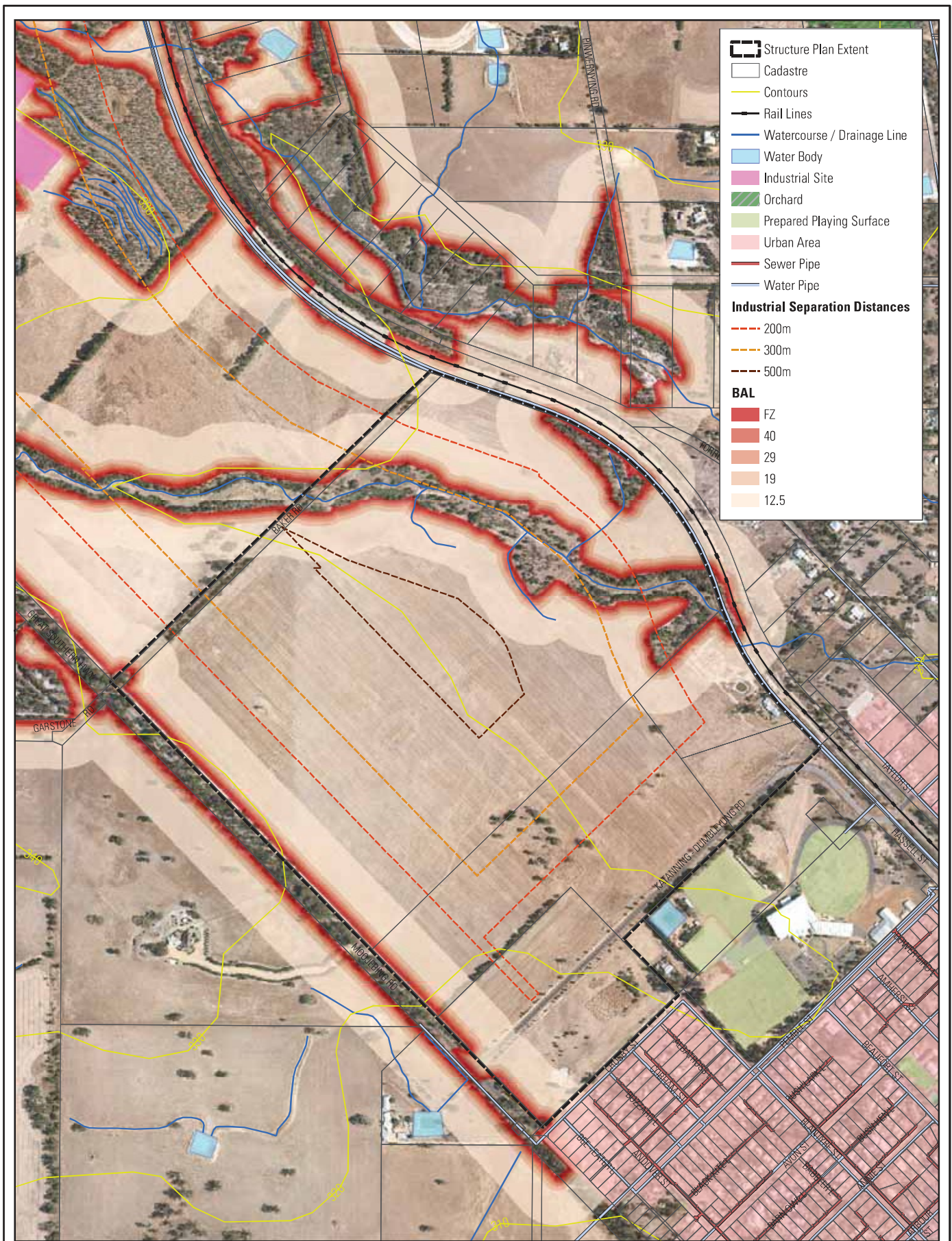
Item	Score Options (please circle)				Allocated Score
1. Nuisance potential of soil when disturbed	No or negligible soil disturbance with no stockpiling of soil.....0		Medium. Works able to be isolated or offset from any boundary.....4	High.....6	4
2. Topography and protection provided by undisturbed vegetation	Sheltered and screened.....1	Medium screening.....6	Little screening.....12	Exposed and wind prone.....18	12
3. Total area of the site disturbed by the works inclusive of laydown and trafficable areas	Less than 5,000m ²1	Between 5,000m ² and 1 hectare.....3	Greater than 1 hectare..6		3
4. Type of work being done	Internal works/no change to building footprint (no soil disturbance).....1	Minor changes to building footprint(s), fencing, small outbuildings (negligible soil disturbance)3	Large outbuildings and major changes to building footprint(s) and earthworks.....6	Significant construction and bulk earthworks.....9	6
Total Score for Part A					25

Part B Site Context

Item	Score Options (please circle)				Allocated Score
1. Distance of other sensitive landuses from the site (schools and homes)		Over 100m.....6	50m to 100m.....9	Less than 50m.....12	6
2. Effect of prevailing wind directions (at time of construction) on other landuses	No soil disturbance.....0	Negligible soil disturbance.....3	affected by one prevailing (easterly or westerly) wind direction.....9	affected by more than one prevailing (easterly and westerly) wind direction.....12	9
Total Score for Part B					15

Site Classification Score (A x B) =	375
--	------------

Appendix 4 - BAL Map



Appendix 5 – Capability Statement



CAPABILITY STATEMENT

2025

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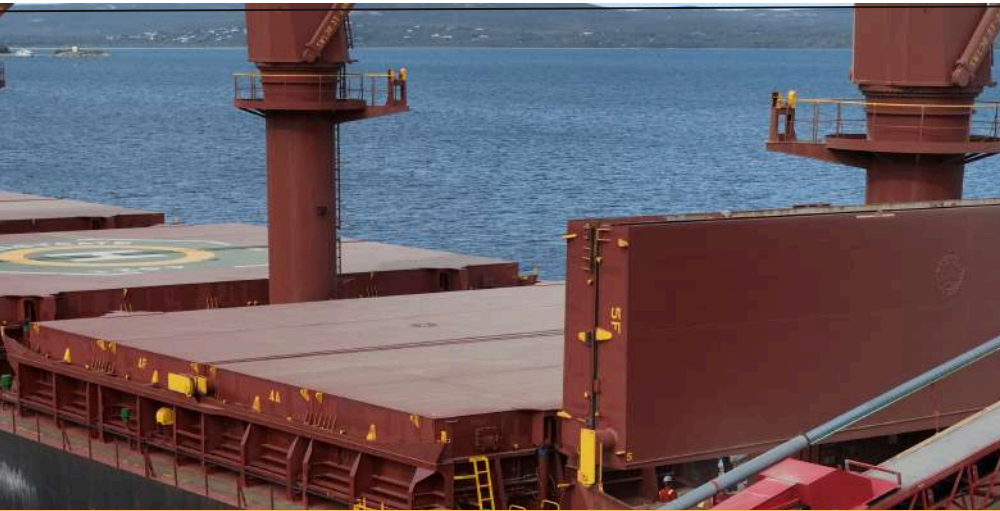
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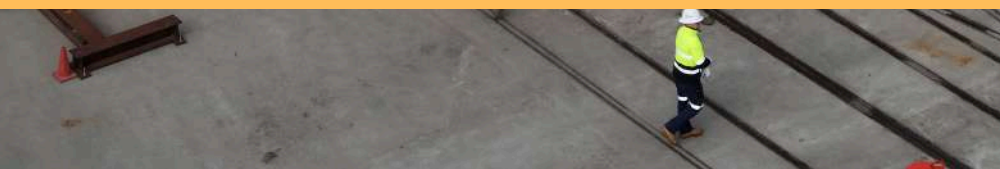
COMPANY OVERVIEW



1910-2025

Commodity Ag proudly belongs to the Richardson Group, a distinguished fifth-generation family farming legacy. Rooted in a deep agricultural heritage, the Richardson family engages in large-scale broadacre farming, the exportation of premium grain commodities, and the meticulous care of animal husbandry through innovative feed lotting practices. Our expertise extends to hay production, engineering, and transport logistics, showcasing our versatile capabilities.

As we experience steady growth and embrace diversity, Commodity Ag continues to strengthen its vertical integration within the agricultural supply chain. We are dedicated to evolving towards robust corporate governance and compliance, all while steadfastly upholding the enduring core values that define our legacy.





OUR VISION

Commodity Ag vision is to sustainably cultivate and deliver market-leading agricultural food products, ensuring a seamless and direct connection to both domestic and international customers. We achieve this through our distinctive and innovative vertically integrated supply chain, which enhances efficiency and quality at every stage of production and distribution.



WESTERN AUSTRALIA GRAIN PRODUCTION

WESTERN AUSTRALIA PRODUCES APPROXIMATELY 18 MILLION TONNES OF GRAIN EACH YEAR, WHICH INCLUDES CEREALS, OILSEEDS, AND PULSES.

The grains industry is the largest agricultural sector in Western Australia

The state exports about 80–90% of its grain production to over 50 countries

The majority of grain exports are derived from cereal production. – Wheat is the state's primary grain crop





WHAT WE OFFER

- » FUMIGATION AND GRAIN CLEANING
- » DIRECT ACCESS TO FARM GATE GRAIN COMMODITY'S FOR BUYER
- » VERTICALLY INTEGRATED SUPPLY CHAIN FOR FARM GATE TO FOB
- » CONSOLIDATION AND STORAGE OF GRAIN FOR EXPORT BUYERS
- » CONTAINERISATION OF GRAIN COMMODITY FOR EXPORT
- » SHIP CHATERING AND ROAD HAUL LOGISITCS



GRAIN PRODUCTION

15 properties with total area of 24,000 hectares (approx. 60,000 acres)

Producing approx. 60,000 tons per annum of high-grade grain crops including but not limited to:

- Cereals – Wheat, Barley, Oats
- Pulses – Faba Beans, Lupins
- Oil Seeds – Conola Non-GM/GM
- Export Hay production.
- Livestock production Sheep and Cattle



GRAIN COMMODITY RANGE

Commodity Ag can work with customers to produce boutique grains for each customer requirement.

1	AUSTRALIAN STANDARD WHITE WHEAT	9.0% protein, 9.5% protein
2	AUSTRALIAN PREMIUM WHITE WHEAT	10% protein, 10.5% protein
3	AUSTRALIAN HARD WHEAT	11.0% protein, 11.5% protein, 12% protein, 12.5% protein
4	AUSTRALIAN NOODLE BLENDS	Upon request, these can be short supply at times
5	FEED WHEAT	Stockfeed
6	FEED BARLEY	Stockfeed
7	LUPINS	
8	OATS	Milling & feed
9	CANOLA	GM & Non - GM
10	HAY	Oaten & Lucerne



STORAGE LOCATIONS



COPAL ROAD (10 ACRES) 01

- 20,000 - ton silo storage
 - 21,000 ton bunker storage
 - Weighbridge and grain cleaning/fumigation
-

DOWN ROAD (8.5 ACRE) 02

- 9,500 ton shed storage
 - 15,000 ton bunker storage
 - Rail access
-

LOT 54/55, PORT OF ALBANY 03

- 30,000 ton storage in port adjacent to Berth 6
-

GREAT SOUTHERN UPCOUNTRY STORAGE 04

- Up to 300,000 tons
-



ROAD HAUL LOGISTICS FLEET



**16 KENWORTH PRIME
MOVER ROAD TRAIN
COMBINATIONS**

Access to 30 private subcontract haulage providers and 50 road trains as and when required in the Great Southern region.



2025

PORT OF ALBANY GRAIN EXPORT CAPABILITIES



BERTH 2

- Max vessel size: 180m LOA.
- Mobile ship-loader (Owned) with 300-500 metric tons per hour loading capacity.

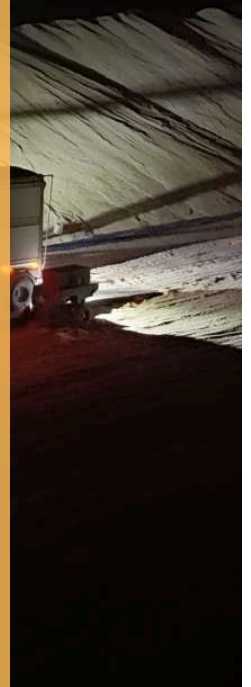
BERTH 6

- Max vessel size 210m LOA
- 12.5m Berth depth
- Fixed ship-loader with an approx. 600 to 1,000 metric ton per hour loading capacity.



CORE COMPETENCIES

- Fully owned vertically integrated supply chain from farm gate to export port.
- Traceability of grains to comply with Australian standards.
- Ability to offer direct consignments from grain producers, allowing traceability to the specific farmland where specific grains were grown.
- Ability to supplying High-Fibre wheat for niche markets with special dietary needs.



PORT OF ALBANY TO INDONESIA PORTS

TANJUNG PRIOK (JAKARTA, WEST JAVA)	2,432 nautical miles	10.5 days sailing
GRESIK (SURABAYA, EAST JAVA)	2,870 nautical miles	12 days sailing
MAKASSAR (SALAWESI)	3,238 nautical miles	13.5 days sailing
SEMARANG (CENTRAL JAVA)	2,641 nautical miles	11 days sailing
MEDAN - BELAWAN (NORTHERN SUMATRA)	3,445 nautical miles	14.5 days sailing
KUPANG (WEST TIMOR)	2,242 nautical miles	9.5 day sailing
LAMUNG (SOUTH SUMATRA)	2,354 nautical miles	10 days sailing

*assuming vessel speed of 10 knots



APPROVALS

- ✔ Approved by the ACCC (Australian Competition & Consumer Commission) to export Grain Commodity
- ✔ DAFF Quarantine approved for Export of Grain Commodity. (Department of Agriculture, Fisheries and Forestry)
- ✔ Port of Albany Western Australia Port Operational License
- ✔ GACC Approved Exporter (General Administration of Customs of the People's Republic of China)



PAST PERFORMANCE



**MV EASTGATE WHEAT
SHIPMENT**



- Successfully exported 23000 metric tons of wheat to Indonesia Bogasari Flour Mill
- Long-standing relationships with importers, traders, and suppliers across Australia Asia, Europe, and the Middle East
- Certifications: ISO 9001, GAP (Good Agricultural Practices), Australian Grain Export Standards]
- Trusted by leading global grain importers for quality and consistency

WHY CHOOSE US



DIRECT RELATIONSHIPS WITH PRODUCERS

We engage directly with grain producers instead of working through brokers, ensuring a more transparent and efficient process.

ADHERENCE TO HIGH STANDARDS

We strictly follow the highest food safety and quality assurance standards.

STABLE AND RELIABLE SUPPLY CHAIN

Our supply chain is reliable, minimizing disruptions and ensuring consistent delivery.

QUALITY ASSURANCE

Australian wheat is renowned for its quality and safety standards, providing flour mills and food producers in Indonesia with dependable products.

REGULATORY COMPLIANCE

We ensure compliance with all relevant regulations, making the importing process smoother.

FAVOURABLE TRADE AGREEMENTS

Strong trade relations between Australia and Indonesia facilitate efficient customs processes and adherence to import regulations.

BOOSTING FOOD SECURITY

A stable wheat supply plays a crucial role in enhancing Indonesia's food security, especially during periods of global uncertainty.

STRATEGIC SHIPPING LOCATION

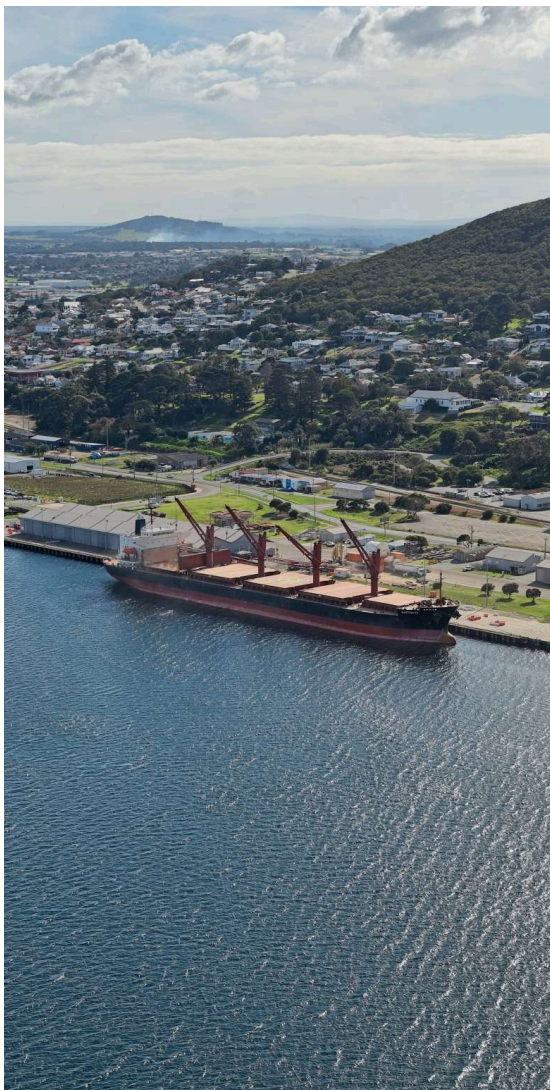
The Port of Albany in Western Australia is ideally situated, making shipping more efficient compared to more distant sources and potentially reducing lead times.

PRIORITY SHIP BERTHING

We prioritize ship berthing, further enhancing our shipping efficiency.



CONTACT ENQUIRES



We look forward to establishing a long-term and successful partnership with you in the grain export industry.

ANDREW MELVILLE PHONE

+61 427 272007

EMAIL

andrew@commodityag.com.au

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(+62) (031) 3291 272

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Daemen - (+62) 08113322688

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2025

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casey@commodityag.com.au

WEBSITE

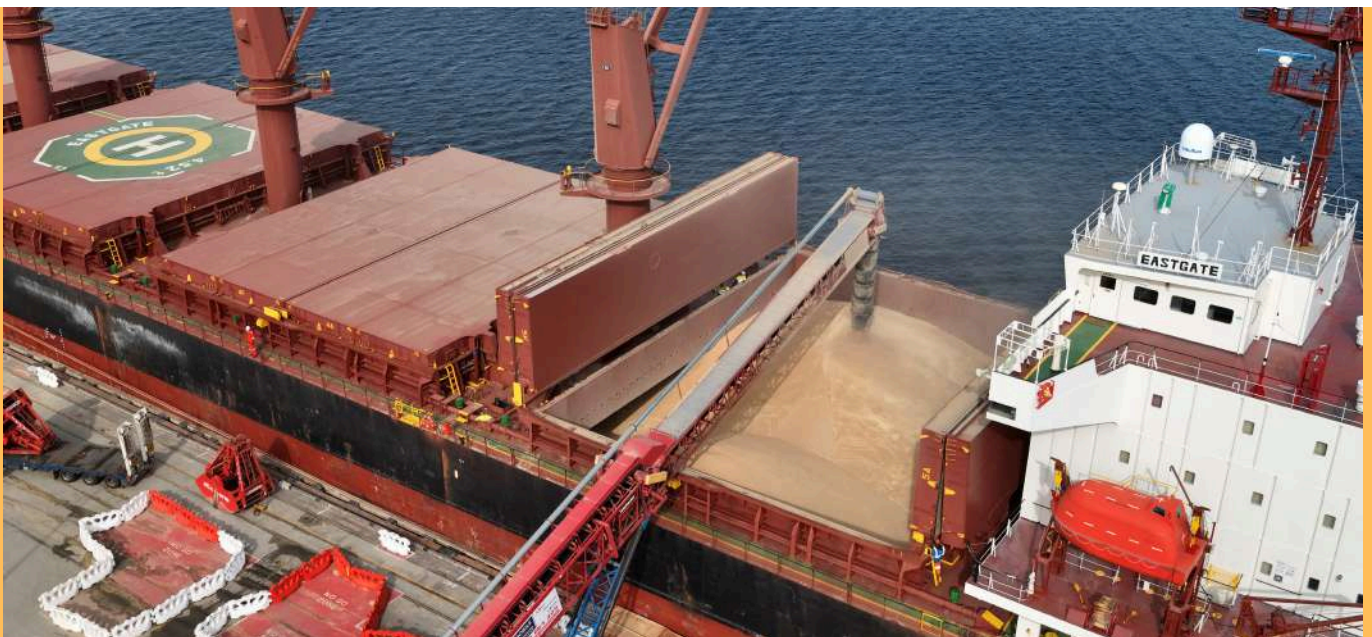
www.commodityag.com.au

ADDRESS

10 Cecil Street, Gnowangerup,
Western Australia, 6335



THANK YOU!



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Appendix 6 – Form 1 Application for Development Approval

SHIRE OF KATANNING LOCAL PLANNING SCHEME NO.5



FORM 1 - APPLICATION FOR DEVELOPMENT APPROVAL

OWNER DETAILS

Name/s:

ABN (if applicable):

Postal Address:

Suburb:

State:

Postcode:

Contact Person for Correspondence:

Work Phone:

Home Phone:

Mobile:

Email:

Fax:

Signature (Field Required*)

Name:

Signature:

Date:

Name:

Signature:

Date:

IMPORTANT NOTES

- i) Use and attach a separate copy of this page where there are more than two (2) landowners.
- ii) The signature/s of all registered owner(s) as listed on the land's Certificate of Title is required. Processing of this application cannot proceed without the required signature/s. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2). Land owned by an incorporated body (i.e. a company) must be signed by:
 - 1 director of the company, accompanied by the company seal; or
 - 2 directors of the company; or
 - 1 director and 1 secretary of the company; or
 - 1 director if a sole proprietorship company.
 Print the full names and positions of the company signatories underneath the signatures and provide a copy of an ASIC company search to verify those who signed the application form have the legal authority to do so[Search Company and Other Registers \(asic.gov.au\)](http://www.asic.gov.au).
- iii) A copy of the Certificate of Title for all land the subject of this application must be provided and can be purchased through Landgate directly if required.....[Certificate of Title - Landgate](#).
 Development Applications relating to Unallocated Crown Land, Unmanaged Crown Reserves, land under management order to the Shire of Katanning where the development is not consistent with the reserve's purpose, or is used for commercial purposes, or land which is subject to a lease issued under the Land Administration Act 1997 need to be referred to the Lands Division of the Department of Planning, Lands and Heritage for consideration and signing.....
proposals@dplh.wa.gov.au.

APPLICANT DETAILS (if different from owner)

Name:

ABN (if applicable):

Postal Address:

Suburb:

State:

Postcode:

Contact Person for Correspondence:


Work Phone:

Home Phone:

Mobile:

Email:

Fax:

Signature: 

Date:

IMPORTANT NOTES

- iv) Failure to provide a suitably completed development application form, a copy of the relevant Certificate/s of Title, an ASIC company search where required, suitable plans and other supporting information as per the Shire's Development Application Checklist and/or the correct application fee may result in the application being returned or placed on hold.
- v) The application fee payable will be confirmed by the Shire following receipt and review of the application. Processing of the application will not commence until the fee is paid in full.
- vi) As per Schedule 2 clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015 the information and plans provided with this application may be made available by the Shire for public viewing in connection with the application.
- vii) If public advertising of the application is required an additional fee in accordance with the Shire's adopted schedule of fees and charges will be payable by the applicant. Further processing of the application following completion of public advertising will not proceed until the additional fee is paid in full.
- viii) The original of this application and supporting information and plans will be retained by the Shire for its records and will not be returned to the applicant/landowner following final determination.

PROPERTY DETAILS**NOTE:** The details provided must match those shown on the relevant Certificate/s of Title.

Lot No/s:

House/Street No/s:

Location No/s:

Survey Diagram or Plan No/s:

Certificate of Title Volume No/s:

Certificate of Title Folio No/s:

Title encumbrances (e.g. easements, restrictive covenants etc. as listed on the Second Schedule of the relevant Certificate/s of Title):

Street Address:

Suburb:

State:

Postcode:

Nearest street intersection:

Proposed Development (Field Required*)

**All areas must be completed for the development application to continue*

Nature of development: Works (New construction works with no change of land use)
 Use (Change of use of land with no construction works)
 Works and Use

NOTE: If the proposal involves advertising signage the Additional Information for Development Approval for Advertisements form (i.e. a Form 2) must be completed and submitted with this application.

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

If yes, is the exemption for: Works
 Use

Description of exemption claimed (if relevant):

Nature of any existing buildings and/or land use:

Description of proposed works and/or land use:

Approximate cost of proposed development (excluding GST):

OFFICE USE ONLY

Received by:

Date application received:

Application Reference Number:

Assessment Number:

Application Fee Payable: \$

Date of Receipt:

Receipt Number:

Appendix 7 – Copy of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume Folio

933 102

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 2809 ON DEPOSITED PLAN 117098

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SHIRE OF KATANNING OF AUSTRAL TERRACE, KATANNING

(T J614616) REGISTERED 7/2/2006

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

1. TITLE EXCLUDES THE LAND SHOWN ON O.P. 16248.
2. TITLE EXCLUDES THE LAND SHOWN ON O.P. 16249.

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

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

STATEMENTS:

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

SKETCH OF LAND: 933-102 (2809/DP117098)
PREVIOUS TITLE: 339-35
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF KATANNING

