

Attachment 1 to Ministerial Statement 451

Change to proposal under s45C of the *Environmental Protection Act 1986*

**Proposal:** Onslow Solar Salt Project

**Proponent:** Onslow Salt Pty Ltd

**Changes:** Increase in production capacity; decrease in haulage, washing and stacking rate; addition of three crystalliser ponds; decrease in bitterns discharge volume; correction of water use units.

**Key Characteristics Table:** Changes from project proposal described in EPA Bulletin 857

<u>Element</u>	<u>Description of proposal</u>	<u>Description of approved change to proposal</u>
Production (Mtpa)	2.5	3.5
Haulage, washing and stacking rate (Tph)	1,500	650
Seawater pumping capacity (m <sup>3</sup> /sec)	12	12
Wash water (m <sup>3</sup> /hr)	250 litres/s	250 m <sup>3</sup> /hour
Condenser ponds (ha)	8,000	8,000
Settling ponds (ha)	5	5
Crystalliser ponds (ha)	820	1,040
Stockpile volume (m <sup>3</sup> )	1,000,000	1,000,000
Bitterns discharge (m <sup>3</sup> /d)	25,000	22,500
Jetty length (m)	1,250	1,250
Dredge channel depth (m below Chart Datum)	10.8	10.8
Dredge channel length (km)	9.6	9.6
Dredge channel width (m)	120	120
Dredge spoil (m <sup>3</sup> )	3,000,000	3,000,000
Spoil disposal sites	East of Channel - one site	East of Channel - one site
Ship size (DWT)	45,000	45,000
Ship loading rate (tph)	2,000	2,000
Power consumption (MW)	3	3

Note: Text in **bold** in the Key Characteristics Table, indicates change/s to the proposal.

**List of Replacement Figures:** Figure 1: Onslow Salt proposed crystalliser expansion project and material sourcing and disturbance areas



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**Dr Paul Vogel**  
CHAIRMAN  
Environmental Protection Authority  
under delegated authority

Approval date: 12.2.13

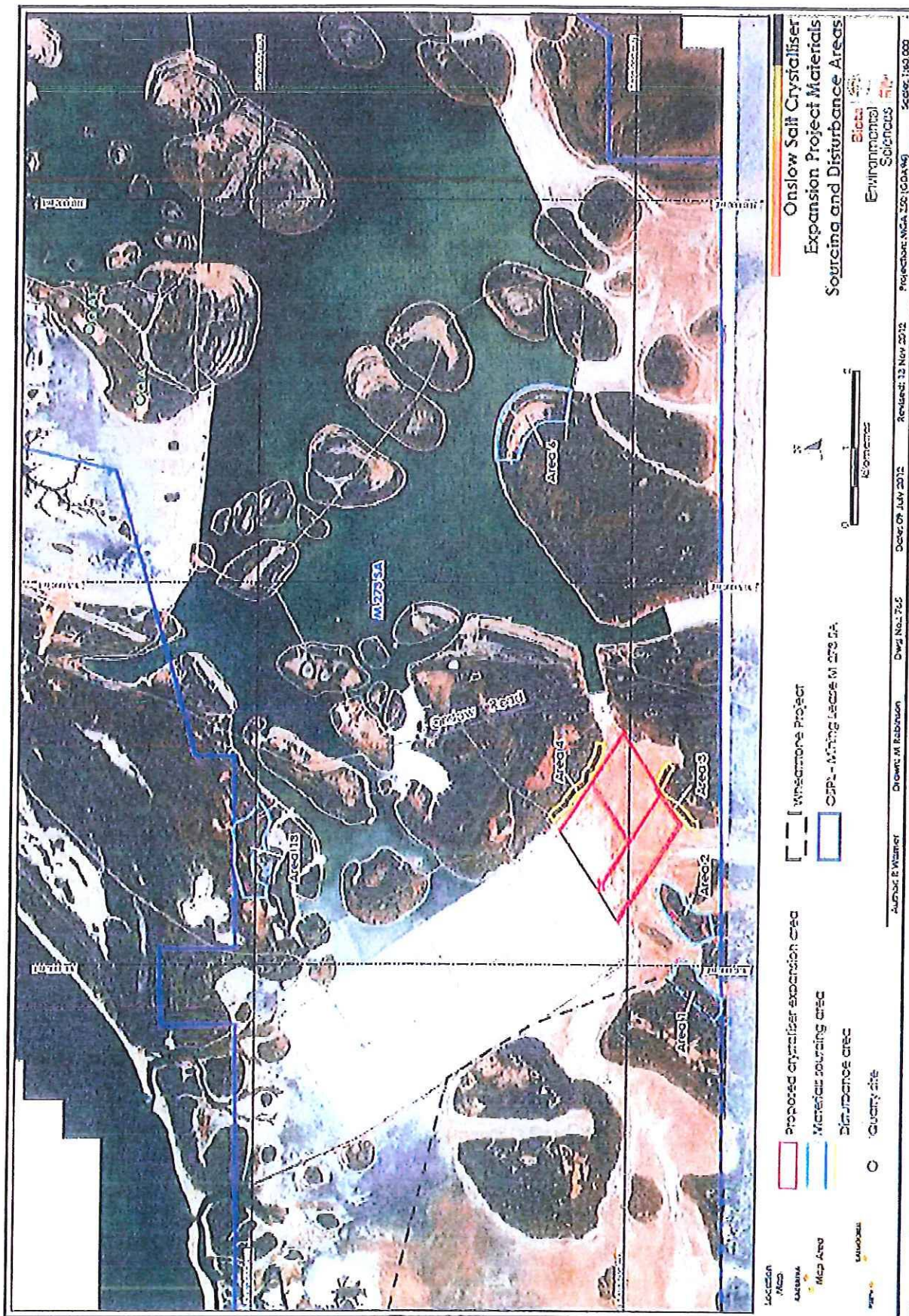
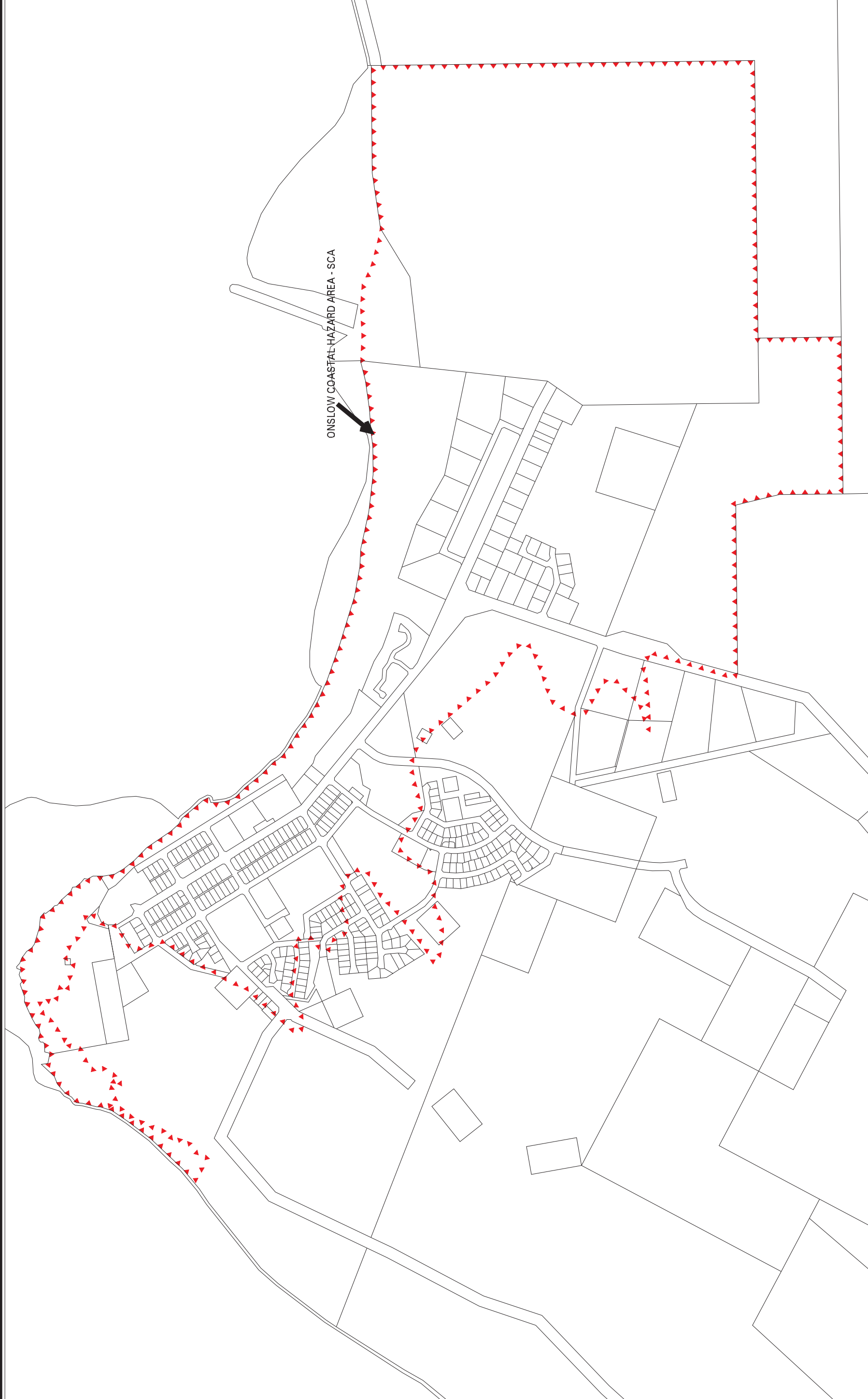


Figure 1: Onslow Salt Pty Ltd proposed crystalliser expansion project and material sourcing and disturbance areas





SHIRE OF ASHBURTON  
 TOWN PLANNING SCHEME NO 7  
 SCHEME AMENDMENT MAP  
 AMENDMENT NO. 24

Scale 1:13000

0 250 m

**LEGEND**

LPS Cadastre - Capture data

ONSLOW COASTAL HAZARD AREA - SCA

**Government of Western Australia**  
 Department of Planning

Produced by GIS Analysts & Data Management Section  
 Mapping and GeoSpatial Data  
 Spatial Information & Research Program  
 Department for Planning and Infrastructure

Date: 19 Nov 2012

1. For the purpose of Appendix 11, the following land use descriptions apply:

i. 'Entertainment, recreation and culture' use means:

- Clubrooms
- Equestrian Centre
- Private Recreation
- Public Recreation

ii. 'Commercial-strategic' use means:

- Shop (greater than 150m<sup>2</sup> GLA)

iii. 'Commercial-non strategic' use means:

- Caretaker's Dwelling
- Display Home Centre
- Entertainment Venue
- Exhibition, Display and Outdoor Sales Facilities
- Holiday Accommodation
- Hotel
- Market
- Motel
- Movable Dwelling
- Motor Vehicle and/or Marine Repair
- Motor Vehicle and/or Marine Sales & Hire
- Motor Vehicle and/or Marine Service Station
- Motor Vehicle and/or Marine Wrecking
- Motor Vehicle Wash
- Office
- Outdoor Display
- Reception Centre
- Restaurant
- Shop (less than 150m<sup>2</sup> GLFA)
- Showroom
- Commerce continued
- Take-away Food Outlet
- Warehouse

iv. 'Health, welfare and community services-non strategic' use means:

- Carpark
- Childcare Service
- Community Use
- Consulting Rooms
- Education Establishment
- Funeral Parlour
- Place of Animal Care
- Place of Public Meeting, Assembly or Worship

- v. *'Health, welfare and community services-strategic' use means:*
- *Emergency Services*
  - *Hospital*
  - *Medical Centre*
  - *Nursing Home*
  - *Public Utility*
- vi. *'Industry' means:*
- *Abattoir*
  - *Agriculture*
  - *Arts and Crafts Centre*
  - *Harbour and Marina Facilities*
  - *Hire Service (Industrial)*
  - *Home Business*
  - *Home Occupation*
  - *Industry - Extractive*
  - *Industry - General*
  - *Industry - Light*
  - *Industry - Resource Processing*
  - *Industry - Rural*
  - *Industry - Service*
  - *Infrastructure*
  - *Intensive Agriculture*
  - *Research Laboratory*
  - *Stockyard*
  - *Storage facility/depot/laydown area*
- vii. *'Residential' means:*
- *Aged or Dependent Persons Dwelling*
  - *Grouped Dwelling*
  - *Multiple Dwelling*
  - *Residential Building*
  - *Single House*
  - *Transient Workforce Accommodation*
- viii. *'Temporary and/or transient' use means use and development that have a limited tenure and operation on land and may include:*
- *caravan park;*
  - *transient workforce accommodation on land zoned Tourist;*
  - *car park; and*
  - *ablutions; or*
  - *other use only where the local government resolves that the particular development or use is consistent with the purposes of Appendix 11.*

SUMMARY OF SUBMISSIONS  
AMENDMENT NO. 24

No.	Agency/Submitter	Summary of Submissions	Shire Comment	Shire Recommendation
1.	Town Planner W/helans Town Planning PO Box 99, MOUNT HAWTHORN WA 6915  (for Eleberton Properly Group)	We are town planners for the Eleberton Properly Group and make this submission on their behalf, and for development proponents in general. The submission is firstly the endorsement of the amendment as it stands but seeking to extend the scope of the amendment to include provision to modify Clause 7.3.8 of Town Planning Scheme No 7 (The Scheme). Attached is the completed Form 4 relevant to the amendment.  Elberton was able to achieve planning approval for its client, Cheron Investments Ply Ltd, and JR, CR and RD Bartle for the development of lots 308 and 309 in Simpson St, First and Second Avenue in 2012 (LG ref 20110655). The approval was conditional upon a number of conditions including:  "11 Prior to occupation of the development the following shall be undertaken of the requirements of the responsible authority where once approved, the arrangements will be endorsed to this Planning Approval.  ii The applicant is to establish on lots 308 and 309 a memorial on title or other instrument acceptable to the responsible authority stating:	Noted.  The Submission highlighted a minor typographical error in the Amendment documentation as it is the intent of Am24 to delete 7.3.8 (e) and replace it with a revised clause 7.3.  To clarify the intent, it would be appropriate to modify the wording of the Amendment as highlighted below::  1. To <b>replace and</b> introduce a revised provision Clause 7.3 as follows:  2. To <b>replace and</b> introduce a revised provision Clause 6.20.2 and Clause 6.20.3 as follows:	That the submission be noted with modification to the Amendment No. 24 as follows:  1. To <b>replace and</b> introduce a revised provision Clause 7.3 as follows:  2. To <b>replace and</b> introduce a revised provision Clause 6.20.2 and Clause 6.20.3 as follows:



"the developer undertakes to absolve the State and the Local Government Authority from liability and hence financial relief in the event of damage caused by natural events. Where development on the land is 5.9mAHD or less, it will be removed or adapted or other arrangements to the requirements of the responsible authority by 31 December 2060 and in accordance with the approved 'coastal inundation and flooding adoption strategy' adopted by the responsible authority."

This is a derivation of and goes to the Clause 7.3.8 in The Scheme:

7.3.8 In considering applications for planning approval, Local Government shall have regard for the following matters:

(e) That any building development or building alteration approval in the hazard area be endorsed with the following:

"The developer undertakes to absolve the State and the Local Government Authority from liability and hence financial relief in the event of damage caused by natural events".

As stated, Amendment 24 seeks to update

		<p>The Scheme to reflect contemporary planning for coastal areas as per State Planning Policies 2.6 and 3.4. On that basis we submit that the provisions of the amendment - by extension - make Clause 7.3.8 (e) redundant.</p> <p>Therefore, 7.3.8 (e) should be removed from The Scheme as it is no longer relevant. This is principally because the State and the Local Government Authority will approve the amendment to be finalised by the minister in the full knowledge of current planning and science, whereas, Clause 7.3.8 (e) is in The Scheme to reflect the uncertainty in town planning and science at that time.</p> <p>We are sure it will be appreciated this clause is severe imposition on proponents and in turn will reduce the number of proponents who are prepared to seek approvals with the Shire on this basis.</p> <p>This is because financial institutions will take a negative view of the imposition and may even decline finance on this basis due to the onerous nature of the clause.</p> <p>On the foregoing basis the amendment should be modified in the interests of our client and the community in general. That is Clause 7.3.8 (e) we request is removed from The Scheme.</p>		
2.	<p>Manager Local Government Services State Heritage Office PO Box 7479 CLOISTERS SQUARE</p>	<p>Thank you for your correspondence on Scheme amendment No. 24. which is received as a referral to the Heritage Council under the provisions of Section 79 of the Planning and Development Act 2005.</p>	Noted.	That the submission be noted without modification to the Amendment No. 24.

	<p>PO WA 6850</p>	<p>The proposed Scheme amendment has been considered for its potential impact on heritage places within the Scheme area and the following advice is given:</p> <ol style="list-style-type: none"> <li>1. The proposed Special Control Area will affect a number of places of local cultural heritage significance, particularly in the Onslow Town Centre.</li> <li>2. We are supportive of the inclusion of clause 7 within Appendix 12 of the Scheme. We suggest incorporating a reference in clause 7 to a local Heritage List in addition to the Municipal Inventory of Heritage Places and State Register of Heritage Places.</li> </ol> <p>This will have the effect of making the clause more robust should the Shire wish to adopt a Heritage List under its Scheme at a point in the future.</p>		
<p>3.</p>	<p>Regional Manager – Pilbara Department of Environment and Conservation PO Box 835. KARRATHA WA 6714</p>	<p>Regarding the above application for Planning Scheme Amendment No. 24 for Shire of Ashburton Local Planning Scheme No.7.  Dept of Environment and Conservation have no comments on this application.</p>	<p>Noted.</p>	<p>That the submission be noted without modification to the Amendment No. 24.</p>
<p>4.</p>	<p>Department of Health PO Box 8172 PERTH BUSINESS CENTRE WA 6849</p>	<p>The DOH has no specific comments in relation to this amendment <i>however</i> you should consider incorporating Health Impact Assessment (HIA) and/or Public Health Assessment (PHA) principles in your decision making process.</p>	<p>Noted.</p>	<p>That the submission be noted without modification to the Amendment No. 24.</p>

		<p>For your information and guidance, you may access the relevant information at the following sites:</p> <p>HIA  <a href="http://www.public.health.wa.gov.au/2/1400/2/healthriskassessment.pm">http://www.public.health.wa.gov.au/2/1400/2/healthriskassessment.pm</a> PHA  <a href="http://www.public.health.wa.gov.au/2/199/2/publichealthassessment.pm">http://www.public.health.wa.gov.au/2/199/2/publichealthassessment.pm</a></p>		
5.	<p>Project Manager  Strategic Infrastructure/ Resources &amp; Industry Development  Department of State Development  Level 6, 1 Adelaide Terrace,  EAST PERTH WA 6004</p>	<ul style="list-style-type: none"> <li>• Has an economic assessment been conducted? Consideration needs to be given to the cost of construction for dwellings and other buildings and how this will impact upon housing affordability. Incremental cost increases may have the effect of land being underutilised within this area. Perhaps added density incentives may be required to facilitate development if this occurs.</li> <li>• There needs to be integration between this amendment and the revitalization of the town centre. This amendment will result in elevated buildings within the main commercial precinct and as such, urban design and accessibility needs to be considered to ensure a functional town centre. It is recommended further work is undertaken to define how these requirements will translate into urban design and built form.</li> </ul>	<p>Noted.</p> <p>The Submission from DSD is at best surprising as it fails to acknowledge that Am 24 seeks to address the strategic direction as defined by the State in SPP 2.6. Importantly, whilst Am 24 is not supported by an 'economic assessment', neither was SPP 2.6.</p> <p>Am 24 specifically seeks to provide a flexible planning approach for the integration of the town centre which is currently not available under the Scheme.</p> <p>DSD's recommendation that "... further work is undertaken to define how these requirements will translate into urban design and built form" is curious as Council has adopted a <i>Local Planning Policy Design Guidelines for the Tom Price Town Centre</i> which seeks to address all aspects of urban design. However, without the flexibility of Am 24, the Council (and the Pilbara JDAP) will not be able to approve designs that both address flooding/storm surge matters and sensible design.</p>	<p>That the submission be noted without modification to the Amendment No. 24.</p>

6.	<p>Government Approvals Team Lead  Chevron Australia Pty Ltd  GPO Box S1580,  PERTH WA 6845</p>	<p><b>SUBJECT OF SUBMISSION</b>  Chevron Australia Pty Ltd has a number of projects located within revised Onslow Coastal Hazard Area:</p> <ol style="list-style-type: none"> <li>1. Fund and Assure projects for existing infrastructure upgrade in the Town of Onslow, such as hospital, swimming pool, school, police station, ambulance station etc.</li> <li>2. Residential housing project for government services and employees.</li> <li>3. Other industrial use structures, such as offices, storage facilities and monitoring systems.</li> </ol> <p><b>ADDRESS</b>  Lots 594 (2nd Ave &amp; 1st St), 3 (2nd Ave &amp; Simpson St), 395 (3rd Ave &amp; 3rd St), 641 (3rd St &amp; Simpson St), 644 (Paterson Pl &amp; Cameron Ave), 970 (3rd Ave &amp; Mcgrath Rd), 932 (Mcgrath Rd &amp; Otway Ct), 675 (2nd Ave &amp; McGrath Ave), 567, 569 &amp; 852 (Beadonl Creek Rd &amp; 2nd Ave), new subdivision lots for residential housing (Onslow - Mt Stuart Rd &amp; 2nd Ave).</p> <p>Chevron generally supports proposed Amt 24 to reflect State Planning Policy 2.6 and 3.4 around coastal planning and natural hazards for the Onslow Townsite.</p> <p>Chevron has involvement with a number projects in Onslow some of which are within the revised Onslow Coastal Hazard Special Control Area. To provide greater certainty for development in the future, we offer the following comments:</p>	<p>Noted.</p> <p>The inclusion of provision Clause 6.20.2 is considered necessary as the Onslow Coastal Hazard Special Control Area (OCHA) is not definitive. There will be other areas within the Shire that potentially could be affected by flooding which is not identified by the OCHA.</p> <p>Chevron has been provided planning approval for the Air Quality Monitoring System within the OCHA.</p>	<p>That the submission be noted without modification to the Amendment No. 24.</p>
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7.	<p>President Onslow Sports Club Third Avenue ONSLOW WA 6710</p>	<ul style="list-style-type: none"> <li>Proposed provision Clause 6.20.2. Recommend the clause be removed or reworded as the OCHA specifies the area and requirements for land prone to flood and storm surge. This clause potentially allows the Shire to impose flood and storm surge conditions (revised minimum floor levels) on any development outside the OCHA.</li> <li>Chevron is proposing to install a long term Air Quality Monitoring System (AQMS) within the OCHA. The building will be non-habitable, containing monitoring equipment and therefore we assume the minimum floor level requirements do not apply. Could the Shire please confirm this assumption is correct.</li> </ul>	<p>Noted.</p> <p>In effect the Amendment does provide far greater flexibility for floor levels than currently exists under the Scheme. Except for residential development, the Amendment provides the opportunity for development to be as low as 4.0mAHD provided it is removed by 31 December 2040.</p>	<p>That the submission be noted without modification to the Amendment No. 24.</p>
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**SHIRE OF ASHBURTON LOCAL PLANNING SCHEME NO.7****LOCAL PLANNING POLICY**

<b>Title:</b>	<b>BEADON BAY VILLAGE CONCEPT PLAN</b>
<b>File No:</b>	.....
<b>Minute No:</b>	
<b>Statutory Environment:</b>	<b>Local Government Act, Shire of Ashburton Town Planning Scheme No. 7 Planning &amp; Development Act 2005</b>
<b>Adopted:</b>	<b>Adopted at the Ordinary Meeting of Council held on .....</b>
<b>Last Review Date:</b>	<b>Not Applicable</b>

**1.0 PURPOSE:**

Local Planning Policies are guidelines used to assist the Shire in making decisions under the Scheme. The Scheme prevails should there be any conflict between this Policy and the Scheme.

**2.0 SCOPE:**

A local planning policy is not part of the Scheme and does not bind the Shire in respect of any application for planning approval but the Shire is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

**3.0 OBJECTIVES:**

- 3.1 To guide the orderly and efficient development of land on Lots 555, 556, 557 and 563 Beadon Creek Road, Onslow.
- 3.2 To provide for the coordinated development of the land in stages generally in accordance with the proposed overall master plan.
- 3.3 To provide suitable short and long term workers accommodation to meet the known needs of Transient Workforce Accommodation within the Onslow townsite.
- 3.4 To guide development that will provide for a legacy of tourist accommodation in 'motel style development' consistent with the Onslow Townsite Strategy July 2011.
- 3.5 To provide for the retention and redevelopment of caravan park facilities on the land.
- 3.6 To ensure that development within the Onslow Coastal Hazard Area – Scheme Control Area is sufficiently protected from storm surge, flood events, sea level rise and coastal erosion in the context of the State Coastal Planning Policy SPP 2.6.

#### **4.0 BACKGROUND:**

- 4.1 The Tourism Zone allows for Transient Workforce Accommodation to be considered at the 'discretion' of local government.
- 4.2 On the 18 December 2008, the Shire of Ashburton adopted a specific Local Planning Policy for the development of Transient Workforce Accommodation which places limitations on the size of workforce camps depending upon their location and proximity to existing urban or residential populations.
- 4.3 In July 2011, the Shire of Ashburton adopted the Onslow Townsite Strategy (OTS 2011) within which the demand for transient workers accommodation is recognised together with the fact that there is little guidance as to the form of such development (Section 2.10). The OTS 2011 includes a set of strategies under Section 3.0 of the report but does not provide a strategy for the development of Transient Workforce Accommodation.
- 4.4 On the 6 June 2012, Discovery Parks submitted a Concept Plan for consideration as a Local Planning Policy over Lots 555, 556, 557 and 563 Beadon Creek Road, Onslow.
- 4.2 The Concept Plan would provide for the construction in the order of 880 Transient Workers Accommodation units, 68 caravan park sites, seven cabins, common recreational areas, a mess hall / kitchen facilities and car parking.
- 4.3 On the 20 June 2012, the Shire at an ordinary meeting of Council, resolved to adopt a draft 'Local Planning Policy – Beadon Bay Village Concept Plan' as a Local Planning Policy under the provisions of Clause 2.3 of the Shire of Ashburton Local Planning Scheme No. 7 ('Scheme').
- 4.4 On the 13 November 2013, the Shire granted approval to Planning Approval Application Number 20120376 (P), for the construction of three, two storey buildings with undercroft car parking accommodating 96 Transient Workers Accommodation units on Lots 557 and 563 Beadon Creek Road, Onslow with associated irrigation of waste water on Lots 555 and 556 Parsley Street, Onslow.
- 4.5 On the 13 November 2013, the Shire granted approval to Planning Approval Application Number 20120375 (P) for the construction of a new two storey kitchen mess and recreation building on Lots 557 and 563 Beadon Creek Road, Onslow with associated irrigation of waste water on Lots 555 and 556 Parsley Street, Onslow
- 4.6 At the request of Beston Parks Land Co Pty Ltd, the Shire progressed with a Business Plan for the major land transaction facilitating the sale of Lots 555 and 556 to Discovery Parks in order to implement the Master Plan for the site.
- The Business Plan was approved by Council on 17 October 2012.
  - The Business Plan was subject to an advertising period commencing on 22 October 2012.
  - The Business Plan included at Appendix A of the Master Plan was for the redevelopment of the entire site.
  - No submissions were received in response to advertising of the Business Plan.
  - The Business Plan was adopted at the meeting of Council on 12 December 2012.



#### 4.7 The adopted Business Plan recognises:

*“A growing demand for accommodation in Onslow has led the Shire of Ashburton to propose the sale of unused land that will be developed to provide accommodation solutions for tourists, contractors and local businesses. The proposed sale of Lots 555 and 556 on Deposited Plan 181876 to the adjoining owner, Beston Parks Land Co Pty Ltd (trading as Discovery Holiday Parks Pty Ltd) would enable them to expand their holiday park in accordance with the proposed Local Planning Policy – Beadon Bay Village Concept Plan.”*

*“Onslow is located on the coast of the remote Pilbara Region of Western Australia, some 1386km north of Perth. The town’s dominant purpose has been as a residential base and service centre for the workforce employed at the nearby salt production operation, Onslow Salt. Pastoralism, fishing and tourism have also supported the town.”*

*“Changes for Onslow commenced with the announcement by the State Government in 2008 to establish the Ashburton North Strategic Industrial Area (ANSIA) 11km southwest of Onslow. The commencement of construction of BHP Billiton Petroleum’s Macedon, and Chevron Australia’s Wheatstone, at the ANSIA has already impacted on the town and there is a shortage of accommodation for contractors, tourists and long-term tenants.”*

*“The accommodation shortage is expected to increase as the resource sector projects ramp up which will increase costs for local services and businesses and impact the long-standing tourist industry which struggles to compete with the higher rates offered by external contractors. As a consequence, it will be even more difficult for project operators and service providers to attract and retain qualified and skilled staff on a live-in basis, whilst the tourism industry will be adversely affected.”*

*“It is expected that the purchaser’s proposed development will provide much needed accommodation to meet the requirements of the transient workforce, local businesses and tourism industry. A growing resource sector together with the immediate needs of local businesses, make this development a highly desirable prospect.”*

#### 5.0 SCHEME PROVISIONS:

The following clauses of the Town Planning Scheme are relevant in the consideration of this Local Planning Policy:

##### Clause 2.1 Local Planning Policies

The following Local Planning Policies are related to the application of this policy. Where there are inconsistencies between the relevant policies, this Local Planning Policy will prevail.

- Local Planning Policy – Transient Workforce Accommodation
- Local Planning Policy – Consultation for Planning Proposals

- Local Planning Policy – Shire requirements for Planning Applications within the Onslow Coastal Hazard Area (Scheme Control Area).

#### Clause 4.1 Categories

The 'Tourism Zone' is intended to accommodate development which has a primary focus on providing a tourism service.

#### Clause 4.2 Zoning Table

The Zoning Table identifies that Transient Workforce Accommodation in the Tourism Zone is a land use that is not permitted **unless** the local government has exercised its discretion by granting Planning Approval.

#### Clause 5.7 Advertising of Applications

Clause 5.7.2 provides the Shire with the discretion to give notice of any form of development for which a planning application is made.

'LPP - Consultation for Planning Proposals' provides the Shire with clarity regarding the different levels of consultation that will be undertaken and advice that will be provided in respect of a range of land use and development proposals, to provide the community with adequate and appropriate opportunities to be kept informed and comment on and respond to issues and proposals.

'LPP – Transient Workforce Accommodation' identifies that the Shire is of the opinion that Transit Workforce Accommodation has the potential to significantly impact on the amenity of the surrounding community. For this reason the Shire requires, in the absence of good reasons to the contrary, that development applications for transient workforce accommodation be advertised in accordance with Clause 5.7 of the Shire of Ashburton Town Planning Scheme No 7.

#### Clause 6.9 Transient Workforce Accommodation

Transient workforce accommodation is regarded as residential development and the subject of the Residential Codes and Clause 6.5 of the 'The Scheme'.

Except in the Residential Zone, the Shire may resolve to accept variations to the Residential Development Codes where sufficient justification is provided.

#### Clause 6.17 Vehicle Parking and Access

On-site car parking should be provided in accordance with Appendix 8 of the 'The Scheme' and Clause 4.17 of the LPP – Transient Workforce Accommodation.

#### Clause 6.20 Flood and Storm Surge Land

'LPP - Shire Requirements for Planning Applications within the Onslow Coastal Hazard Area (Scheme Control Area)' requires that an independent assessment be undertaken for all development in the Onslow Coastal Hazard Area in order satisfy Clause 6.20.4.

#### Clause 7.3 Onslow Coastal Hazard Area

The Design Requirements Clause 7.3 and endorsements for planning approvals will be informed by any assessment undertaken to satisfy the LPP and Clause 6.20.4 of the 'The Scheme' and shall have regard to the State Coastal Planning Policy 2.6.

## Clause 7.5 Onslow Airport Height Restriction Area

The Airport Height Restrictions Area as identified on Map No. 3 of 12 in the 'The Scheme' encroaches on a portion of the subject land (Lots 555 and 556).

Development within the Onslow Airport Height Restrictions Area requires an assessment to ensure that the proposed structures have a height below the current Obstacle Limitation Surface (OLS).

A review of the current OLS for the Onslow Aerodrome identifies that Lot 555 and a portion of Lot 556 is affected by the existing runway and has an OLS limitation of 49 metres AHD.

The new runway has an OLS limitation affecting Lots 555 and 556 of between 40 and 49 metres. The OLS for the new runway encroaches over a portion of Lot 557 despite no change to the Airport identified in 'The Scheme'.

## 6.0 POLICY:

### 6.1 Policy Statement

The Beadon Bay Village site and adjacent Council owned land parcels (Lots 555 and 556) are recognised as a strategic site for the development of Transient Workforce Accommodation in association with the retention of a caravan park facilities for the travelling public.

The development of the Beadon Bay Village land has the capacity to remedy an existing shortfall of Transient Workforce Accommodation units in a timely manner to support the development of the Ashburton North Strategic Industrial Area.

The development of Beadon Bay Village for high quality Transient Workforce Accommodation has the benefit resulting in a legacy of 'motel style' tourist accommodation to be operated in association with a caravan park accommodation facilities.

### 6.2 Definitions

For the purpose of this policy, the definitions expressed in the Shire of Ashburton Town Planning Scheme No. 7 and the Planning & Development Act 2005 will be adhered to.

Specifically:

*'Transient Workforce Accommodation' (TWA) means dwellings intended for the temporary accommodation of transient workers and may be designed to allow transition to another use or may be designed as a permanent facility for transient workers and includes a contractor's camp and dongas.'*

### 6.3 Application of Policy

This policy has been prepared in accordance with the provisions of Part 2 of the Shire of Ashburton Town Planning Scheme No 7.

This Concept Plan will be used by the Shire of Ashburton as the primary design criteria for assessing development applications associated with the redevelopment of the Beadon Bay Village Caravan Park and Transient Workforce Accommodation Village. The Concept Plan applies to development on the land comprised in the following lots:

- Lot 563 in Deposited Plan 174286, Record of Certificate of Title Volume 2704 Folio 22;

- Lot 557 in Deposited Plan 174286, Record Certificate of Title Volume 2704 Folio 21;
- Lot 555 in Deposited Plan 181876, Record of Certificate of Title Volume 2704 Folio 19;
- Lot 556 in Deposited Plan 181876, Record Certificate of Title Volume 2704 Folio 20.

#### **6.4 General Development**

The Beadon Bay Village Concept Plan shall guide the development of the subject land applicable under this Local Planning Policy.

Development should generally be undertaken in accordance with the approved Concept Plan.

#### **6.5 Advertising of Applications**

6.5.1 The Shire in the Local Planning Policy for Transient Workforce Accommodation resolved that that Transit Workforce Accommodation has the potential to significantly impact on the amenity of the surrounding community.

6.5.2 The Shire has now on three separate occasions, publicly notified developments or the intention to develop the land associated with the redevelopment of Beadon Bay Village, and no public submissions were received on any occasion specifically:

- the proposed 96 bed Transient Workers Accommodation in two storey buildings with undercroft parking, Planning Approval Number: 20120376 (P);
- the proposed new two storey Kitchen Mess and Recreation Building, Planning Approval Number: 20120375 (P); and
- the Business Plan for the Major Land Transaction of Lots 555 and 556 to Beston Parks Land Co Pty Ltd to facilitate the development of the overall Concept Plan.

6.5.3 The Beadon Bay Village Concept Plan has demonstrated little public interest through previous advertising periods associated with the future redevelopment of the land.

6.5.4 Development undertaken in general accordance with the approved Concept Plan under this Local Planning Policy will be exempt from advertising under Clause 5.7 of the 'the Scheme'.

#### **6.6 Land Use**

6.6.1 Transient Workers Accommodation developed generally in accordance with the Beadon Bay Village Concept Plan is considered an appropriate land use within the Tourism Zone.

6.6.2 The subject land shall retain caravan park facilities across the site, developed in conjunction with the proposed Transient Workforce Accommodation.

#### **6.7 Density of Development**

6.7.1 The subject land has a combined site area of 6.0708 hectares (Lot 557 having an area of 27,696 square metres, Lot 563 having an area of 9,131 square metres, Lot 555 having an area of 10,850 square metres and Lot 556 having an area of 13,058 square metres).

6.7.2 The Local Planning Policy – Transient Workforce Accommodation limits Type A camps, being camps located within a township to a maximum of 200 accommodation units with a specified overall density of not more than 100 persons per hectare.

- 6.7.3 Under the Local Planning Policy, the combined site area of 6.0708 hectares could accommodate 607 persons in transient workers accommodation which would exceed the maximum of 200 units for a Type A camp.
- 6.7.4 Clause 4.6.4 of the LPP – Transient Worker Accommodation allows for a variation to the nominated density requirements. The unique location of Beadon Bay Village at the periphery of the Onslow townsite, together with the proposed multi-level accommodation justifies the opportunity to increase the specified densities without direct impact on the existing residential amenity and with the ability to provide a high quality amenity on site.
- 6.7.5 Transient Workforce Accommodation developed as part of the Beadon Bay Village Concept Plan shall accommodate up to 880 TWA units together with associated mess hall and kitchen facilities, recreation areas, caravan sites, cabins and ancillary operational structures.

## **6.8 Transient Workforce Accommodation**

- 6.8.1 Clause 6.9.1 of the ‘The Scheme’ specifies that Transient Workforce Accommodation shall be regarded as Residential Development and will be the subject of assessment against the relevant Residential Planning Codes and Clause 6.5 of the ‘The Scheme’.
- 6.8.2 The unique nature of the proposed Transient Workforce Accommodation in a multi-level building, well separated from other residential development and located within the Tourism Zone affords sufficient justification for relaxation of the Residential Planning Code requirements.
- 6.8.3 The design of Transient Workforce Accommodation units should generally meet the design requirements expressed in the LPP – Transient Workforce Accommodation, noting in particular Clauses 4.7.6, 4.7.7, 4.13, 4.17, 4.18 and 4.24.
- 6.8.4 Transient Workforce Accommodation units should be designed to be adaptable to accommodate future conversion to tourist accommodation.

## **6.9 Coastal Hazard**

- 6.9.1 The subject land is located within the Onslow Coastal Hazard Area.
- 6.9.2 A detailed site specific assessment of the coastal vulnerability has been undertaken by MP Rogers and Associates dated 11 September 2012.
- 6.9.3 MP Rogers and Associates found that:
- the actual physical process setback line out to 2110, will not impact upon the subject land;
  - the physical process setback line in the site specific circumstances of Lots 555, 556 and 557 and 563 is decreasing resulting in improved protection of the subject land as the coast line accretes;
  - finished floor levels of +6.3 for the habitable rooms is considered appropriate to protect the built form for coastal inundation in the 1 in 100 year ARI event; and
  - the proposed design for the TWA accommodation is the recommended style of built form based on the ‘Queenslander’ and supported in these climatic conditions.

- 6.9.4 Council have instigated a Draft Scheme Amendments No. 24 – Revised Provisions in Clause 7.3 – Onslow Coastal Hazard Area Provision and New Appendix 11. Council’s investigations have identified minimum finished floor levels for particular classes of development.
- 6.9.5 The minimum finished floor level for habitable rooms for permanent buildings accommodating TWA shall not be less than +6.3 metres AHD.
- 6.9.6 Temporary and Transient Workforce / Tourist Accommodation Development shall have a minimum finished floor level of 4.0 metres, providing the development is removed from the subject land by 31 December 2040.
- 6.9.5 Non habitable rooms may have finished floor level at natural ground level and not less than 2.5 metres AHD. Rooms defined as non-habitable spaces include:
- ablutions facilities in caravan parks;
  - laundry facilities;
  - storage areas; and
  - entertainment, recreation and cultural uses.
- 6.9.6 Caravan park sites may be constructed at natural ground level, providing the natural ground level is not less than 2.5 metres AHD.

#### **6.10 Building Height / Airport Height Restrictions**

- 6.10.1 Clause 7.5.1 requires an assessment of land located within the Onslow Air Height Restriction Areas in respect to the Obstacle Limitation Surface (OLS) for the Onslow Aerodrome.
- 6.10.2 The Onslow Aerodrome is currently being upgraded with a new runway.
- 6.10.3 The OLS for both the existing and proposed runway, impact upon the development of the subject land.
- 6.10.4 Having regard to the worst case scenario (new OLS), buildings within the Beadon Bay Village Concept Plan should not exceed a building height of 40 metres AHD.
- 6.10.5 The Beadon Bay Village Concept Plan envisages buildings of up to three building levels above undercroft car parking, resulting in a total building height of approximately 23 metres AHD and therefore will not breach the OLS for the Onslow Aerodrome.
- 6.10.6 Building with a height of up to three storeys above at grade car parking, or three storeys above a minimum finished floor level of +6.3 metres AHD area envisaged.

#### **6.11 Infrastructure**

- 6.11.1 Arrangements for the provisions for suitable infrastructure, including water supply, effluent disposal and power should be available to the site prior to the development of the land.
- 6.11.2 An existing approved on-site treatment of disposal of waste water including the irrigation of treated water over Lot 555 is sufficient for the initial stages of the development.
- 6.11.3 Opportunities to supplement the existing potable water supply from WaterCorp with the establishment of a desalination plant is supported to reduce demand on the existing townships water supply.

6.11.4 Opportunities to reduce reliance on the townships reticulated water supply including re-use of treated water in sanitary fixtures and irrigation should be implemented.

#### **6.12 Staging**

6.12.1 The implementation of the Beadon Bay Village Concept Plan may be undertaken in stages.

6.12.2 Applications for Planning Approval of different stages may be lodged concurrently.

6.12.3 The order of the stages identified on the Concept Plan may vary depending upon:

- demand for accommodation;
- the tenure of the land; and
- memorandums affecting existing land.

#### **6.13 Parking Provisions**

6.13.1 On site car parking shall be provided in accordance with Appendix 8 of the 'The Scheme'.

#### **6.14 Recreation & Community Facilities**

6.14.1 Shared recreation and community facilities for the benefit of both transient workers and the tourists in the form of the travelling public shall be provided on site.

#### **6.15 Review of Development**

6.15.1 Following the development of each stage, a review of the concept plan may be undertaken.

### **7.0 REFERENCE:**

7.1 The Shire of Ashburton Town Planning Scheme No. 7 and the Planning & Development Act 2005.

7.2 State Planning Policy 2.6 – State Coastal Planning Policy.

7.3 Local Planning Policy - Transient Workforce Accommodation.

7.4 Local Planning Policy - Consultation for Planning Proposals.

7.5 Local Planning Policy - Shire Requirements for Planning Applications within the Onslow Coastal Hazard Area – Scheme Control Area.

7.4 Onslow Aerodrome - Obstacle Limitation Surface (OLS) Plan (Existing and New).

7.5 Onslow Townsite Strategy – July 2011.

7.6 Onslow Regional Hot Spots Land Supply Update - November 2011.

7.7 Draft Scheme Amendments No. 24 – Revised Provisions in Clause 7.3 – Onslow Coastal Hazard Area Provision and New Appendix 11.

## **8.0 RESPONSIBILITIES:**

The local planning section of the Development Services Division as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer for the following:

- 8.1 Determination of applications for Planning Approval consistent with this Local Planning Policy.

## **9.0 ADOPTION:**





# Wheatstone Project

## Planning Application – Broilga Transient Worker Accommodation

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## 1.0 PLANNING APPLICATION

This application for planning approval is submitted by Chevron Australia Pty Ltd (Chevron) to change the use of Macedon Transient Worker Accommodation (TWA) from a BHPB Macedon construction and commissioning / maintenance workforce accommodation only to enable use by the Chevron Wheatstone construction and commissioning/maintenance workers. This application comprises a signed Application Form, location plan, site plan and application fee of \$295 being for a change of use. For ease of reference and to avoid any future confusion, it is proposed to rename the Macedon TWA, to the "Brolga TWA".

### 1.1 Purpose

The purpose of this application is to seek the Shire Council's new planning approval of the Brolga TWA for use mainly by the Wheatstone and Macedon Project's workforce and to have a temporary planning approval issued until the Wheatstone Project 2nd LNG Train has been commissioned. The Brolga TWA has been approved, developed and occupied to support development of the Macedon Gas Plant.

### 1.2 Related Planning Approval

The minutes of the Ordinary Council Meeting 21 July 2010 record that the application for planning approval of Macedon TWA (comprising 380 rooms, associated facilities and services), was approved by the Shire of Ashburton Council. The application was considered by Council pending the issue of Environmental Approval by the Minister for Environment. The Planning Approval was issued subject to several conditions, one of those conditions being the following:

*24ii the transient workforce accommodation shall be used only for the accommodation of construction staff. Maintenance staff will also be permitted but only for a 3 week period (after 12 months operation) when the plant is closed down for maintenance activity. The transient workforce accommodation will be a temporary camp facility and remain in-situ for a total period 4 years or other as agreed by the chief Executive Officer. All operational staff shall reside in Onslow.*

The TWA has been developed and used by the BHPB construction workforce to construct the Macedon Gas plant.

Approval Condition 24ii for the Macedon TWA limits the period of time for which the development is permitted, but it remains valid until July 2014.

The Shire of Ashburton may vary the approval; however advice received from the Shire's Principal Planner is that as the use of the TWA will no longer be exclusively linked to construction of the Macedon Gas Plant, therefore a new approval (change of use) is required to allow other workers to also use the TWA.

### 1.3 Location and Legal Description

The Brolga TWA is situated west of the Eastern Multi User Access Infrastructure Corridor (MUAIC) and to the south of the proposed future Scarborough LNG plant site (Refer to **Figure 1**). The TWA and the Macedon Gas Plant are both located on Lot 500 approximately 1000m apart. Approximately 2km north of the TWA the Wheatstone LNG plant is being

constructed with major bulk earthworks, services and roads. Onslow Salt's crystallizer ponds are located to the east with 'Old Onslow' and the Ashburton River located to the west.

#### **1.4 Land Tenure**

The whole of Lot 500 is currently the subject of a lease between LandCorp and BHPB Petroleum. Chevron will make commercial arrangements with Landcorp for a new lease for the Brolga TWA site that is currently covered by the BHPB lease and the BHPB lease will be terminated.

#### **1.5 Existing land use**

The Brolga TWA has been constructed generally per the Council planning approval. The TWA consists of accommodation for 380 personnel, supporting facilities (kitchen, dining, medical, recreation use), services (water desalination plant, waste water treatment plant and power generation) pedestrian networks, road access and parking (Refer to **Figure 2**).

#### **1.6 Compliance with Town Planning Scheme No 7**

The Brolga TWA site is currently zoned "Rural" in the Shire Ashburton Town Planning Scheme No 7 (TPS7). The Zoning Table of TPS7 lists Transient Worker Accommodation as a "D" use in the 'Rural' zone. When the TWA was approved in 2010 it was advertised for public comment as part of the Planning Application for the Macedon Gas Plant.

The subject land forms part of TPS 7 Amendment No 17 to rezone the Macedon site (including the TWA), to "Strategic Industry". Amendment 17 was adopted by the Shire of Ashburton for final approval, 13th February 2013 and then referred to the Western Australian Planning Commission (WAPC) for approval of the Hon. Minister for Planning.

Until such time as the rezoning of the land to "Strategic Industry" is finalized, the TWA is compliant with the Scheme zoning. When the zoning is amended however, TWA is then a 'X' use (not permitted). It is however, considered a 'non-conforming use' in that the use of the land for TWA has been approved. Its acceptability in planning terms is valid.

#### **1.7 Compliance with ANSIA Industrial Development Plan**

##### **1.7.1 Ashburton North Strategic Industrial Area Industrial Development Plan**

The land comprising the Brolga TWA is included in the Ashburton North Strategic Industrial Area (ANSIA) Industrial Development Plan (IDP). The ANSIA IDP was adopted at the Ordinary Council Meeting of 13th January 2013. The Shire has referred the Development Plan to the WAPC for endorsement, though minor modifications may be made. Although not yet endorsed, the IDP has reached an advanced stage of the approval process.

Condition 3 of the IDP prescribes a range of information to accompany Development Applications – Strategic Industry zone including:

- Clearance under S.38 of the Environmental Protection (EP) Act;
- Workforce Management Plan;
- Management arrangements of the TWA site;
- Fire Management Plan;
- Emergency Management Plan;

- Dust Management Plan,
- Mosquito Management Plan;
- Social Impact Statement; and
- Detailed road layout and traffic design.

The Brolga TWA is a relatively minor, existing development and has a current approval where the following requirements have been fulfilled:

- The Section 38 clearance under the EP Act for the Macedon Gas Plant was issued prior to the planning approval of the TWA;
- The approved Wheatstone Workforce Management Plan has recently been updated and was referred to the Shire of Ashburton in late March 2013 for comments, before being finalised;
- The Fire Management Plan and Dust Management Plan for the Macedon project were conditions of the planning approval and were prepared and submitted to the Shire;
- A Social Impact Statement was included in the supporting documentation for the Macedon Project Planning Application; and
- The detailed road layout traffic design for the TWA has been prepared, constructed and will be retained in its current form.

Condition 3 also prescribes that clearance from key agencies shall accompany any development application within the Strategic Industry zone.

These clearances would have related to the Macedon Gas Plant, as well as the TWA. In relation to this application the key agencies are Department of State Development, Landcorp and Department of Mines and Petroleum. Comments from these agencies are being sought and will be provided to the Shire to support the application. LandCorp has signed the application form, providing written confirmation of the proposed change of use.

Town Planning Scheme Amendment 17 specifically excludes the land to the north of the TWA (for the proposed future Scarborough LNG project), from the “Strategic Industry” zone per the ANSIA IDP. As this land will remain zoned “Rural” it is likely to remain undeveloped for some time. Land located to south east of the TWA is shown as ‘Non-Development Area’ in the ANSIA Development Plan. Condition 5 of the IDP states:

*The Shire shall not approve any development or support any subdivision identified on the Development Plan as ‘Non Development’.*

There is little likelihood of land immediately to the north and south of the Brolga TWA being required, or developed for strategic industrial use in coming years.

## **2.0 PROPOSED DEVELOPMENT**

### **2.1 Project Details**

Chevron has negotiated with BHPB Petroleum to acquire the Brolga TWA assets. The TWA will remain in its current location for the duration of the Wheatstone LNG Project construction, until such time as the Wheatstone Project second LNG train has been commissioned. The facility would also be used by BHPB workers for regular maintenance and shut down periods for the Macedon gas plant during this period.

This application does not seek to modify, or extend the current number of accommodation rooms, facilities or level of services provided in the Brolga TWA (Refer to **Figure 2**). The number of beds for the Brolga TWA will remain as approved by the Shire Council in 2010 and as constructed.

It is planned that the “change of use” of the TWA is to be approved for use by Chevron Wheatstone Project and BHP Billiton Macedon Project as Macedon nears completion and Wheatstone requirements for accommodation increases. It should be noted that the beds provided by the Brolga TWA are in addition to, and do not reduce the planned number of beds in the Wheatstone Construction Village (total of 4864). The additional beds will help to relieve some of the pressure for workforce accommodation for the Wheatstone Project.

### **2.2 Road Access and Vehicle Parking**

The current road access and parking arrangements for the Brolga TWA will be maintained as developed with approximately 100 car bays and bus bays available on the site. A strategic, emergency egress will be provided from the Brolga TWA east to PR2B. This will provide an alternate escape route in the event of an incident at the Macedon Gas Plant and become the main entrance to the Brolga TWA in the future. These works will be covered by a separate planning application.

### **2.3 Essential Services**

All essential services, water plant, waste water treatment plant and power station will continue to operate as currently developed. The only minor modification to be made is for the effluent spray field to be modified to remove a small section that encroaches onto the Macedon Gas Plant lease.

### **2.4 Risk**

A Risk Contour Plan (**Appendix A**) has been prepared by BHPB showing the Risk Contour once the Macedon Plant is operational and producing gas.

### **2.5 Social Impact Statement**

A Social Impact Statement (SIS) has been prepared for the Brolga TWA and is included as **Appendix B**.

### **2.6 Site Decommissioning Plan**

A Decommissioning Plan for the Brolga TWA site is likely to be a condition of planning approval. In anticipation of this requirement, a report has been prepared for the Brolga TWA

outlining the plan for decommissioning and rehabilitation of the TWA on expiry of the planning approval. The Decommissioning plan is included as **Appendix C**.

### **3.0 CONCLUSION**

The Macedon TWA has been approved by the Shire Council and the Planning Approval is valid for another 12 months. The TWA site is included in the "Rural" zone of TPS7. The land has generally been developed and occupied for the purpose of constructing the Macedon Gas Plant.

This application is for a change of use for the TWA, to also permit Chevron's Wheatstone Project workforce to utilise the accommodation. The change of use is consistent with the established statutory planning framework.

It will have significant positive benefits in maintaining the construction programme for Wheatstone project, while reducing pressure on accommodation within the Onslow community.

Chevron requests that the Ashburton Shire Council issue planning approval for the Brolga (previously Macedon) TWA for use mainly by Chevron and BHPB construction and maintenance/commissioning workers until the Wheatstone Project second LNG train has been commissioned.



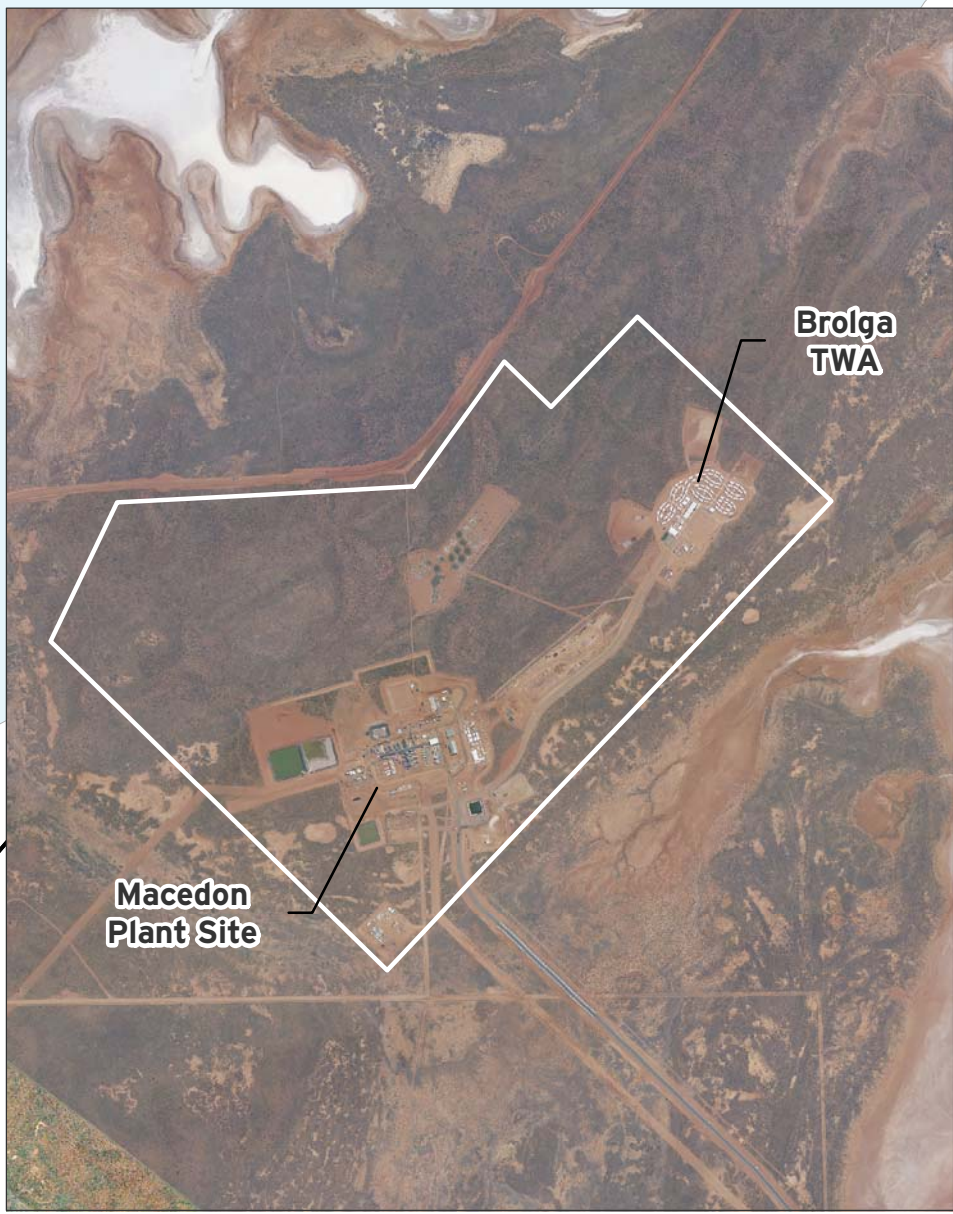
**FIGURE 1: LOCATION PLAN**

# BROLGA TWA - LOCATION PLAN

275000 280000 285000 290000 295000 300000

**COMPANY CONFIDENTIAL**

Coordinate System: GDA 1994 MGA Zone 50  
 Ref: WSC\_208A\_Rev2 Date: 18 Jul 2013 CAI: MZRB



275000 280000 285000 290000 295000 300000 305000

**DISCLAIMER**  
 All information within this map is current as of 18/07/2013. Before relying on this information users should obtain appropriate advice and evaluate the metadata to determine data accuracy, currency, completeness and relevance for the intended purpose. For the production of detailed maps, transfer and conversion of data, review of detailed metadata and other queries relating to this map please contact the Wheatstone GIS team at [WheatstoneGIS@chevron.com](mailto:WheatstoneGIS@chevron.com).

**FIGURE 2: SITE PLAN**

# BROLGA (MACEDON) TRANSIENT WORKER ACCOMMODATION SITE PLAN



291800 292000 292200 292400

**COMPANY CONFIDENTIAL**

Coordinate System: GDA 1994 MGA Zone 50  
 Ref: WSC\_206A\_Rev2 Date: 31 Jul 2013 CAI: NGMQ



7596400

7596200

7596000

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P069197 500

P220110 153

ASHBUL 00153  
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**LEGEND**

Cadastre (April 2012)

Aerial Photography: Fugro, December 2012

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291800 292000 292200 292400

# APPENDIX 1: RISK CONTOUR PLAN

## QRA – 1:1 million Risk Contour



Name, Position, Department, Day Month Year

Slide 4

## **APPENDIX 2: SOCIAL IMPACT STATEMENT**

### **INTRODUCTION**

The following Social Impact Statement (SIS) has been prepared in response to requirements set out in the Shire of Ashburton Local Planning Policy 20; with the intent to improve the flow of information to the community and relevant Project stakeholders.

Successful implementation of the SIS process recognizes that social, environmental and economic impacts are closely linked. It is an opportunity for a proponent to identify and demonstrate local community values have been taken into account and to generally outline the potential costs and benefits of a proposal.

### **BACKGROUND TO BROLGA TRANSIENT WORKER ACCOMMODATION**

Chevron Australia Pty Ltd (Chevron) as operator of the Wheatstone LNG Project has commenced construction of a multi-train Liquefied Natural Gas (LNG) and domestic gas project within the Ashburton North Strategic Industrial area (ANSIA) to process natural gas from various offshore fields in the Carnarvon Basin.

The Wheatstone Project has received environmental approval and planning approval to process up to 25 Mtpa of LNG. It will initially comprise two LNG trains with potential for expansion to five, or six trains. It also contains a DomGas facility to supply gas to the Western Australian market. The project will have an operational life of at least 40 – 50 years. The majority of construction workforce (5,500 people) is to be accommodated in the ANSIA at the Wheatstone Construction Village. It will however take some time to complete all the transient worker accommodation and support services which may impact on implementing the wide range of construction works necessary for the LNG plant.

Use of the existing Broilga TWA for a small part of the Wheatstone LNG project construction workforce is an efficient and timely use of existing facilities and resources. It will relieve some of the pressure in Onslow for accommodation and services, and is conveniently located a short travel distance from the Wheatstone facility. Furthermore, it allows BHP Billiton Petroleum to recoup some of its capital expenditure, but also by having the camp occupied, ensures its regular maintenance, upkeep and functioning of the essential services.

The key elements of the existing Broilga TWA are:

- The ability to accommodate an additional 380 construction personnel;
- Kitchen, dining, recreation, medical and training facilities;
- Water, sewerage and electricity plants;
- Finite life for the TWA;
- Cyclone rated

### **LOCATION AND SITE DETAILS**

The land that is the subject of the planning application is Lot 500. The Broilga TWA is situated west of the Eastern Multi User Access Infrastructure Corridor (MUAIC) and to the south of the proposed future Scarborough LNG plant site.

The Macedon Gas Plant is also located on Lot 500, south west of the TWA, and separated by a distance of approximately 1km. (Refer **Figure 1** of the Planning Application).

**Figure 1** of the Planning Application depicts the location of the Brolga TWA in the context of the ANSIA, Macedon Gas plant and the Wheatstone LNG project. The site is approximately 1.0 km northwest of the Macedon Gas Plant site and approximately 1.5 km south of the Wheatstone LNG plant site.

## **DESCRIPTION OF EXISTING DEVELOPMENT**

The layout of the Brolga TWA comprises:

- Accommodation for 380 occupants;
- Dining, kitchen facilities and related necessary services to support 380 occupants;
- Recreation facilities for occupants (indoor rec. centre, basketball court, tennis court);
- Parking for approximately 100 cars and busses; and
- Pedestrian pathways for movement throughout the TWA.

## **PREVIOUS SOCIAL IMPACT STATEMENT**

### **Macedon Gas Plant Social Impact Statement**

A SIS was prepared for the Macedon Gas Plant and TWA as part of the original planning application submitted to the Shire Council. It outlined the potential impacts and proposed management measures during both construction and operations.

Few of the impacts identified relate specifically to the TWA; however it noted that the construction workforce would be housed at a purpose built fully self-contained construction camp. Furthermore it stated that ongoing public access to Old Onslow, the Ashburton River and the coastline north of the Plant site would not be impeded by the Macedon Gas Plant. The SIS noted a requirement for an annual maintenance shut down as well as major shutdowns that could require 80 – 100 people for two weeks.

### **Wheatstone Project Social Impact Statement**

The Wheatstone SIS was prepared to support the Wheatstone Development Plan issued in March 2012. That SIS comprehensively documented the following:

- Community consultation undertaken
  - Community perceptions of potential issues and impacts
- Construction stage of development
  - Estimated construction timeline
  - Potential economic impacts
  - Potential social impacts, including impacts on quality of life and places of heritage significance
  - Potential ecological impacts
  - Additional infrastructure and services required.
- Operational impacts

- Potential economic impacts
- Potential impacts on quality of life of residents and tourists, including impacts on traffic, public amenity, places of heritage significance and sense of community
- Potential ecological impacts
- Potential community services/infrastructure impacts
- Additional infrastructure and services required.

## **CHEVRON ENVIRONMENTAL AND SOCIAL COMMITMENT AND RESPONSIBILITY**

It is Chevron's policy to protect the safety and health of people and the environment and to conduct its operations reliably and efficiently. The systemic management of safety, health, environment, reliability and efficiency to achieve world class performance is defined as Operational Excellence (OE). Chevron's commitment to OE is embodied in the Chevron Way value "Protecting People and the Environment", which places the highest priority on health and safety, and the protection of assets and the environment, balanced against capital stewardship.

Chevron has developed a range of environmental management measures and controls collectively termed the Environmental Management Program (Program). The Program is designed to facilitate the implementation of Chevron's Strategic Australasia Business Unit OEMS and ABU Policy 530 – Operational Excellence, and to meet legal requirements.

## **CURRENT COMMITMENTS TO SOCIAL IMPACT MANAGEMENT**

The broader social impacts and management strategies associated with the overall Wheatstone Project have already been comprehensively documented. These are incorporated in the State Development Agreement (SDA) signed by Chevron and the State on 8th September 2011 as the appropriate mechanism to provide financial contributions to various Social Infrastructure projects for the town of Onslow.

## **POTENTIAL ECONOMIC AND SOCIAL IMPACTS – CONSTRUCTION PHASE (Wheatstone)**

The Brolga TWA is already established and caters for the accommodation needs of 380 construction personnel. It will continue to be operated and maintained over the coming years. There will be some requirement by BHPB for the continued operation and maintenance of the TWA in this location. The anticipated economic impacts of the TWA are considered to be minimal in these circumstances.

It is expected the majority of the Macedon construction workforce will soon vacate the TWA and should this planning application be approved, they will be replaced by similar numbers of the Chevron Wheatstone construction workforce.

Chevron is currently accommodating approximately 350 workers outside of the Wheatstone Construction Village at the Ashburton Resort, Discovery Park, three bootel vessels, plus a number of rented houses and units. A number of these workers could be re-located to the Brolga TWA resulting in accommodation vacancies in town for other projects, contractors, visitors and tourists.

It is expected there will be several positive social and economic impacts associated with the retention of the Brolga TWA, on Onslow, these include:



### **Potential Economic Impacts**

- Continuation of the existing TWA in its current location, rather than establishing it elsewhere will not generate need for additional, associated traffic movements, land clearing, filling, site works, re-establishment of services, roads, parking and drainage;
- A range of local services may still be required to support the TWA, such as plumbers, electricians, refrigeration mechanics and cleaners that could be supplied by local businesses;
- Purchases of miscellaneous goods, personal needs items, fuel, hardware and other supplies from local shops.

### **Potential Social Impacts**

- Potential for similar numbers of construction workers passing through, or visiting town (ie BHPB workers depart, but replaced by similar number of Chevron workers);
- Reduced demand on temporary accommodation in town enabling vacancies for tourists;
- Less vehicle traffic passing through town (If other town accommodation not required, then less vehicle traffic travelling to worksite and return daily);
- Reduced risk of motor vehicle accidents as a result of reduced travel distance between Brolga TWA and Wheatstone plant site. Construction workers will mostly travel by bus to their workplace, so there is little impact on external road network;
- There is sufficient on-site parking available to cater for the needs of the occupants;
- Workers will be transported by bus from the airport to the TWA and then back when their rotation is completed, so there is reduced opportunity for extended interaction with local residents;
- It may be possible for the Brolga TWA occupants to make use of the facilities being constructed at the Wheatstone construction Village, rather than travel to Onslow;
- Freeing up accommodation for other imminent construction projects in the town associated with the SDA, land development, for tourist and other visitors' use.

### **POTENTIAL ECONOMIC AND SOCIAL IMPACTS – OPERATION PHASE**

The Brolga TWA is anticipated to be decommissioned at the expiry of the temporary approval period, in accordance with an approved Decommissioning Plan. Therefore, it is expected there will be minimal social impacts arising from the TWA during the Wheatstone LNG operation phase.

### **Future Use of the Land**

Removal of the Brolga TWA eventually will permit its future use for Strategic Industrial Development.

### **CONCLUSION**

The key points of this SIS are as follows:

1. The Brolga TWA has been approved, established and operated for the past three years by BHPB. Previous SIS's have been prepared for the TWA and for the Wheatstone Project. This SIS provides detail of the potential social and economic impacts for the use of the TWA by the Chevron construction workforce;

2. This SIS focuses only on the Brolga TWA and those aspects not previously considered;
3. The social impacts of the continued use of the TWA for the Wheatstone Project construction phase are considered minimal and will be managed through Workforce Management Plans; and
4. The economic impacts of the continued operation of the TWA are considered to provide positive benefits in terms of ongoing opportunities for local businesses and employment. It is also anticipated to reduce the use of accommodation within the town of Onslow by some of Chevron's construction workforce.

**APPENDIX 3: DE-COMMISSIONING PLAN**



# Wheatstone Project

## Brolga Transient Worker Accommodation – Decommissioning Plan

1	31-Jul-2013	Issued for Use			CXOS	RZZX	IYUL	
0	30-Jul-2013	Issued for Use			CXOS	RZZX	IYUL	
REV	DATE	DESCRIPTION			ORIG	CHK	APPR	
IP Security	<input checked="" type="checkbox"/> Public		Total number of Pages (including Cover sheet):			9		
For Contractor Documents	Contract No		Contractor Document No				Contractor Rev.	
COMPANY DOCUMENT CONTROL No.	Project	Area	Discipline	Type	Originator	Package	Sequence-Sht	Revision
	WS0	0000	RGL	PLN	CVX	000	00004-000	1

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## ABBREVIATIONS

Abbreviation	Definition
ANSIA	Ashburton North Strategic Industrial Area
EPA	Environmental Protection Authority
LNG	Liquefied Natural Gas
MUAIC	Multi-User Access and Infrastructure Corridor
OE	Operational Excellence
OEMS	Operational Excellence Management System
SFU	Specified For Use
TPS7	Town Planning Scheme No. 7
TWA	Transient Workers Accommodation

## 1.0 INTRODUCTION

This Decommissioning Plan (the Plan) is submitted to support a change in use Planning Application for the Macedon Transient Worker Accommodation (TWA) to also be used by Chevron construction workers. The accommodation is to be known as the Brolga TWA.

The purposes of the Plan are:

- Outline the decommissioning activities for the Brolga TWA which will conform to all applicable legislated requirements.
- Remove all buildings and/or infrastructure from the lease area unless otherwise agreed with the landowner.
- Leave the lease in a condition that is suitable for its future zoning of 'strategic industry'.

### 1.1 Key Facilities

The Brolga TWA is situated west of the Eastern Multi-User Access and Infrastructure Corridor (MUAIC) and to the south of the proposed Scarborough LNG plant site. The Brolga TWA occupies approximately 4.5 hectares of land that is leased from LandCorp and comprises of:

- Accommodation units
- Communal and recreational facilities
- Parking area
- Helicopter landing point
- Services / utilities
- Laydown areas

The Brolga TWA and lease area map is provided in **Appendix A**.

### 1.2 Timing

Chevron has requested planning approval (change of use) for the Brolga TWA until the Wheatstone Project 2<sup>nd</sup> LNG Train has been commissioned. The TWA will remain in its current location for the duration of this period and then decommissioned in accordance with this Plan.

### 1.3 Land Use / Zoning

The Brolga TWA lease is currently zoned "Rural" in the Shire of Ashburton Town Planning Scheme 7 (TPS7). The site is located within the Ashburton North Strategic Industrial Area (ANSIA) and is identified by the Local Government as future "Strategic Industry" zoning.

## **2.0 DECOMMISSIONING OBLIGATIONS**

Decommissioning plans for facilities will be guided by relevant government regulations, commercial obligations under the lease and Chevron policies.

### **2.1 Chevron OEMS – ABU Policy 530**

It is the Policy of Chevron Corporation to protect the safety and health of people and the environment, and to conduct operations reliably and efficiently. The systematic management of safety, health, environment, reliability and efficiency to achieve world-class performance is defined as Operational Excellence (OE).

Chevron Corporation's commitment to OE is embodied in the Chevron Way value "Protecting People and the Environment", which places the highest priority on health and safety, and the protection of assets and the environment.

In 2008, Chevron Corporation received attestation from Lloyd's Register Quality Assurance that the OE management system (OEMS) meets all requirements of the International Standard Organisation's 14001 environmental management system standard and the Occupational Health and Safety Assessment Series management specification 18001, and the OEMS is implemented throughout the corporation.

### **2.2 Shire of Ashburton Town Planning Scheme No. 7 (TPS7)**

The Brolga TWA Decommissioning Plan will comply with the following Clauses under the TPS7.

Clause 6.9.3 states that planning applications for temporary structures to provide transient workforce accommodation shall, to Local Government's satisfaction, be accompanied by information and plans indicating how and when the development will be removed and the site rehabilitated or developed for a different use intended for the site.

In addition, Local Government may require, by signed agreement, a commitment to the date and details of rehabilitation and conversion the subject of subclause 6.9.3. (Clause 6.9.4)

### **2.3 Obligations under Lease Agreement**

Chevron is negotiating a lease with LandCorp for the land to support the Brolga TWA. The lease will require Chevron to remove from the land all structures and facilities after its expiration date and ensure that all post contamination on and below surface of the land is remediated to the extent required for the property to be suitable for industrial purposes. Some facilities may be left *in situ* if agreed by the landowner.



### **3.0 FACILITIES DECOMMISSIONING**

Decommissioning and removal of TWA facilities will be undertaken once the Wheatstone Project 2<sup>nd</sup> LNG Train has been commissioned and in accordance with any conditions of the planning approval.

Prior to the decommissioning of the facility, Chevron will advise LandCorp of its intent to remove all facilities / services etc. from the lease area. Should LandCorp request some items to remain *in situ* this will be further assessed at that time.

Unless left in situ the following site decommissioning procedure will be implemented. All recoverable materials (such as copper, optic fibre etc.) will be sold or recycled, where possible. Transportable facilities (such as accommodation units, storage tanks etc.) will be sold or reused, where possible.

#### **3.1 Transportable Buildings**

- In preparation for transportable buildings removal, all power and communications cables will be disconnected and removed. Redundant conduits will be removed from the ground.
- All building tie downs, fixtures and fittings will be disconnected and removed.
- Multi-level buildings will be deconstructed by unbolting each floor individually and braced for transport.
- Metal verandas will be deconstructed and scrap metal will be disposed at one of the Licensed Chevron Specified For Use waste facilities (Chevron SFU).
- Buildings will be removed and transported away from the lease area. Buildings may be sold off to 3rd party or reused for another project in the ANSIA.
- Concrete tie downs or pre-cast foundations will be removed, and transported away from the site to a Chevron SFU waste facility.
- Footpaths around the buildings will be broken out and trucked to a Chevron SFU waste facility.
- All hazardous materials, including wastes, chemicals, and waste hydrocarbons will be removed from site and transported to a Chevron SFU waste facility.

#### **3.2 Facilities**

- Cricket pitch and basketball courts will have fencing and lighting removed.
- Concrete ground slabs will be broken up and disposed at a Chevron SFU waste facility.
- Gazebo structures will be dismantled and either disposed of at a Chevron SFU waste facility or sold.
- Concrete ground slabs will be broken up and removed to a Chevron SFU waste facility.

#### **3.3 Services / Utilities**

Utilities/infrastructure such as generator / fuel storage, power supply, water storage and waste water treatment facilities will be removed on final closure.

### **3.4 Power Supply**

- All power and communications cables will be disconnected at terminations and removed from the ground.
- Generator sets and associated fuel tank will be drained of fuel, cleaned and reused or sold.
- Main power switch board will be removed.
- Trenches, excavations will be backfilled suitable for future industrial use.

### **3.5 Potable Water Supply**

- Potable Water supply lines will be excavated and removed from the ground.
- Storage tanks will be drained, liners from water tank structures will be removed, and the structures will be demolished, or dismantled and removed.
- Trenches, excavations will be backfilled suitable for future industrial use.

### **3.6 Waste Management / Sewerage**

- Holding tanks of waste treatment facility on site will be emptied.
- Liners from water containment structures will be removed.
- Tanks will be sealed and transported off site.
- Spray field equipment will be removed.
- All non-putrescible solid wastes will be disposed of at a Chevron SFU waste facility.
- Toxic and hazardous substances will be exported off-site for disposal at a Chevron SFU waste facility.
- Wastes that are not reused or recycled will be disposed of at a Chevron SFU waste facility.
- Contaminated soil and groundwater, if found, will be investigated and remediated as appropriate.
- Trenches, excavations will be backfilled suitable for future industrial use.

### **3.7 Roads**

- Access road to the site within the lease area will be closed if considered of no further value.
- Road will be left as constructed for future industrial use.

### **3.8 Earthworks**

- Trenches, excavations will be backfilled suitable for future industrial use.
- All rubbish and debris will be removed from the land, the land will be left in a clean, tidy state.
- Any post-use contamination above and below surface will be remediated to the extent required for industrial purposes and as required under the provisions of the *Contaminated Sites Act 2003*.

## **4.0 SUMMARY AND CONCLUSIONS**

It is considered that this Decommissioning Plan for the Brolga TWA provides sufficient detail to support the 'change of use' planning approval and to leave the area in a condition suitable for its future use as 'strategic industry'.

Prior to the decommissioning of the facility, Chevron will advise LandCorp of its intent to remove facilities / services from the lease area as per this plan. Should LandCorp request some items to remain *in situ* this will be further assessed at that time.

**APPENDIX A**

# BROLGA (MACEDON) TRANSIENT WORKER ACCOMMODATION SITE PLAN



291800 292000 292200 292400

**COMPANY CONFIDENTIAL**

Coordinate System: GDA 1994 MGA Zone 50  
Ref: WSC\_206A\_Rev2 Date: 31 Jul 2013 CAI: NGMQ



7596400

7596200

7596000

7596400

7596200

7596000



P069197 500

P220110 153

ASHBUL 00153  
L 3114 765

**LEGEND**  
Cadastrre (April 2012)

Aerial Photography: Fugro, December 2012

**DISCLAIMER**  
All information within this map is current as of 31/07/2013. Before relying on this information users should obtain appropriate advice and evaluate the metadata to determine data accuracy, currency, completeness and relevance for the intended purpose. For the production of detailed maps, transfer and conversion of data, review of detailed metadata and other queries relating to this map please contact the Wheatstone GIS team at [WheatstoneGIS@chevron.com](mailto:WheatstoneGIS@chevron.com).

291800 292000 292200 292400

## SUMMARY OF SUBMISSIONS

No.	Submission From	Summary of Submissions	Comment	Recommendation
1	<p>Executive Director Resources Safety Division Department of Mines and Petroleum Mineral House, 100 Plain Street, EAST PERTH WA 6004</p>	<p>(Note: This Submission to LandCorp and which was provided to the Shire. It should be noted that the Shire contacted the Department but no further comment was received.)</p> <p>I refer to your letter of 1 July 2013 seeking advice regarding the BHP Billiton Macedon Domestic Gas Plant. After extensive discussion with my senior risk engineers I provide the following advice.</p> <p>(a) The location of the 380 bed construction camp - This is acceptable, However, if this is made a permanent facility it could potentially influence the location of future industrial developments in this area.</p> <p>(b) Utilisation of the 112 bed fly camp -</p> <ul style="list-style-type: none"> <li>As you are aware, this is outside the licensed area and does not fall within our jurisdiction. The approving authority for the location of this facility is the land planning authority and Worksafe would be the OH&amp;S authority for its construction and management.</li> </ul>	<p>Noted.</p> <p>With respect to the DMP's reference to the 112 bed fly camp, the Application does not include this component of the accommodation at Macedon.</p>	<p>That the Submission be noted.</p>

• As part of its Safety Case BHP would have demonstrated that the risk from its facilities (plant and pipeline) is as low as reasonably practical. The only additional requirement would be to include the fly camp in the emergency response plan.

• I understand your concern of the potential liability in approving this proposal. Although the camp is outside the land use fatality risk control/s there is always a residual risk of not just fatality but, more likely, serious injury,

• To minimise that liability you could consider requiring BHP to undertake a consequence assessment of worst case events from both the gas pipeline and processing operations. The exposure criteria for injury to people in the open and for damage to buildings, resulting in injury to the occupants, needs to be carefully selected. Also, the level of injury to be modelled should be to serious injury not fatality. The occupied building study should meet the requirements of API 752.

2	<p>Executive Director Strategic Infrastructure Projects Level 6, 1 Adelaide Terrace EAST PERTH 6001</p>	<ul style="list-style-type: none"> <li>The processing operations study must include start up and shut down operations as these present far higher risks than steady state operations.</li> </ul> <p>Should the study demonstrate that the camp is outside the consequence zone then this would provide a valuable input into your decision.</p> <p>Alternatively, you could decide not to provide approval.</p> <p>If you decide to approve the fly camp proposal please advise us so that I can ensure that BHP updates its emergency response plan accordingly.</p> <p>Alternatively, if you decide to proceed with the consequence study I would be pleased to provide technical guidance and assessment.</p>	<p>Noted. Should Council support the Application, it is appropriate for Council to ensure that any approval reflect the time limits recommended by DSD.</p>	<p>That the Submission be noted.</p>
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The basis of DSD's support is that this will assist Chevron increase its construction workforce numbers and limit impact of construction workforce on the town of Onslow until the Wheatstone Construction Village is at full capacity.

Afterwards, the Broilga camp can provide accommodation out of Onslow for the expected additional construction workforce required to achieve the project schedule for the first gas shipment in 2016.

#### Safety Risk Assessment

The safety of residents in the camp given the proximity to the soon to be operational Macedon Domestic Gas plant is an important consideration, The EPA Guidelines for Risk Assessment and Management: Off site Individual Risk from Hazardous Industrial Plant, WA, 2000 provide a framework for assessing such risk.

The Department of Mines and Petroleum (DMP) Resources Safety Division, which is the State's authority on these matters, has undertaken a risk assessment of continued occupancy of the camp during commercial operations at the Macedon plant. Attached is a letter from DMP which confirms that the location of the camp is acceptable.

Duration and Impact on Future Development

DSD, LandCorp (Vaughan Brazier) and the Department of Planning (Ken Dawson) all agree that while it is generally not State policy to allow Transient Workforce Accommodation within Strategic Industrial Areas, in this circumstance, we all support Chevron continuing the operation of the Macedon camp (as the Broiga camp), but only up until the Commercial Production Date which is defined in the State Development Agreement for Wheatstone as the first date that LNG is exported from the adjacent port. This project milestone is scheduled for late 2016. The longer duration requested in the planning application, up until commissioning of the second LNG processing train, is not supported.

This earlier end date and decommissioning of the camp are requirements of the Lease being finalised between LandCorp (as the owner of the land) and Chevron.

The State's position is that this is a temporary facilitative measure being extended to Chevron to assist accommodate the necessary construction workforce while limiting increased impact on Onslow. The State and the Shire have progressed a seriously entertained planning proposal in LPS Scheme Amendment 17 to rezone the land around the camp in Stage 1 B of the ANSIA as Strategic Industry.

		<p>In the longer term, existence of the camp in this location would be in conflict with planned land use and could potentially sterilise surrounding land for future industrial development. Given the time lag involved in planning, obtaining approvals for and developing new industrial sites, the State believes that continued occupancy of the camp up until the supported end date will not seriously impede future development in the ANSIA.</p> <p>Finalisation of Scheme Amendment 17 and the accompanying Development Plan for Stage 1 B of the ANSIA is still some months away. The Department of Planning (via Ken Dawson) has given in principle support for proceeding with LGA approvals for the camp in the interim, for the reasons outlined above.</p>		
3	<p>Credo Group Pty Ltd Suite 2, 680 Murray Street WEST PERTH WA 6005</p>	<p>I am aware the Shire of Ashburton ("Shire") has recently received an application from Chevron Australia ("Chevron") to utilise BHP Billiton's ("BHPB") 380-man Macedon accommodation camp ("Camp") in its current location to accommodate Chevron's construction workforce for their Wheatstone project.</p> <p>The identification of the location of the Transient Worker Accommodation ("TWA") sites within Ashburton North Strategic Industrial Area ("ANSIA") were presumably chosen after much</p>	<p>Noted. The Shire Administration concludes that the submission/objection addresses matters closely associated with commercial competition for the Macedon camp itself. In this regard, it is not considered that Council could refuse the Application for the 'Brolga' camp based on the submission/objection.</p> <p>The comments provided with respect to the "...potential threat to life..." from locating the camp in proximity to an operating Macedon Domestic Gas Plant have been</p>	<p>That the Submission be noted..</p>

consultation with relevant experts and consideration given to numerous factors including, an appropriate set-off or buffer zone once the Macedon Domestic Gas Plant was operational. The potential threat to life should an incident occur is not unimaginable and one does not have to go far back in history to recall Varanus Island and its devastating impact.

Credo Group ("Credo"), as an experienced operator of remote accommodation in Western Australia, holds grave and serious concerns for the residents of the Camp once the Macedon Domestic Gas Plant becomes operational and proposes an alternate solution, aligned with the Shire and Landcorp's preference for transient worker accommodation to be located within Landcorp's TWA sites 1 and 2 within ANSIA.

Credo has been in discussions with Landcorp, the Pilbara Development Commission ("POC") and the Department of State Development ("OSO") for an extended period, and more recently with Rob Paul of the Shire, with the objective of providing a solution to the shortage of service worker and non-resource related accommodation in Onslow.

In Credo's discussions with the above agencies, and its current negotiations with Landcorp, Credo has outlined a solution which

addressed through submissions and advice from DSD, BHPB and DMP.

However, it is acknowledged that Council has not been provided with a copy of BHPB's Qualitative Risk Assessment report prepared by BHPB. In this regard, Council will need to determine whether the information provided is sufficient to resolve that the risk of simultaneously operating both the Macedon Domestic Gas Plant and the Brolga Camp is 'acceptable'.

The issues raised in the submission/objection are more appropriately addressed by State Agencies including DSD and LandCorp.

However, with that said, provided the proposal outlined by the Credo Group only relates to accommodation on the second TWA site relates to housing workers for construction within the ANSIA, such arrangements would more closely reflect the intent of the strategic direction of the ANSIA by utilising land set aside in structure planning and draft Amendment No. 17 for transient workforce accommodation.

immediately addresses the shortage of service worker and non-resource related accommodation in Onslow through the development of an accommodation village ("Proposed Development") by Credo within ANSIA, and includes:

- the relocation of the Camp, a safe distance from an operational gas plant to Landcorp's TWA2 site located behind Chevron's construction village
- the Camp would be made available to all sectors of the market and would include;
- Service Worker accommodation - provision of a designated number of beds within the Camp for service worker accommodation, up to 20 beds
- Non-Resource related construction accommodation, e.g. government agencies - provision of a designated number of beds within the Camp for non-resource related projects, up to 50 beds
- Resource related construction accommodation, e.g. Chevron, BHPB and its subcontractors

Service Worker accommodation

In our discussions with PDC, it became evident the provision of service worker accommodation within ANSIA wasn't ideal, however it can be viewed as a temporary solution to meet the immediate demands for service worker accommodation until a more permanent solution is developed and commences delivering service worker accommodation to Onslow.

As service worker residents would be located approximately 12kms from their place of employ, Credo will operate a bus service throughout the day/night to meet the demands of the service worker residents of the Proposed Development. The regularity of the service would be determined by the needs of the service workers themselves, with service worker residents using the bus service at no cost.

After consultation with Landcorp and PDC, Credo would dedicate the first 20 beds for service worker accommodation and the Shire can determine to whom they are allocated.

Service worker accommodation would be provided at a rate commensurate with the wages of service workers in Onslow and would be at a rate of \$300 per week.

Non-Resource related accommodation

There are significant demands for non-resource related accommodation within the township, which are currently being unmet and/or are causing the Shire to make provision for transient worker accommodation in less than ideal locations.

Credo is aware of an application for a 70 bed temporary workers camp for Landcorp's Residential division on Lot 571 Beadon Creek Rd, Onslow, a location which is problematic, with constraints made on the application to minimise its impact on town infrastructure and services.

Credo's Proposed Development could assist with the demands of this project or, any of a myriad of infrastructure projects which are required for the town, e.g. desalination plant, power plant. Following the allocation of service worker beds, Credo will dedicate the next 50 beds for non-resource related accommodation and be available on a per nightly rate basis. Resource related construction accommodation. After service worker and non-resource related accommodation requirements have been allotted, the balance of beds (i.e. 310) would be made available to the market to meet the demands of the resource related construction

accommodation requirements for companies such as Chevron, BHPB and its subcontractors to utilise over their project's construction period.

Credo has previously negotiated a term sheet with Landcorp for the relocation of the Camp to TWA2 within ANSIA and, is currently negotiating with Landcorp an option to lease a parcel of land within TWA2 to allow Credo to construct the Proposed Development; I provide both these documents as attachments.

Credo has demonstrated from our discussions with Landcorp over an 18 month period our willingness to work collaboratively with all stakeholders to deliver a safe solution to the accommodation needs of all segments of the market, and in particular how we could utilise BHPB's Macedon camp, which was always envisioned by Landcorp and the Shire to be removed from its current location once the Macedon Domestic Gas Plant became operational.

Credo's proposal outlined above is an alternate and safe proposal to that which Chevron proposes in its application before you for consideration. Credo's proposed solution delivers beds to segments of the market which are under-catered and which Chevron is not motivated to provide for.



We request you object to Chevron's application to utilise the Macedon camp in its current location for several reasons:

- the potential risk it presents to residents of the Camp • the risk and exposure of the Shire and its councillors should an incident occur and residents be injured / maimed / killed a safer alternate solution is available which:
  - meets the immediate needs for service worker and non-resources related accommodation
  - is situated in a location specifically designated for transient worker accommodation

I have copied this letter to the Premier and Minister for State Development, Hon Colin Barnett MLA, the Minister for Mines & Petroleum, Hon Bill Marmion MLA and the Minister for Local Government Hon Tony Simpson MLA.

(Note: The referenced attachments:

- Landcorp - No Objection to BHP TWA Lease assignment; and
- Landcorp -Initial Lease Terms Sheet;

are to be found at the end of this submission.)

4	<p>Acting Project Director  BHP Billiton Limited  PO Box J6SS  PERTH WA 6000</p>	<p>This letter is to confirm that BHP Billiton Petroleum Pty Ltd (BHPB) in its capacity as the Operator of the Macedon Gas Project presently intends to sell the Macedon Construction Camp to Chevron Australia Pty Ltd (CVX) in its capacity as the Operator of the Wheatstone LNG Project. We are negotiating the documentation for this intended transaction at present.</p> <p>BHPB confirms that it has provided the Quantitative Risk Assessment Report PMA-VG1-SR-REP-007 to CVX. This demonstrates that the camp is located outside the 0.1-in-a-million (1 x10-7 pal risk contour from the Macedon gas plant which is even greater than the Environmental Protection Agency's risk threshold for residential accommodation of 1-in-a-million (1x10-6 pal.</p> <p>This letter is not a formal representation or warranty and is not intended for contractual reliance to be placed upon it by the Shire of Ashburton or any other person or entity. This transaction described herein is subject to management approvals and full documentation. If approved and executed, this documentation will contain all operative representations, warranties and contractual obligations as between BHPB and CVX.</p>	<p>Noted.</p> <p>It is of concern that neither BHPB nor Chevron has provided Council with the Quantitative Risk Assessment to enable reasonable scrutiny of the method and findings.</p> <p>The issue of risk is a fundamental matter in relation to the ability of Council to determine the risk of simultaneously operating both the Macedon Domestic Gas Plant and the Brolga Camp.</p> <p>The last paragraph in BHPB's letter is of some concern as it would appear that is seeks to define some level of limited liability in the operation of the Macedon Domestic Gas Plant and the Brolga Camp.</p> <p>Essentially, what the Shire is seeking from BHPB is a formal representation on the matter since Council is required to determine the level of risk associated with the proposal.</p>	That the Submission be noted.
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5	<p>Team Lead Wheatstone Government Approvals Chevron Australia Pty Ltd GPO Box S1560 PERTH WA 6845</p>	<p>Thank you for referring a copy of the submission made by the Credo Group dated 12 August 2013 (Brolga planning application change of use) to Chevron for review and comment. The Credo submission makes the following comments:</p> <p><i>“The location of Transient Worker Accommodation (TWA) within the Ashburton North Strategic Industrial Area (ANS/A) were presumably chosen after consultation with relevant experts and consideration given to numerous factors including an appropriate set-off, or buffer zone once the Macedon Domestic Gas Plant was operational. The potential threat to life should an incident occur is not unimaginable and one does not have to go far back in history to recall Varanus Island.</i></p> <p><i>Credo.....holds grave and serious concerns for the residents of the camp once the Macedon domestic gas plant becomes operational. We request you object to Chevron 's application to utilize the Macedon Camp in its current location (or several reasons:</i></p> <p><i>The potential risk it presents to the residents of the camp</i></p> <ul style="list-style-type: none"> <li><i>• The risk and exposure of the Shire and its Councillors should an incident occur and residents be injured/maimed/killed</i></li> <li><i>• A safer alternate solution is available ...</i></li> </ul>	Noted.	That the Submission be noted.
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**Comment**  
*This submission appears to have been made without viewing the Brolga planning application, plans or supporting documentation, now available on the Shire of Ashburton website.*

*The Credo submission and attached documents in part appear to refer to the 'BGC Fly Camp'. Which is not part of the Brolga TWA planning application.*

*The Brolga TWA is situated approximately 1000m distant from the Macedon Domestic gas plant. BHPB, the current operators of the camp, supplied a letter to provide to the Shire noting:*

*"This demonstrates that the camp is located outside the 0.1-in-a-million (1x10<sup>-7</sup> pa) risk contour from the Macedon Gas Plant which is even greater than the Environmental Protection Agency's risk threshold for residential accommodation of 1-in-a-million (1x10<sup>-6</sup>)."*

*The Department of State Development and Department of Mines and Petroleum have reviewed the risk factors and provided written support for the camp application, in particular noting the following:*

*"Safety Risk Assessment*

*The safety at residents in the camp given the proximity to the soon to be*

operational Macedon Domestic Gas Plant is an important consideration. The EPA guidelines for Risk Assessment and Management: Offsite Individual Risk from Hazardous Industrial Gas Plant. WA, 2000 provide a framework for assessing such risk.

The Department of Mines and Petroleum (DMP) resources safety Division, which is the State's authority on these matters, has undertaken a risk assessment of continued occupancy of the camp during commercial operations at the Macedon plant. Attached is a letter from DMP which confirms that the location of the camp is acceptable. (OSO)"

The DMP letter dated 11 July 2013 addressed to DSD, (copy attached) states the following:

"I refer to your letter of 1 July 2013 seeking advice regarding the BHP Billiton Macedon Domestic Gas Plant. After extensive discussion with my senior risk engineers, I provide the following advice.

- (a) The location of the 380 bed construction camp - this is acceptable. However, if this is made a permanent facility it could influence the location of future industrial developments in this area."

Chevron has also prepared a table to summarize and demonstrate that the Fire and Explosion Risks from the Macedon Project to the camp are acceptable:

(See Table below)

Therefore, based on the assessed risk and consequence criteria, the Macedon (Brolga) Camp can be used as residential accommodation for the time period during full operation of the Macedon Plant.

**Conclusion**

The responsible State Authorities and BHPB have reviewed the proposal in detail, assessed the level of risk and determined that the camp can be used while the Macedon plant is operational.

Chevron is also satisfied that the risk levels associated with occupation of the camp when the Macedon Plant is operational and future expansion of Macedon are acceptable.

Chevron therefore respectfully requests that the Shire dismiss Credo submission as it does not provide any valid planning basis for its objection.

Extract from Chevron's response letter to the Submission from Credo Group

CRITERIA	RISK FROM BHP MACEDON TO MACEDON CAMP (BROLGA)	RISK ACCEPTABLE
<p>Meet the EPA criteria for a residential area (i.e. <math>&lt;1 \times 10^{-6}</math> fatalities per year)</p>	<p>Village is located outside the <math>1 \times 10^{-6}</math> Macedon Plant risk contour - risk is acceptable compared against the EPA criteria for a residential area.</p>	<p>Risk acceptable</p>
<p>Chevron criteria for individual risk to the public (Limit of <math>&lt;1 \times 10^{-4}</math> fatalities per year (and goal of <math>&lt;1 \times 10^{-5}</math> fatalities per year)</p>	<p>Village is located outside the <math>1 \times 10^{-6}</math> Macedon Plant risk contour - risk is acceptable compared against the Chevron criteria for individual risk.</p>	<p>Risk acceptable</p>
<p>Chevron criteria for societal risk to the public (limit of <math>&lt;2 \times 10^{-6}</math> of 1000 fatalities per year)</p>	<p>Village is located outside the <math>1 \times 10^{-6}</math> Macedon Plant risk contour – risk is acceptable compared against the Chevron criteria for societal risk.</p>	<p>Risk acceptable</p>

**TERMS SHEET  
OPTION TO LEASE**

**PROPERTY:** Part Lot 152 on Deposited Plan 74351, Talandji, Ashburton  
Western Australia

**LESSEE:** Credo Remote Accommodation Pty Ltd ACN 22 146 445 445

**ADDRESS:** Suite 2 / 680 Murray Street, West Perth WA

**LESSOR:** Western Australian Land Authority ABN 34 868 192 835 trading as  
LandCorp

**ADDRESS:** Level 6 Wesfarmers House, 40 The Esplanade, Perth, 6000

**OPTION TO LEASE TERMS**

<b>Area:</b>	Part Lot 152 on Deposited Plan 74351, located on the Macedon Access Road in the Ashburton North Strategic Industrial Area, comprising an area up to 12 ha (approx), within the proposed 31.58ha Lot as indicatively shown on Attachment A. Area to be finally determined once Concept Plans are agreed and justify the area required.
<b>Term:</b>	2 years
<b>Option Fee:</b>	10% of the Market Rent.
<b>Conditions Precedent:</b>	<p>The Option is conditional on:</p> <ol style="list-style-type: none"> <li>1. LandCorp Executive (and Board and Minister if required) approval of the Option;</li> <li>2. the Lessee obtaining agreement to purchase and transfer a maximum of 112 beds from the 'BGC Fly Camp' currently located on the BHPB Macedon site;</li> <li>3. all other required approvals being obtained to construct and operate the TWA;</li> <li>4. the Lessee advising it has complied with the conditions precedent and intends to proceed with the project; and</li> <li>5. agreement of the Lease with LandCorp in accordance with LandCorp's precedent lease and which shall include the following terms.</li> </ol>



**LEASE TERMS**

<b>Initial Lease term:</b>	A ground lease of 5 (five) years.
<b>Option:</b>	Two 2 year options and one 1 year option to renew.
<b>Permitted Use:</b>	Up to 112 bed transient workforce accommodation and ancillary uses.
<b>Annual Net Rental:</b>	TBA per annum payable in equal monthly instalments per calendar month in advance.
<b>Outgoings:</b>	The Lessee is to pay for all variable and statutory outgoings, payable from the commencement date of the lease.
<b>Rent Review Dates:</b>	<b>CPI:</b> Annually on the anniversary date of the commencement date of the lease, other than a market rent review date. <b>Market:</b> Every 3 years from the commencement date of the lease.
<b>Lessee Improvements:</b>	<p>The Lessee shall be responsible for constructing road access from the Macedon Access Road to the lease area. The access road will be a common user road which other parties may use. LandCorp will grant an access easement to the Lessee to construct and use the road.</p> <p>The Lessee will also be required to obtain an access easement from the Department of Lands over other portions of the road from the Macedon Access Road which are not yet a public road.</p> <p>The Lessee will be responsible for all contractors, invitees and users of the TWA whilst traversing the access easement areas.</p> <p>The Lessee may enter into negotiations with Chevron to utilise a portion of the existing intersection for the Wheatstone Construction Village as an alternative access road.</p>
<b>Insurance:</b>	The Lessee must effect and maintain on and from the date of occupation or on and from the date of access to the premises being granted, whichever is the sooner, all insurances as specified in the Lease document.
<b>Legal Costs:</b>	Each party shall bear their own costs incurred in relation to the preparation, negotiation and execution of the Lease documentation.
<b>Special Conditions:</b>	<p>The Lessee acknowledges that the land is being leased as an unimproved site with no existing services. The Lessee will be responsible for all services at its cost.</p> <p>Until such time as the State advises that a suitable level of service worker accommodation is available in Onslow, the Lessee shall provide up to a maximum of 10 beds which are available for service workers who work in Onslow (to be nominated by the Shire). Service worker accommodation would be provided at a rate to be agreed by the State and the Lessee which is equivalent to service worker rates</p>

	<p>for the Pilbara. If service worker beds are not booked two weeks in advance the Lessee may make those beds available to the market for that period.</p> <p>Until such time as the State advises that a suitable level of Non Resource Worker accommodation is available in Onslow, the Lessee shall provide up to a maximum of 25 beds which would be available to government agencies or commercial enterprises who require accommodation for non resource related activities in Onslow and the ANSIA. Non Resource Worker accommodation would be provided at a rate to be agreed by the State and the Lessee which is equivalent to the average Non Resource Worker accommodation rates for the Pilbara. If Non Resource Worker beds are not booked two weeks in advance the Lessee may make these beds available to the market for that period.</p> <p>The Lessee acknowledges that LandCorp may lease the remainder of Lot 152 for other transient workforce accommodation at its absolute discretion.</p>
<p><b>Lease terms:</b></p>	<p>All of the other terms of the Lease will be as negotiated and agreed between LandCorp and the Lessee.</p>

Attachment A – Deposited Plan 743571

TYPE		CROWN									
PURPOSE		STATUTORY									
PLAN NO.		743571									
NOTICE OF INTENTION TO TAKE NATIVE TITLE ACT (COMMONWEALTH) 1993 LAND ADMINISTRATION ACT 1997											
DISTRICT	ASHEBURTON	TOWNSHIP	ASHEBURTON								
LOCAL AUTHORITY	SHEPHERDSON	TOWN FILE	1570 J20H								
LOCALITY	TALANOJA	ADDRESS									
DATE	APR 2012	SCALE	1:7500								
SUBJECT TO SURVEY											
NOT FOR ALIENATION PURPOSES											
<p>LEGEND</p> <table border="1"> <tr> <td></td> <td>ROAD</td> </tr> <tr> <td></td> <td>BOUNDARY</td> </tr> <tr> <td></td> <td>WATER</td> </tr> <tr> <td></td> <td>OTHER</td> </tr> </table>					ROAD		BOUNDARY		WATER		OTHER
	ROAD										
	BOUNDARY										
	WATER										
	OTHER										
<p>FOUNDERS DERIVED FROM DIGITAL DATA PROVIDED BY SOL</p>											
DEPOSITED PLAN		743571									
VERSION		1 OF 1									

HELD BY LANDGATE  
IN DIGITAL FORM ONLY

**DRAFT**  
JUNE 2012



**Our Ref** A497325  
**Enquiries** Vaughan Brazier – (08) 9482 7579

Mr Tim Brady  
Managing Director  
Credo Group Pty Ltd  
35 Great Eastern Highway  
RIVERVALE WA 6103

Dear Tim

#### **BHPB MACEDON CONSTRUCTION CAMP LEASE ASSIGNMENT**

I refer to our discussions with Credo Group Pty Ltd (Credo) about the assignment of the BHPB Macedon Construction Camp Lease (Lease) within the Ashburton North Strategic Industrial Area (ANSIA).

LandCorp has no objection to the assignment of the Lease on similar terms to those which have been discussed to date between LandCorp and Credo.

You should also be aware, however, that the Lease is currently for the sole purpose of housing BHPB's construction workforce for its Macedon project and any change in that purpose is likely to require State and Shire of Ashburton approvals in various forms.

Accommodating transient workers close to the operating Macedon facility is also likely to create safety, legal access and other issues which LandCorp and other regulatory agencies will need to be satisfied with before any assignment and change of use could occur.

Please don't hesitate to contact me if you have any further queries in relation to this matter.

Yours sincerely

Vaughan Brazier  
**Business Manager – Strategic Industrial**

25 February 2013

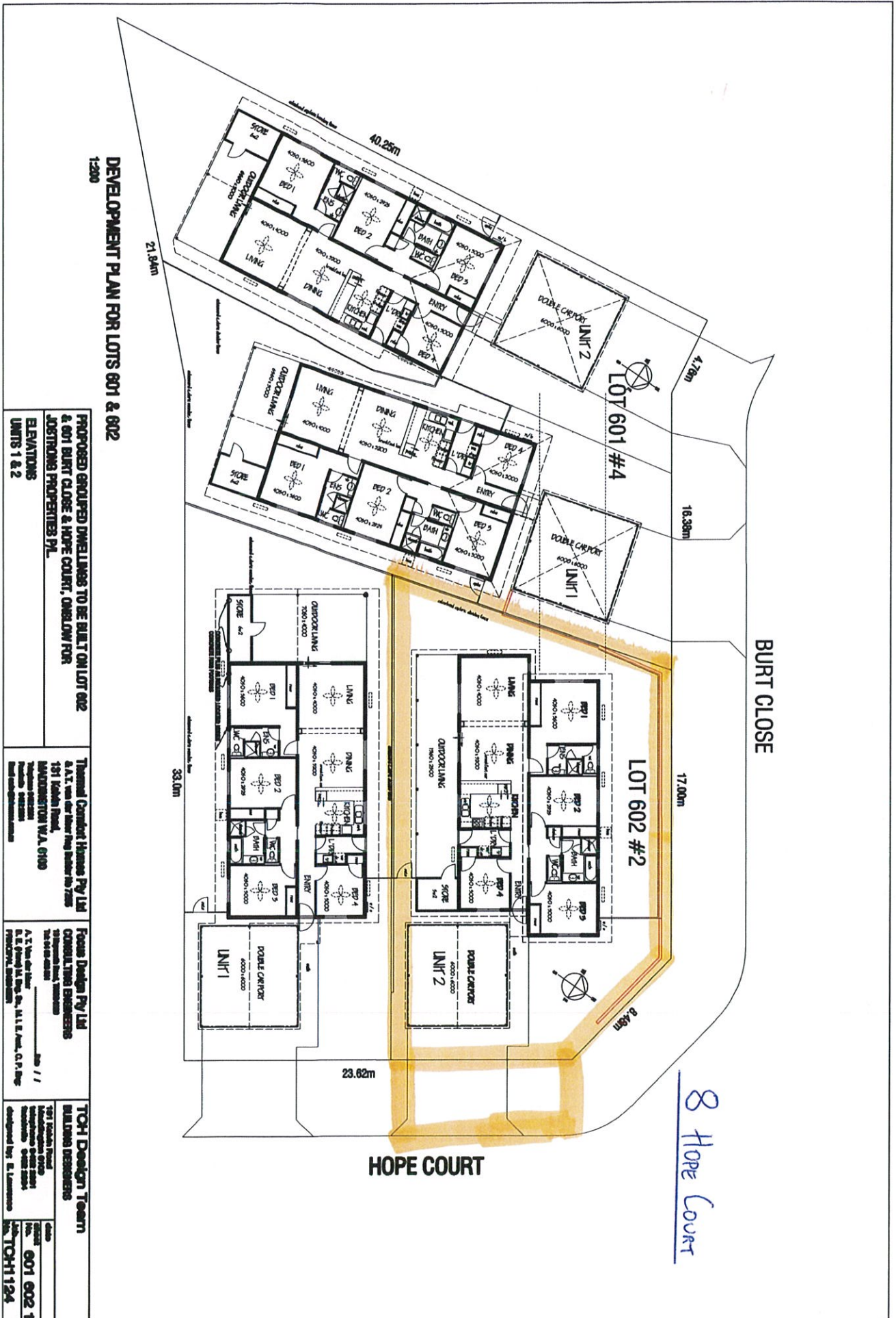
## BHP TWA LEASE ASSIGNMENT - ASHBURTON NORTH

### Draft Commercial Terms

Possible BHP TWA Lease Assignment & Variation Terms	
Assignment of BHP TWA Lease	Subject to planning, risk modelling, satisfactory access and all other necessary approvals (including State Development Agreement if possible), the Lease may be assigned to the Assignee with the consent of LandCorp / State and the Assignee may continue to operate on the site after the Macedon project becomes operational subject to the variations below and until 12 months after LandCorp becomes the freehold owner of the TWA zoned land in the ANSIA at which time the Lease will terminate and be replaced by a new lease over part of LandCorp's TWA area.
Service Workers	<p>Until such time as the State advises that a suitable level of Service Worker accommodation is available in Onslow, the Assignee shall provide up to a maximum of 10 beds which are available for Service Workers who work in Onslow (to be nominated by the Shire).</p> <p>Service Worker accommodation would be provided at a rate to be agreed by the State and the Assignee which is equivalent to Service Worker rates for the Pilbara.</p> <p>If Service Worker beds are not booked two weeks in advance the Assignee may make those beds available to the market for that period.</p>
Non-Resource Workers	<p>Until such time as the State advises that a suitable level of Non-Resource Worker accommodation is available in Onslow, the Assignee shall provide up to a maximum of 50 beds which would be available to government agencies or commercial enterprises who require accommodation for non-resource related activities in Onslow and the ANSIA.</p> <p>Non-Resource Worker accommodation would be provided at a rate to be agreed by the State and the Assignee which is equivalent to the average Non-Resource Worker accommodation rates for the Pilbara (indexed against inflation on the anniversary of the Assignment Date).</p> <p>If Non-Resource Worker beds are not booked two weeks in advance the Assignee may make these beds available to the market for that period.</p>
Resource Workers	All other beds may be provided to the market at market rates.
Access to Records and Bookings	The Assignee will provide LandCorp or the State access to all records and bookings to assist it to determine if the above bed availability conditions are being met and breach of the bed availability conditions is

	an essential term which would give rise to termination rights.
Road Access	Until such time as the Main Access Road is a public Main Road the Assignee shall obtain an access easement from RDL and all employees, contractors, hiree's and visitors shall access the site pursuant to that easement.
<b>Possible New TWA Lease on LandCorp Site</b>	
New TWA Lease	When LandCorp becomes the freehold owner of the TWA zoned land in the ANSIA, the Assignee shall enter into a new lease in the TWA on the following terms.
Area	Footprint area of TWA camp constructed at Macedon plus any required incidental areas. Final size, location and configuration to be agreed by the parties taking into account the possible use of the site by other parties in the future..
Term	To be agreed.
Rent	Market rent with annual CPI rent reviews and market rent review every 3 years.
Rent free period:	12 months or date of first rental (whichever is the earlier) to enable construction of site, transportation and installation of accommodation.
Road Construction	If the Western Access Road in the Chevron Construction Camp can be extended to the site and dedicated as a local public road the Assignee shall pay for the extension and dedication of that road to the TWA area on an alignment agreed by the parties.  Otherwise the Assignee shall pay for and construct a road to the standard to be dedicated to the Shire as a local road (or maintained by the Assignee if the road can not be dedicated) along the 50m north-south strip of land which connects the TWA to the main access road and which is to be freeholded to LandCorp.
Accommodation Construction	The removal, transportation and installation (including any required bulk earthworks and servicing) shall be at the Assignee's risk and cost.
Road Access	Similar terms as above
Service Worker	Similar terms as above
Non Resource Workers	Similar terms as above
Resource Workers	Similar terms as above
Access to Records and Bookings	Similar terms as above







<p style="text-align: center;"><b>STRATA PLAN</b> <b>63670</b></p> <p style="text-align: center;">SHEET 1 OF 1 SHEET</p> <p>PLAN OF LOT 602 ON DP 214895</p> <p>CERTIFICATE OF TITLE VOL 1690 FOLIO 587</p> <p>LOCAL GOVERNMENT SHIRE OF ASHBURTON</p> <p>INDEX PLAN BE63 (2) 38.06</p> <p>FIELD BOOK</p> <p>SCALE AS SHOWN</p> <p>NAME OF SCHEME 2 BURT CLOSE, ONSLOW</p> <p>ADDRESS OF PARCEL 2 BURT CLOSE, ONSLOW, WA 6710</p> <p>MANAGEMENT STATEMENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>LODGED</td> <td>REGISTERED</td> </tr> <tr> <td>DATE</td> <td>CORRECT</td> </tr> <tr> <td>12-Oct-12</td> <td>TRIM NP</td> </tr> <tr> <td>IN ORDER FOR DEALINGS</td> <td></td> </tr> <tr> <td>FEE PAID</td> <td>SUBJECT TO</td> </tr> <tr> <td>\$374.00</td> <td>NIL</td> </tr> <tr> <td>ASSESS No</td> <td>DATE</td> </tr> <tr> <td>11524801</td> <td>5.11.12</td> </tr> <tr> <td>PER REGISTERED</td> <td></td> </tr> <tr> <td>M100753</td> <td>REGISTERED</td> </tr> <tr> <td>APPLICATION</td> <td>DATE</td> </tr> <tr> <td>12.11.12</td> <td></td> </tr> </table> <p>WESTERN AUSTRALIAN PLANNING COMMISSION</p> <p>V.A.P.C. REF Certificate of Approval of V.A.P.C. under section 158(1) of <i>Strata Titles Act 1985</i></p> <p>APPROVED UNDER S.158(2) 2005</p> <p style="text-align: right;"><b>Landgate</b> Western Australian Land Information Authority</p>	LODGED	REGISTERED	DATE	CORRECT	12-Oct-12	TRIM NP	IN ORDER FOR DEALINGS		FEE PAID	SUBJECT TO	\$374.00	NIL	ASSESS No	DATE	11524801	5.11.12	PER REGISTERED		M100753	REGISTERED	APPLICATION	DATE	12.11.12		<p>VER:                      AMENDMENT                      AUTHORISED BY                      DATE</p> <p style="text-align: right;">LIMITED IN DEPTH TO 12.19 METRES</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>The boundaries of the lots or parts of the lots which are buildings shown on the strata plan are the external surfaces of those buildings, as provided by section 2AB of the Strata Titles Act 1985</li> <li>The stratum of the part lots, including the cubic space above and below the part lots comprising buildings is limited between 5 metres below &amp; 10 metres above the upper surface level of the ground floor of the building on the respective lot, including where covered.</li> <li>Distances are from boundaries or external surfaces of walls unless shown otherwise.</li> <li>Angles are 90° unless shown otherwise or defined by monument or parcel boundary.</li> </ol> <div style="text-align: center;"> <p><b>LOCATION PLAN</b> SCALE 1:500 AT A3 SIZE</p> </div> <div style="text-align: center;"> <p><b>GROUND FLOOR PLAN</b> SCALE 1:250 AT A3 SIZE</p> </div> <p><b>SURVEYORS CERTIFICATE - Reg 51</b></p> <p>I, <b>MARK CAMERON SPENCER</b>, do hereby certify that this plan is accurate and is a correct (a) - survey, and/or (b) - calculation from measurements, (c) - details if applicable, undertaken for the purposes of this plan and that I am a duly qualified and registered surveyor under the provisions of section 11 of the Survey Act 1985. Mark Cameron Spencer 2012.10.11.16:51:51.0000 LICENSED SURVEYOR                      DATE</p>
LODGED	REGISTERED																								
DATE	CORRECT																								
12-Oct-12	TRIM NP																								
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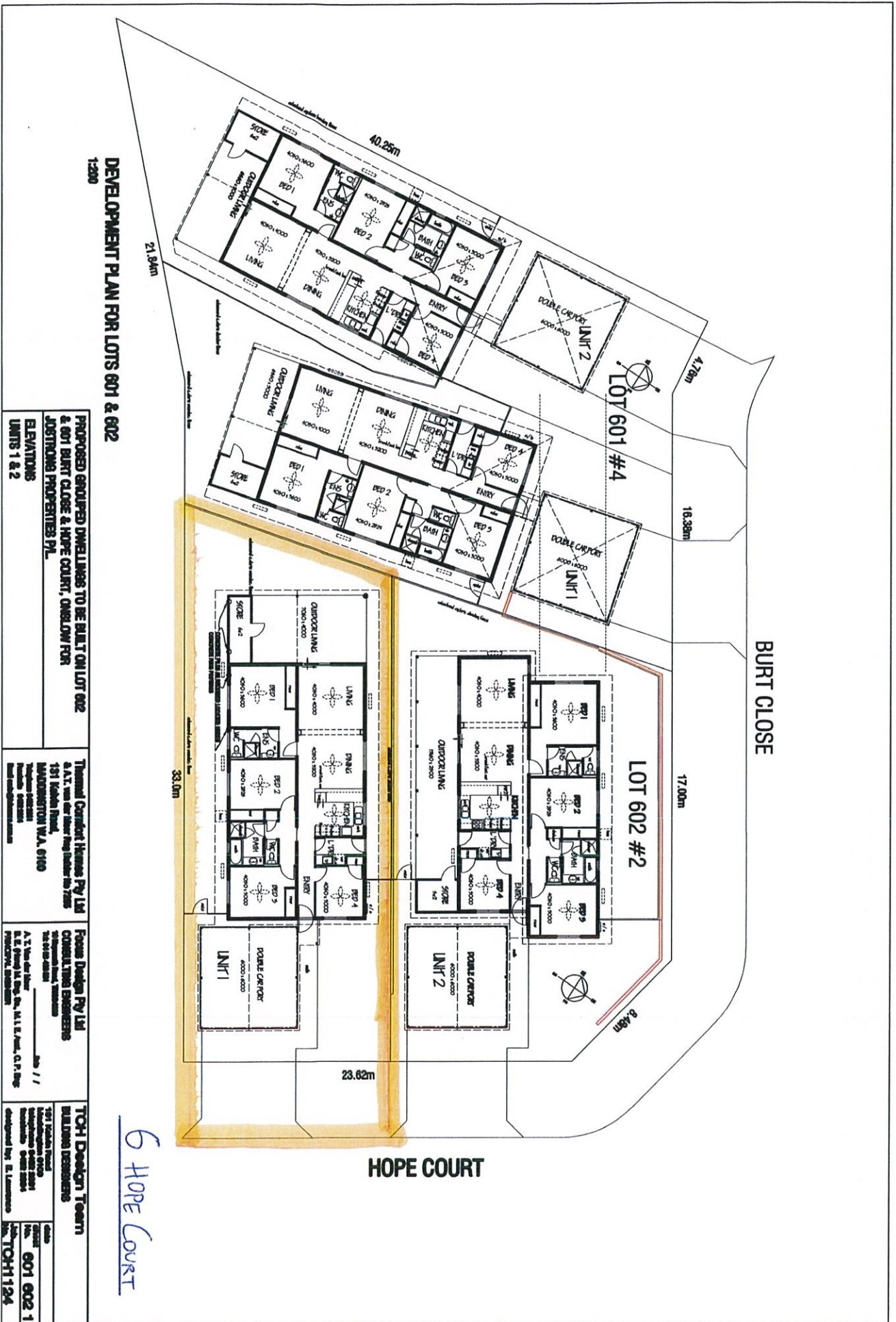
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IN DIGITAL FORM ONLY.**

8 HOPE COURT – ONSLOW, 4 CAR BAYS



**AERIAL VIEW: 6 & 8 Hope Court, ONSLOW**





**DEVELOPMENT PLAN FOR LOTS 601 & 602**  
1:200

PROPOSED GROUPED DWELLINGS TO BE BUILT ON LOT 602  
& 601 BURT CLOSE & HOPE COURT, OVERLAP FOR  
JOINTING PROPERTIES P/L

ELEVATIONS  
UNITS 1 & 2

Thomas Gordon Harris Pty Ltd  
& A.T. von der Haar Pty Ltd  
151 Madras Road,  
MADRIDGTON W.A. 6100

Form Design Pty Ltd  
CONSULTING ENGINEERS  
40 Regent Street, Yorkville  
NSW 1570 4233  
A.T. von der Haar  
R.E. (Specialist) Pty. Ltd. M.L.E., P.E., C.P.E.  
Principal, Brisbane

TOH Design Team  
BUILDING DESIGNERS  
151 Madras Road  
MADRIDGTON 6100  
NSW 1570 4233  
A.T. von der Haar  
R.E. (Specialist) Pty. Ltd.  
Principal, Brisbane  
Designed by: E. Lammason

Scale  
Lot 601 602 1  
Lot 601 602 1  
TOH1124

6 HOPE COURT

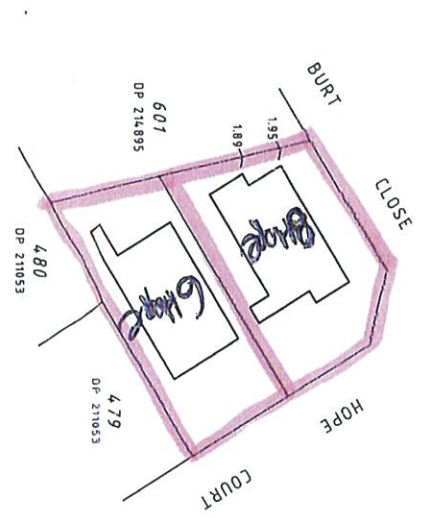
STRATA PLAN <b>63670</b> SHEET 1 OF 1 SHEET	
PLAN OF LOT 602 ON DP 214895	CERTIFICATE OF TITLE VOL 1690 FOLIO 587
LOCAL GOVERNMENT SHIRE OF ASHBURTON	INDEX PLAN BE63 (2) 38.06
FIELD BOOK	SCALE AS SHOWN
NAME OF SCHEME 2 BURT CLOSE, ONSLOW	ADDRESS OF PARCEL 2 BURT CLOSE, ONSLOW, WA 6710
MANAGEMENT STATEMENT FFF ● NO	LOGGED CORRECT TRIM NP DATE 12-Oct-12 IN ORDER FOR DEALINGS FEE PAID \$374.00 SURRENDER NIL ASSESS NO 11524801 FOR REGISTRATION DATE 5.11.12
M100753 REGISTERED	WESTERN AUSTRALIAN PLANNING COMMISSION DATE 12.11.12 REGISTRAR OF TITLES U.A.P.C. REF Section 58(2)(1) of Strata Titles Act 1985 Certificate of Approval for Strata Title Subordinate to Reg 5.10 Date 12.11.12

VER	AMENDMENT	AUTHORISED BY	DATE

LIMITED IN DEPTH TO 12.19 METRES

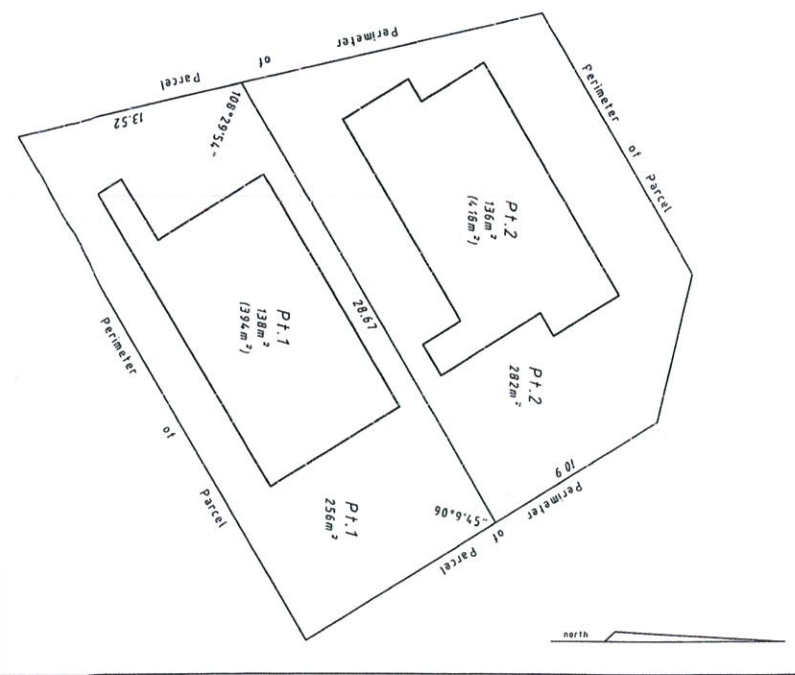
NOTES:

- The boundaries of the lots or parts of the lots which are buildings shown on the strata plan are the external surfaces of those buildings, as provided by section 3AB of the Strata Titles Act 1985.
- The stratum of the part lots, including the cubic space above and below the part lots comprising buildings, is limited between 5 metres below & 10 metres above the upper surface level of the ground floor of the building on the respective lot, including where covered.
- Distances are from boundaries or external surfaces of walls unless shown otherwise.
- Angles are 90° unless shown otherwise or defined by monument or parcel boundary.



LOCATION PLAN  
SCALE 1500 AT A3 SIZE

SUBSTRATA CERTIFICATE - Reg 5.1  
MARK CAMERON SPENCER  
I, the undersigned, hereby certify that this plan is accurate and is a correct representation of the -  
(a) survey, and/or  
(b) calculations from measurements, and that I am a duly qualified and licensed surveyor or valuer, as the case may be, and that I understand the purposes of this plan and that it complies with the relevant written laws in relation to which it is lodged.  
2012/01/15 07:28:0800  
LICENSED SURVEYOR  
DATE



GROUND FLOOR PLAN  
SCALE 1:250 AT A3 SIZE

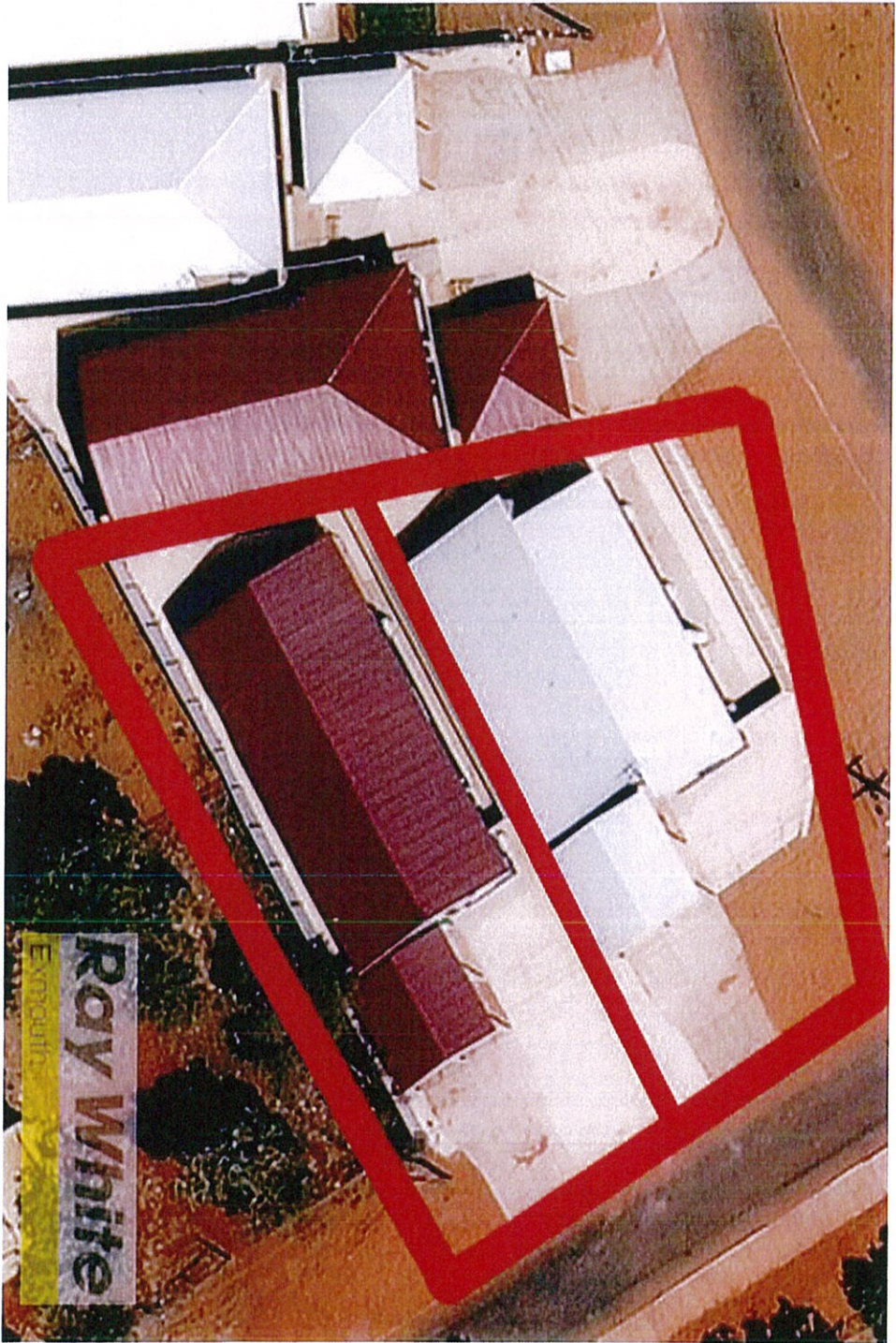
**whelans**  
03 Scarborough Beach Rd, Pearson Swimming, WA 6816  
P: (08) 94515300  
F: (08) 94515300  
www.whelans.com.au

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IN DIGITAL FORM ONLY

6 HOPE COURT – ONSLOW, 4 CAR BAYS



**AERIAL VIEW: 6 & 8 Hope Court, ONSLOW**



4A Rous Head Road  
PO Box 210  
North Fremantle WA 6159  
ABN: 81 091 839 619



Telephone +61 8 9430 5889  
Fax: +61 8 9430 5577  
e-Mail: [info@totalams.com.au](mailto:info@totalams.com.au)  
[www.totalams.com.au](http://www.totalams.com.au)

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Development Application  
  
Lot 8  
Department of Transport  
Onslow (Beadon Creek) Maritime Facility  
  
May 2013



## 1. Introduction

This Planning Application is submitted By JAG Marine Holdings Pty Ltd ('JAG') in order to obtain Department of Transport ('DOT') Approval, and Shire of Ashburton ('SOA') Planning Approval for the proposed Lot 8 Beadon Creek Laydown Yard Facility development works at the DOT Onslow (Beadon Creek) Maritime Facility.

JAG is the Lessee of Lot G and Lot 8 at the Beadon Creek Maritime Facility and is an existing ratepayer to the Shire of Ashburton.

The primary purpose of the proposed Laydown Yard Facility is to provide a laydown storage yard and enable general purpose logistic and operational support to the commercial marine operations performed by the Proponent, its associate companies and their customers at existing adjacent facilities at Beadon Creek Onslow WA.

The proponent is confident that this proposal is consistent with the Shire of Ashburton published plans for development which include an expanded light industrial area, including within the boundaries of the DOT Onslow Maritime Facility.

The proponent is also confident that the extent of ~~this~~ this proposal is within the terms of the Unimproved Land Lease for Lot 8 and is entirely consistent with DOT plans for development of the Beadon Creek Maritime Facility.

It should be noted that JAG is a wholly owned subsidiary of the Western Australian based marine services company Total AMS Pty Ltd ('TAMS'), part of the TAMS Group.

### 1.1. Site Plan

The Site Plan for Lot 8 is attached as **Appendix 1**.

### 1.2. Land Ownership

The land subject to this planning approval is shown in **Table 1** below:

Land Subject to Planning Application			
Lot No.	Plan No.	Tenure	Proprietor
Lot 8	Reserve 30711	Lease to JAG Marine Holdings Pty Ltd	Minister for Transport

### 1.3. Project Plan

Stage	Description
1	Lot 8 Site Development, including cleared, levelled, compacted, fenced laydown yard
2	Installation of Cyclone Rated Transportable Buildings and Cyclone Rated Workshop Dome Shelters
3	Installation of Desalination Plant

### 1.4. Estimated Cost of Development

1.4.1. The estimated cost of Stage 1 development of Lot 8 is approximately **\$1.25 Million**

1.4.2. The estimated cost of Stage 2 development is approximately \$250,000

1.4.3. Stage 3 plans are in development plan and are not fully costed.

### 1.5. Project Timeline

Stage	Description	Includes	Duration (Weeks)
1	Site Development	<ul style="list-style-type: none"> <li>• Clearing</li> <li>• Levelling</li> <li>• Compaction</li> <li>• Security Fencing</li> <li>• Gates</li> </ul>	8 weeks
2	Installation of Cyclone Rated Transportable Buildings and Cyclone Rated Workshop Dome Shelters	<ul style="list-style-type: none"> <li>• Site Offices</li> <li>• Amenities</li> <li>• Workshop &amp; Storage Containers</li> <li>• Dome Shelter Structure</li> </ul>	8 weeks
3	Future Installation of Desalination Plant	<ul style="list-style-type: none"> <li>• Containerised Desalination Plant</li> <li>• Water Storage Tanks</li> </ul>	TBA

## 2. Planning Approval Process

In accordance with the terms of the Lot 8 Unimproved Land Lease, JAG seeks approval from DOT, and also Planning Approval from SOA to proceed with the development of Lot 8 in accordance with JAG proposals to DOT, and the permitted use for the Land as confirmed in the DOT Ground Lease for Lot 8 which are tabled below:

Item	Permitted Use Under Terms of DOT Lease
(a)	Lay down yard
(b)	Site office and amenities buildings
(c)	Workshop buildings
(d)	General storage racks
(e)	Small vessel and equipment storage
(f)	General vehicle and plant parking
(g)	Desalination and storage of seawater and fresh water

## 3. Site Levels

JAG proposals were originally based on a finished site level for Lot 8 of RL 4.5m which is consistent with the site level at the Beadon Creek fuel storage facility (Lot P).

JAG is also aware of SOA concerns arising from Flood Studies of the Onslow region and new development levels at Onslow, and we are amenable to an increase in the finished site level to +5.0m if this becomes a requirement to satisfy SOA.

The proposed site levels are consistent with protecting the site from inundation from extreme weather events.

#### **4. Construction Plan – Stage 1 Development**

JAG has worked with DOT to develop a construction plan which satisfies DOT contribution requirements for the Unimproved Land Lease, and also provides additional land improvement to Lots 19,20 & 21.

##### **4.1. Native Vegetation Clearing Permit**

A Department of Environment & Conservation Permit No. 4495/1, for the clearing of native vegetation is already in place for the DOT Onslow Beadon Creek Facility and a copy of this document is included as **Appendix 2**.

##### **4.2. Drilline Site Development Execution Plan**

JAG has worked with the DOT and civil contractor Drilline Pty Ltd ('DRILLINE') to develop construction methodology, plans and estimates for the Lot 8 Site Development workscope. A copy of the DRILLINE Execution Plan is attached as **Appendix 3**.

##### **4.3. Access to Lot 8 for Machinery**

Traffic management for the Stage 1 Site Development works will be minimised through approval for vehicle access between Lots 8, 9, 19,20 & 21. This is depicted on TAMS drawing 557-300-1 attached.

##### **4.4. Access to Lot 19,20 & 21 for Rock Removal**

Under the terms of the Lot 8 lease, JAG has an arrangement in place with DOT whereby suitable material extracted during the levelling of Lots 19,20 & 21 can be crushed and re-used for the compacted road base at Lot 8.

##### **4.5. Short Term Rental of Lots 19, 20 & 21**

To provide a site office and temporary laydown yard during the development of Lot 8, 19,20 & 21 TAMS, and to provide for ongoing marine services logistics operations during the development works at Lot 8, JAG has proposed to DOT a short term rental of a portion of Lots 19,20 & 21 of approximately 5000m<sup>2</sup>.

#### **5. Construction Plan - Stage 2 Development**

The construction plan for Stage 2 of the Lot 8 development includes:

- site preparation and placement of transportable buildings including site office and amenities.
- site preparation of placement of ISO containers and erection of Dome Shelter

The proposed buildings will be installed in accordance with region D requirements.

Supplier drawings of the proposed buildings are attached.

The proposed site levels are consistent with protecting the site from inundation from extreme weather events.

#### **4. Construction Plan – Stage 1 Development**

JAG has worked with DOT to develop a construction plan which satisfies DOT contribution requirements for the Unimproved Land Lease, and also provides additional land improvement to Lots 19,20 & 21.

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A Department of Environment & Conservation Permit No. 4495/1, for the clearing of native vegetation is already in place for the DOT Onslow Beadon Creek Facility and a copy of this document is included as **Appendix 2**.

##### **4.2. Drillline Site Development Execution Plan**

JAG has worked with the DOT and civil contractor Drillline Pty Ltd ('DRILLINE') to develop construction methodology, plans and estimates for the Lot 8 Site Development workscope. A copy of the DRILLINE Execution Plan is attached as **Appendix 3**.

##### **4.3. Access to Lot 8 for Machinery**

Traffic management for the Stage 1 Site Development works will be minimised through approval for vehicle access between Lots 8, 9, 19,20 & 21. This is depicted on TAMS drawing 557-300-1 attached.

##### **4.4. Access to Lot 19,20 & 21 for Rock Removal**

Under the terms of the Lot 8 lease, JAG has an arrangement in place with DOT whereby suitable material extracted during the levelling of Lots 19,20 & 21 can be crushed and re-used for the compacted road base at Lot 8.

##### **4.5. Short Term Rental of Lots 19, 20 & 21**

To provide a site office and temporary laydown yard during the development of Lot 8, 19,20 & 21 TAMS, and to provide for ongoing marine services logistics operations during the development works at Lot 8, JAG has proposed to DOT a short term rental of a portion of Lots 19,20 & 21 of approximately 5000m<sup>2</sup>.

#### **5. Construction Plan - Stage 2 Development**

The construction plan for Stage 2 of the Lot 8 development includes:

- site preparation and placement of transportable buildings including site office and amenities.
- site preparation of placement of ISO containers and erection of Dome Shelter

The proposed buildings will be installed in accordance with region D requirements.

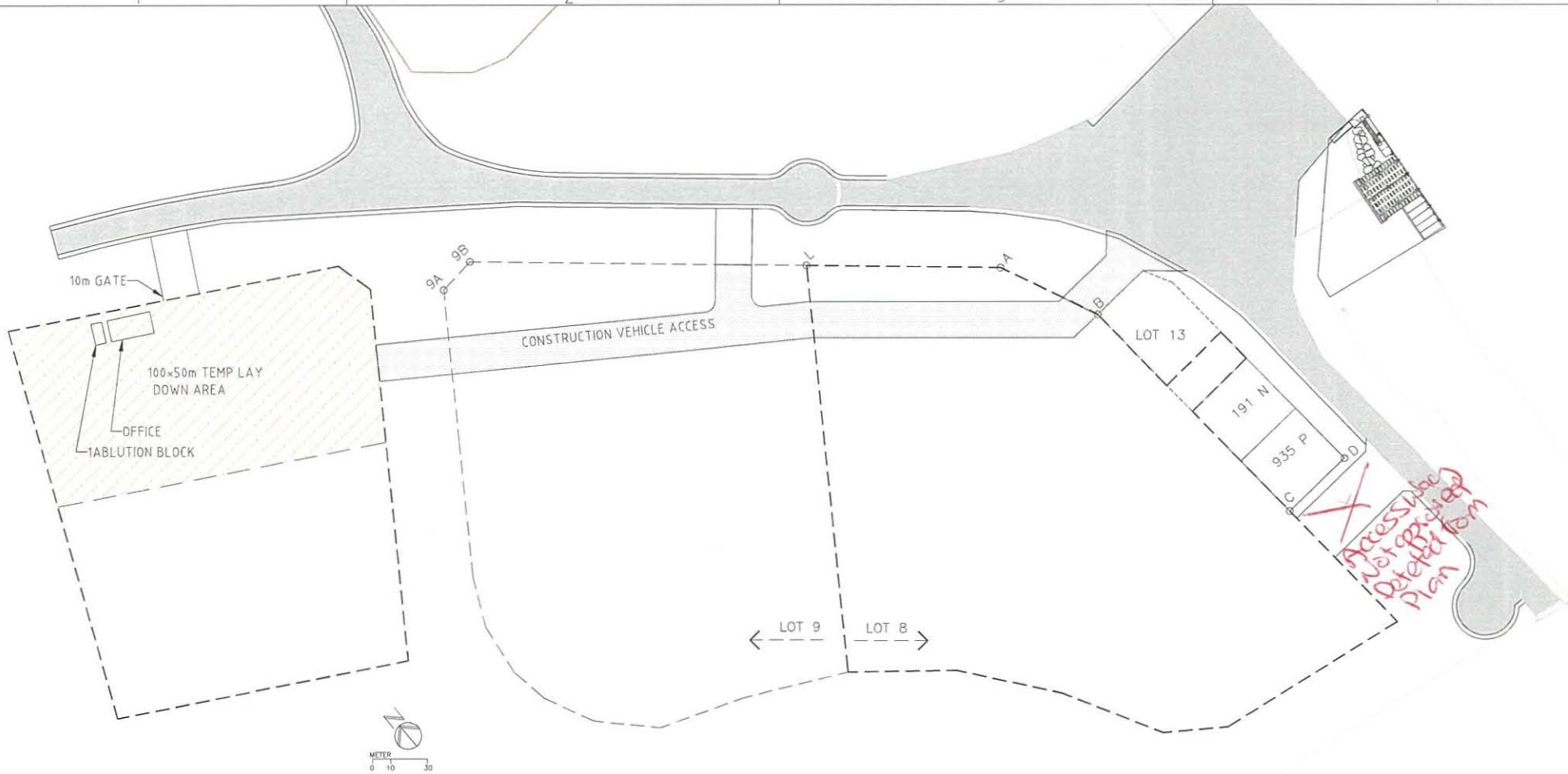
Supplier drawings of the proposed buildings are attached.

## 6. Drawings

The following drawings are attached and are relevant to this proposal and are attached as **Appendix**

4.

Item	Drawing No	Description
1	DOT 537-23-01A	DOT Lot 8 Site Plan
2	DOT 537-02-01L	DOT Onslow Maritime Facility Overall Lease Plan
3	TAMS 557-207	TAMS Onslow Ground Work Layout 1/3
4	TAMS 557-207A	TAMS Onslow Ground Work Layout 2/3
5	TAMS 557-207B	TAMS Onslow Ground Work Layout 3/3
6	TAMS 557-308A-1	TAMS Onslow Ground Work Layout Levels 1/2
7	TAMS 557-308B-1	TAMS Onslow Ground Work Layout Levels 1/2
8	TAMS 557-300	Lot 8 Site Layout & Buildings
9	TAMS 557- 300-1	Lot 8 Site Plan Construction Earthworks
10	AMS 4554-AR-01	Transportable Site Office A (3 Room)
11	AMS 4852-4855- AR-01	Transportable Site Office B (Open)
12	TD-D01	12x3 Transportable Building Foundations
13	Pigdon Portables 12551-52	Transportable Ablution Block
14	TD-D01	6x3 Transportable Building Foundations
15	Brochure PORT 1712	PORT Dome Shelters



PROPOSED LOT 8 LAYOUT

CONCEPT ONLY

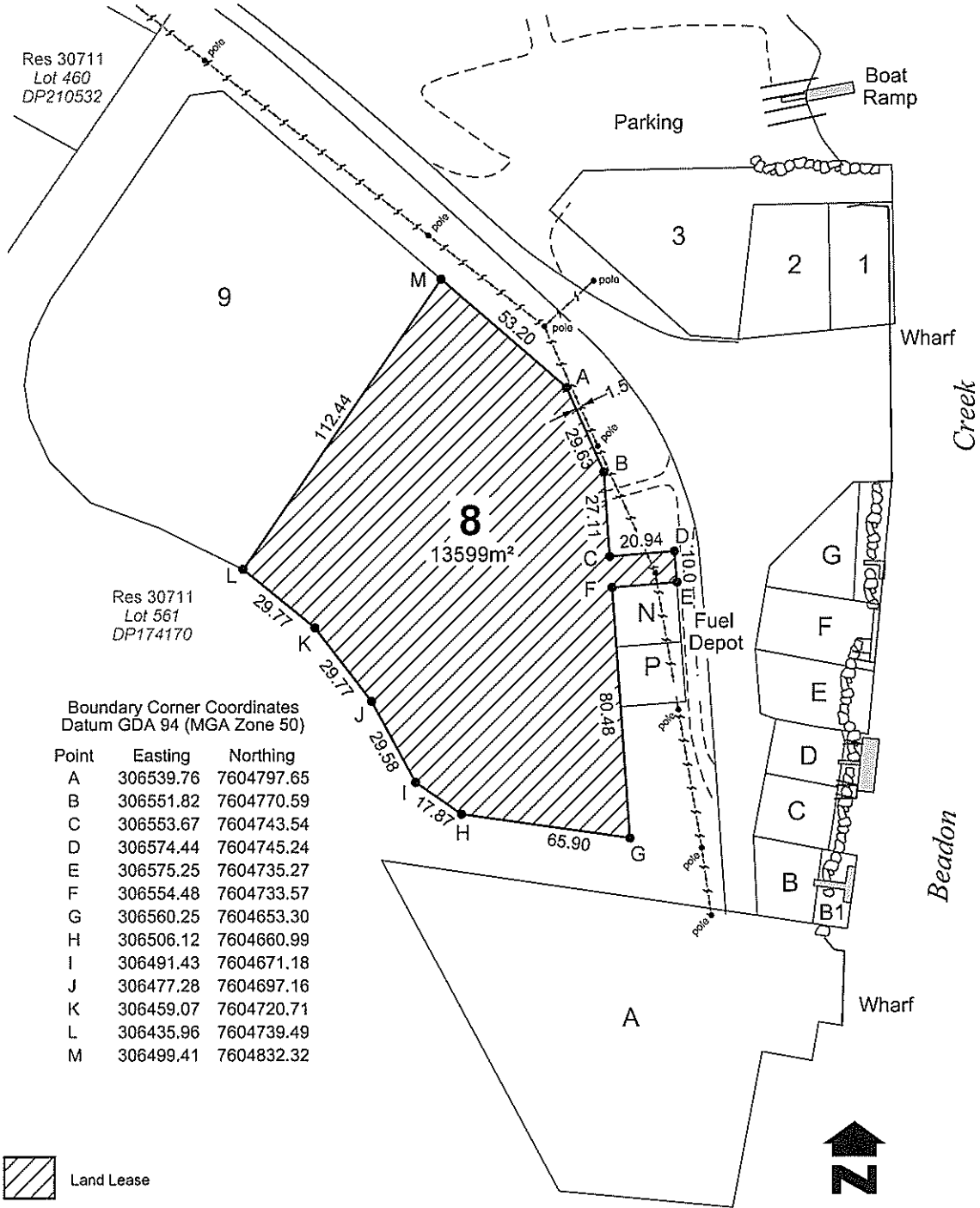
				<p>SITE PLAN</p> <p>CONSTRUCTION TEMPORARY LAYDOWN &amp; ACCESS TO LOT 8</p> <p>UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES</p>		DRN. LEEY DATE: 04.06.2013 SCALE: NTS		CHKD. PATRICKG APPD. PATRICKG		A3 REV 1
1 FIRST ISSUE REV DESCRIPTION						2 4A Rous Head Road North Fremantle WA 6159 PO Box 210 North Fremantle WA 6159 ABN 81 091 839 619		TEL (618) 9430 5889 FAX (618) 9430 5577 EMAIL: info@totalams.com.au		

**Appendix 1**

**Lot 8 Site Plan**

# ANNEXURE "A" ONslow BEADON CREEK LAND LEASE SITE PLAN LOT 8

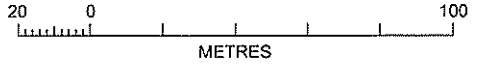
THAT PORTION OF ONslow LOT 561 DP174170 ON RESERVE 30711  
AS SHOWN HATCHED ON PLAN 537-23-01A COMPRISING A TOTAL AREA OF 13599 SQUARE METRES.



Boundary Corner Coordinates  
Datum GDA 94 (MGA Zone 50)

Point	Easting	Northing
A	306539.76	7604797.65
B	306551.82	7604770.59
C	306553.67	7604743.54
D	306574.44	7604745.24
E	306575.25	7604735.27
F	306554.48	7604733.57
G	306560.25	7604653.30
H	306506.12	7604660.99
I	306491.43	7604671.18
J	306477.28	7604697.16
K	306459.07	7604720.71
L	306435.96	7604739.49
M	306499.41	7604832.32

- Land Lease
- Other Lease Boundaries
- Cadastral Boundaries



Subject to Survey

PREPARED BY  
CARTOGRAPHIC SERVICES  
1 ESSEX STREET FREMANTLE

Drawn by: P Einam  
Date: 26th March 2013

Examined by Coordinator Cartography:  
S Ozolins ..... *S. Ozolins* .....  
Date: ..... *26th March 2013* .....



PLAN 537 - 23 - 01A

L:\HCS\TENURE\Onslow\5372301A.dgn



**Appendix 2**

**Native Vegetation Clearing Permit**



Government of Western Australia  
Department of Environment and Conservation

007/02/1256

Your ref:  
Our ref: CPS 4495/1  
Enquiries: Abbie Crawford  
Phone: 9219 8744  
Fax: 9219 8701  
Email: nvp@dec.wa.gov.au

Mr Steve Jenkins  
Department of Transport  
PO Box 402  
FREMANTLE WA 6959



Attention: Robin Piggford

Dear Mr Jenkins

**PERMIT TO CLEAR NATIVE VEGETATION UNDER THE ENVIRONMENTAL PROTECTION ACT 1986**

I refer to your application submitted on behalf of the Minister for Transport to clear 6 hectares of native vegetation within Crown Reserve 30711, being Lot 561 on Plan 174170 and Lot 460 on Plan 210532, Onslow, for the purpose of constructing marine and harbour services facilities and access roads (reference CPS 4495/1).

Please find enclosed a permit to clear native vegetation granted under s.51E of the *Environmental Protection Act 1986*. This permit authorises the Minister for Transport to clear, subject to certain terms, conditions or restrictions. A copy of the permit is now available for the public to view, as required by the regulations.

A copy of the Decision Report is attached for your information. The Decision Report is also available for the public to view.

Please read the permit carefully. If you do not understand the permit, contact the Department of Environment and Conservation (DEC) immediately. Be aware that there are penalties for failing to comply with the requirements of your permit.

If you are aggrieved by this decision an appeal may be lodged with the Minister for Environment. If you choose to appeal, it must be in writing, clearly set out the grounds of your appeal, and be received by the Minister within 21 days of being notified of the decision. More information on lodging an appeal is available from the Office of the Appeals Convenor on telephone 6467 5190. Completed appeals should be posted or delivered to:

Office of the Appeals Convenor  
Level 22 Forrest Centre  
221 St George's Terrace, PERTH WA 6000  
Tel: 6467 5190 Fax: 6467 5199  
Email: admin@appealsconvenor.wa.gov.au  
Web: www.appealsconvenor.wa.gov.au

Third parties may also appeal against the grant of this permit or its conditions.

Native Vegetation Conservation Branch  
Phone: (08) 9219 8700 or (08) 9219 8744 Fax: (08) 9219 8701 Email: nvp@dec.wa.gov.au  
Postal Address: Locked Bag 104, Bentley Delivery Centre, BENTLEY WA 6983  
www.dec.wa.gov.au/nvc  
wa.gov.au

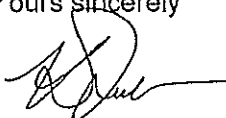
**Please note that clearing must not commence until the date stated on the permit, or in the event of an appeal, after the appeal has been determined and the Permit Holder has been notified that they may proceed.**

Be aware also that compliance with the terms, conditions or restrictions of this permit does not absolve the Permit Holder from responsibility for compliance with the requirements of all Commonwealth, State and Local Government legislation.

It is noted that the individual lessees will be responsible for obtaining development approval from the Shire of Ashburton. Please ensure that all statutory approvals are obtained prior to the commencement of clearing.

If you have any queries regarding this approval, please contact Abbie Crawford at the Department's Native Vegetation Conservation Branch on 9219 8744.

Yours sincerely



Kelly Faulkner  
MANAGER  
NATIVE VEGETATION CONSERVATION BRANCH

*Officer delegated under Section 20  
of the Environmental Protection Act 1986*

8 September 2011

Attached: Clearing Permit (CPS 4495/1), Plan 44951 and Decision Report.  
Fact Sheet: Complying with your Clearing Permit



GOVERNMENT OF  
WESTERN AUSTRALIA

## CLEARING PERMIT

*Granted under section 51E of the Environmental Protection Act 1986*

### PERMIT DETAILS

Area Permit Number: 4495/1

File Number: 2011/006380-1

Duration of Permit: From 3 October 2011 to 3 October 2013

### PERMIT HOLDER

Minister for Transport

### LAND ON WHICH CLEARING IS TO BE DONE

Lot 561 on Deposited Plan 174170 (Onslow 6710 – Reserve 30711)

Lot 460 on Deposited Plan 210532 (Onslow 6710 – Reserve 30711)

### AUTHORISED ACTIVITY

The Permit Holder shall not clear more than 6 hectares of native vegetation within the area hatched yellow on attached Plan 4495/1.

### CONDITIONS

Nil.

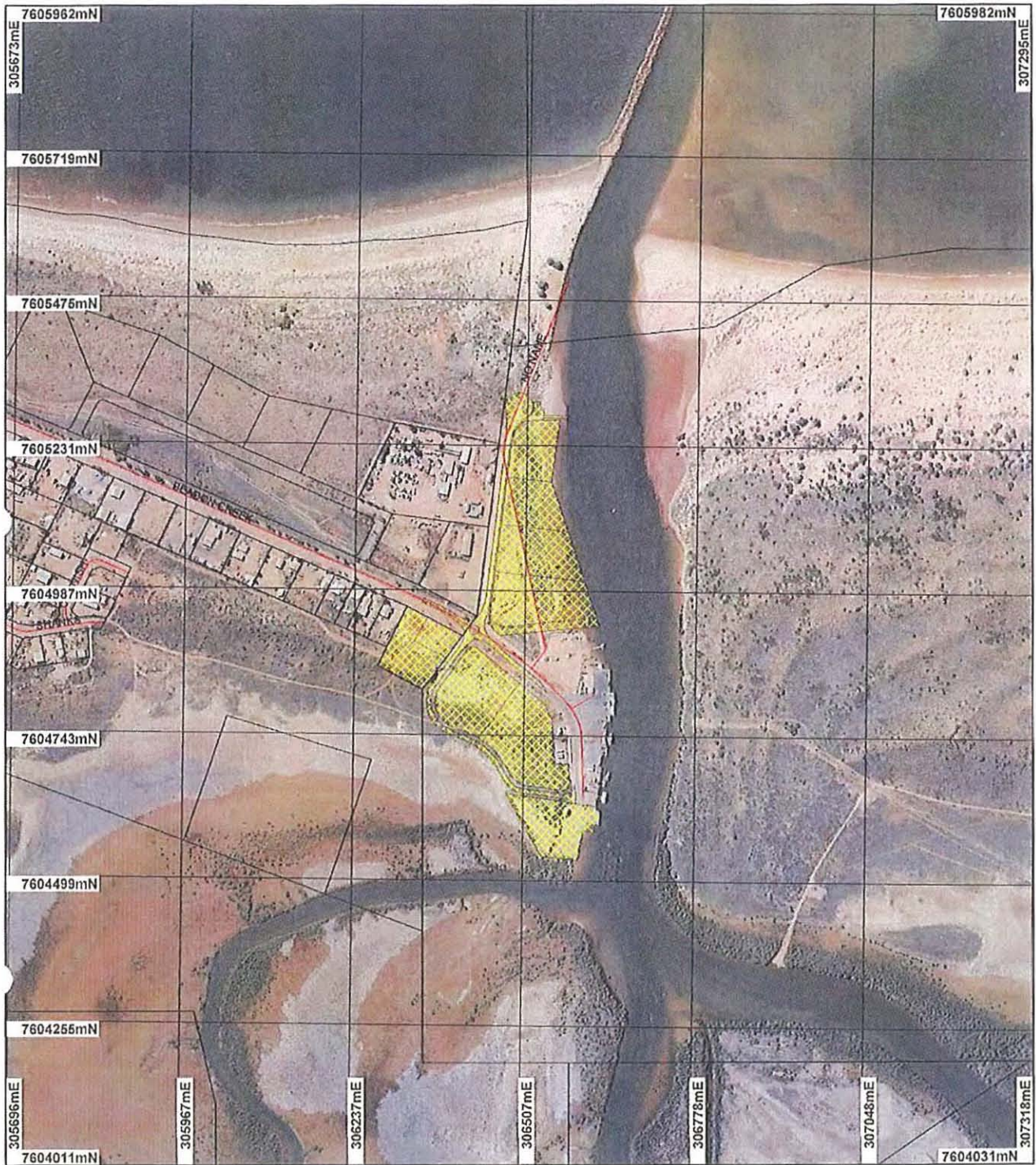
A handwritten signature in black ink, appearing to be 'K Faulkner', written over a horizontal line.

Kelly Faulkner  
MANAGER  
NATIVE VEGETATION CONSERVATION BRANCH

*Officer delegated under Section 20  
of the Environmental Protection Act 1986*

8 September 2011

# Plan 4495/1



## LEGEND

### Clearing Instruments

- Areas Approved to Clear
- Road Centrelines
- Cadastre
- Pilbara Coastline Exmouth  
Cape Preston 50cm  
Orthomosaic - Landdate



0 ————— 250 m

Scale 1:8968

(Approximate when reproduced at A4)

Geocentric Datum Australia 1994

Note: the data in this map have not been  
projected. This may result in geometric  
distortion or measurement inaccuracies

Date 8/9/14  
K Faulkner

Officer with delegated authority under Section 20 of  
the Environmental Protection Act 1986

Information derived from this map should be  
confirmed with the data custodian acknowledged  
by the agency acronym in the legend.



Department of  
Environment and Conservation

Our environment, our future  
WA Crown Copyright 2002



## 1. Application details

### 1.1. Permit application details

Permit application No.: 4495/1

Permit type: Area Permit

### 1.2. Proponent details

Proponent's name: Minister for Transport

### 1.3. Property details

Property: LOT 561 ON PLAN 174170 (Lot No. 561 BEADON CREEK ONSLOW 6710)

LOT 460 ON PLAN 210532 (Lot No. 460 BEADON CREEK ONSLOW 6710)

Local Government Area: Shire of Ashburton

Colloquial name: Onslow (Beadon Creek) Maritime Facility

### 1.4. Application

Clearing Area (ha)	No. Trees	Method of Clearing	For the purpose of:
6		Mechanical Removal	Building or Structure

### 1.5. Decision on application

Decision on Permit Application: Grant

Decision Date: 8 September 2011

## 2. Site Information

### 2.1. Existing environment and information

#### 2.1.1. Description of the native vegetation under application

Vegetation Description	Clearing Description	Vegetation Condition	Comment
The area under application is mapped as Beard Vegetation Association 676 which is described as 'Succulent steppe; samphire' (Shepherd, 2009).	This application proposes to clear 6 hectares of native vegetation for the purpose of constructing marine and harbour facilities and an access road.  The area under application has historically been subjected to numerous disturbances and is consequently in a degraded (Keighery, 1994) condition.	Degraded; Structure severely disturbed; regeneration to good condition requires intensive management (Keighery 1994)	The condition of the vegetation was determined via digital imagery (Pilbara Coastline Exmouth Cape Preston 50cm Orthomosaic - Landgate 2004).

## 3. Assessment of application against clearing principles

**Comments** **Proposal is not likely to be at variance to this Principle**  
This application proposes to clear six hectares of native vegetation within Lot 561 on Plan 174170 and Lot 460 on Plan 210532 (Reserve 30711), Onslow, for the purpose of constructing marine and harbour facilities and an access road.

The proposed marine and harbour facilities are located on Beadon Creek in Onslow. This area at Beadon Creek has traditionally been used for recreational, fishing and charter operations. Due to the previous/ongoing land use the area has been subjected to numerous disturbances and is consequently in a degraded (Keighery, 1994) condition.

No rare or priority flora has been recorded within a 10km radius of the area under application.

The area under application is located within the Pilbara Interim Biogeographic Regionalisation of Australia (IBRA) bioregion. This IBRA bioregion has approximately 100 per cent of its Pre European vegetation extent remaining (Shepherd, 2009).

The vegetation under application is mapped as Beard Vegetation Association 676 which has approximately 100 per cent of its Pre European extent remaining in the Pilbara bioregion (Shepherd, 2009).

Given the large proportion of native vegetation remaining in the local and regional context the six hectares of vegetation under application is not considered to be a significant remnant.

The area proposed to be cleared is located on Beadon Creek and consequently vegetation associated with a watercourse is likely to be removed. The disturbance caused by the clearing may increase sedimentation levels in Beadon Creek, however this impact will be short term and is not predicted to cause any significant deterioration in the quality of surface water.

Therefore this application may be at variance to principle (f) and is not likely to be at variance to any of the remaining clearing principles.

**Methodology**    **References:**  
Keighery (1994)  
Shepherd (2009)

**GIS Database:**  
- Hydrography linear  
- Pre European Vegetation  
- SAC Biodatasets - accessed 2 August 2011

#### **Planning instrument, Native Title, Previous EPA decision or other matter.**

##### **Comments**

The care, control and management of Reserve 30711 is under a Management Order to the Minister for Transport for the designated purpose of 'Harbour Purposes'.

Under Section 9 of the Marine and Harbours Act 1981 the Minister for Transport has the power to lease the land. Under this power the Minister for Transport is leasing land at Beadon Creek and is currently seeking approval to clear the lease areas. Once the land is leased it will be the responsibility of the Lessees to obtain development approval from the Shire. The Department of Transport requires all non government lessees of its land to seek and obtain normal statutory planning and building approvals with respect to areas under lease and development can not proceed prior to these approvals being received.

The area under application falls within the Pilbara Groundwater Area which is an area proclaimed under the Right In Water and Irrigation Act 1914.

The area under application is zoned as 'industry'.

**Methodology**    **GIS databases:**  
- RIWI Act, Groundwater Areas  
- Town Planning Scheme Zones

#### **4. References**

- Keighery, B.J. (1994) Bushland Plant Survey: A Guide to Plant Community Survey for the Community. Wildflower Society of WA (Inc). Nedlands, Western Australia.  
Shepherd, D.P. (2009) Adapted from: Shepherd, D.P., Beeston, G.R., and Hopkins, A.J.M. (2001), Native Vegetation in Western Australia. Technical Report 249. Department of Agriculture Western Australia, South Perth.

#### **5. Glossary**

Term	Meaning
JCS	Biodiversity Coordination Section of DEC
CALM	Department of Conservation and Land Management (now BCS)
DAFWA	Department of Agriculture and Food
DEC	Department of Environment and Conservation
DEP	Department of Environmental Protection (now DEC)
DoE	Department of Environment
DoIR	Department of Industry and Resources
DRF	Declared Rare Flora
EPP	Environmental Protection Policy
GIS	Geographical Information System
ha	Hectare (10,000 square metres)
TEC	Threatened Ecological Community
WRC	Water and Rivers Commission (now DEC)



## Complying with your Clearing Permit

*Environmental Protection Act 1986*

**Please read the following information carefully before commencing any works under your Clearing Permit:**

### The Permit Holder

As the holder of a Clearing Permit, you are responsible for ensuring the requirements of the Clearing Permit are followed. To assist in understanding your Clearing Permit, please read through the following important points.

If you do not understand your Clearing Permit, please contact the Department of Environment and Conservation (DEC) immediately.

Clearing Permits are granted by the Director General (DG) or a Delegated Officer from DEC under section 51E of the *Environmental Protection Act 1986*.

Your Clearing Permit should be stored in a secure place, as it will provide a historical record of the authorised activity.

### If you disagree with the decision

You may lodge an appeal with the Minister for the Environment if you are aggrieved by one of the following decisions by DEC:

- Refusal to grant a Clearing Permit
- Specification by the DG of any condition in the Clearing Permit
- Amendment, the revocation or suspension of the Clearing Permit

If you choose to appeal, it must be in writing (clearly set out the grounds of your appeal) and be received by the Minister within 28 days from the date of the decision. Please fax, post or deliver your appeal to the Appeals Convenor, Office of the Minister for the Environment, Level 22 Forrest Centre, 221 St George's Terrace, PERTH WA 6000 Fax: 6467 5199.

### Third party appeals

Third parties also have rights of appeal where the third party disagrees with:

- Refusal of a Clearing Permit;

- Specification of a condition of a Clearing Permit;
- Amendment, revocation or suspension of a Clearing Permit; and
- The granting of a Clearing Permit.

If an appeal is lodged by a third party, the Appeals Convenor will notify you. The Clearing Permit shall be deemed not to have been granted until the appeal is determined. Do not commence clearing until the outcome of any appeal related to the Clearing Permit.

### Public records

Regulations require DEC to notify the public of the decision to grant a Clearing Permit. Third parties can obtain copies of your Clearing Permit and the reasons why the decision was made.

### Before commencing clearing

Clearing Permits are granted for a specific time period and often apply to a particular parcel of land. Before commencing clearing, ensure you fully understand the following items:

- *Duration of Clearing Permit:* Clearing must not commence until the date stated on the Clearing Permit, or where there is an appeal against the grant of the Clearing Permit, until notified of the outcome of the appeal. If the Clearing Permit has expired, and additional clearing is planned, a new Clearing Permit is required.
- *Land on which clearing is to be done:* Ensure the clearing is conducted on the land described under this section of the Clearing Permit.
- *Authorised activity:* Ensure your clearing activity is one that is described under this section of the Clearing Permit.
- *Definitions:* Some special terms may be defined to clarify requirements of the Clearing Permit. If a term has not been defined in the Clearing Permit, it is usually defined in the *Environmental Protection Act 1986*.





## Conditions on the Clearing Permit

Conditions are placed on a Clearing Permit to prevent, control, abate or mitigate environmental harm or to offset the loss of the cleared vegetation. Conditions may relate to record keeping, reporting, replanting or other actions.

*Keeping records and submitting reports:* If your permit requires you to keep records, ensure that all records are submitted by the due date. If you are unable to submit the report in time, notify DEC as soon as possible.

*Revegetating land:* Some Clearing Permits require land to be revegetated. A number of organisations and companies can provide advice and services to maximise survival rates.

*Amending the Clearing Permit:* Once a Clearing Permit has been granted, you can, if required, apply to vary the Clearing Permit conditions and other items by submitting an Application for an 'Amendment to a Clearing Permit' (Form C4).

*Transferring the Clearing Permit:* If you are the holder of an "area permit" and you sell the property, the Clearing Permit may be transferred to the new owner by submitting a 'Notification of Change of Land Ownership' (Form C5).

*Surrendering the Clearing Permit:* The holder of a Clearing Permit may apply to surrender the Clearing Permit by submitting an 'Application to Surrender a Clearing Permit' (Form C6).

*Compliance inspections:* Inspections are a key activity of DEC and may be conducted at some point during the life of the Clearing Permit. The inspection may involve viewing the area cleared and conducting an audit against Permit conditions.

Additional information is contained in Fact Sheet 3: 'Compliance Inspections and Clearing Laws'.

## Non compliance with conditions

In circumstances where a Clearing Permit breach occurs, the following procedure should be followed:

1. Correct the breach as soon as possible to minimise the level of environmental harm;
2. Notify DEC; and
3. Review your operating procedures to ensure that the breach does not occur again.

Although the *Environmental Protection Act 1986*, does not require mandatory disclosure of clearing that might constitute an offence, expeditious notification will be taken into account as a mitigating factor if enforcement action is taken. DEC's Enforcement and Prosecution Policy (2008) contains further information on voluntary disclosure.

If enforcement action is undertaken by DEC, your Clearing Permit may be suspended or revoked by the DG of DEC. Other actions including prosecution or restoration orders may also be taken.

## On completion of clearing

On completion of the clearing, ensure that all records have been kept and reports have been submitted.

## Other Laws

Many developments may require multiple approvals under State and Commonwealth legislation. Generally, approvals from the following agencies may be required:

- Local Government and Western Australian Planning Commission – planning approvals.
- Department of Water – taking water, commencing, constructing, enlargement, deepening or altering of any well, or obstructing, destroying or interfering with watercourses, races, drains, dams or reservoirs.
- DEC's Species and Communities Branch – taking protected flora or fauna.
- Department of Indigenous Affairs – protection of Aboriginal sites.
- Minister for the Environment – approval required for acts that are likely to have a significant impact on a world heritage area, national heritage area, wetland of international importance, listed threatened species and communities, listed migratory species and for nuclear actions and activities involving the marine environment.

This list should not be relied upon as a complete list of all necessary approvals. Permit Holders should obtain independent legal advice on their obligations where needed.

## More information

### Legislation

This document is provided for guidance only. It should not be relied upon to address every aspect of the relevant legislation. Please refer to the *Environmental Protection Act 1986* and *Environmental Protection (Clearing of Native Vegetation) Regulations 2004*, available from the State Law Publisher. Free electronic copies are available from [www.slp.wa.gov.au](http://www.slp.wa.gov.au).

### Compliance assistance documents

Additional publications relating to clearing laws, clearing permits, and application forms are available online from [www.dec.wa.gov.au/nvc](http://www.dec.wa.gov.au/nvc) or can be requested by phoning 9219 8744.

### Compliance advice

For advice on complying with your permit, or any other related matter, please contact your nearest DEC Office:

Albany	9842 4500	Kununurra	9168 4200
Bunbury	9725 4300	Manjimup	9771 7988
Geraldton	9921 5955	Narrogin	9881 9222
Karratha	9143 1488	Perth	9219 8744
Department of Mines and Petroleum			9222 3570

**Appendix 3**

**DRILLINE Construction Execution Plan**



# Onslow – TAMS Laydown Construction Project

## Laydown Area Execution Plan

Location – TAMS Laydown Area - Onslow

### REVISION STATUS RECORD

Revision	Date	Description of Revision	Originator	Approved
A	12-03-13	Initial Document	RS	

Latest revisions are highlighted in this document by *bold italic* text.



## EXECUTION PLAN

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#### Appendix

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- B. Total AMS Onslow Overall Layout P557 - 206
- C. Proposed TAMS Onslow Finished Ground Works – P557-207A
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## EXECUTION PLAN

### 1 INTRODUCTION

#### 1.1 Rationale

This Execution Plan has been developed for the Total AMS Laydown Area Construction Project. The Execution Plan forms one part of the overall Quality Management System that has been developed for this Project.

This Plan is linked and supported by the following:

- Drilline Standard Management Systems (DIMS)
- Stakeholder Expectations
- Construction Programme
- Other Management Plans e.g. Quality, Safety, Environment, Communication.
- Project documentation including but not limited to procedures, work instructions and safe work method statements.

This Execution Plan shall provide a clear step by step understanding of the companies intended construction processes to fulfil the requirements under Contract.

The objective of the Execution Plan is to ensure that the completed project complies with safety, quality and environmental performance criteria as prescribed by the contract documentation and with Drilline quality standards.

#### 1.2 Scope of Works

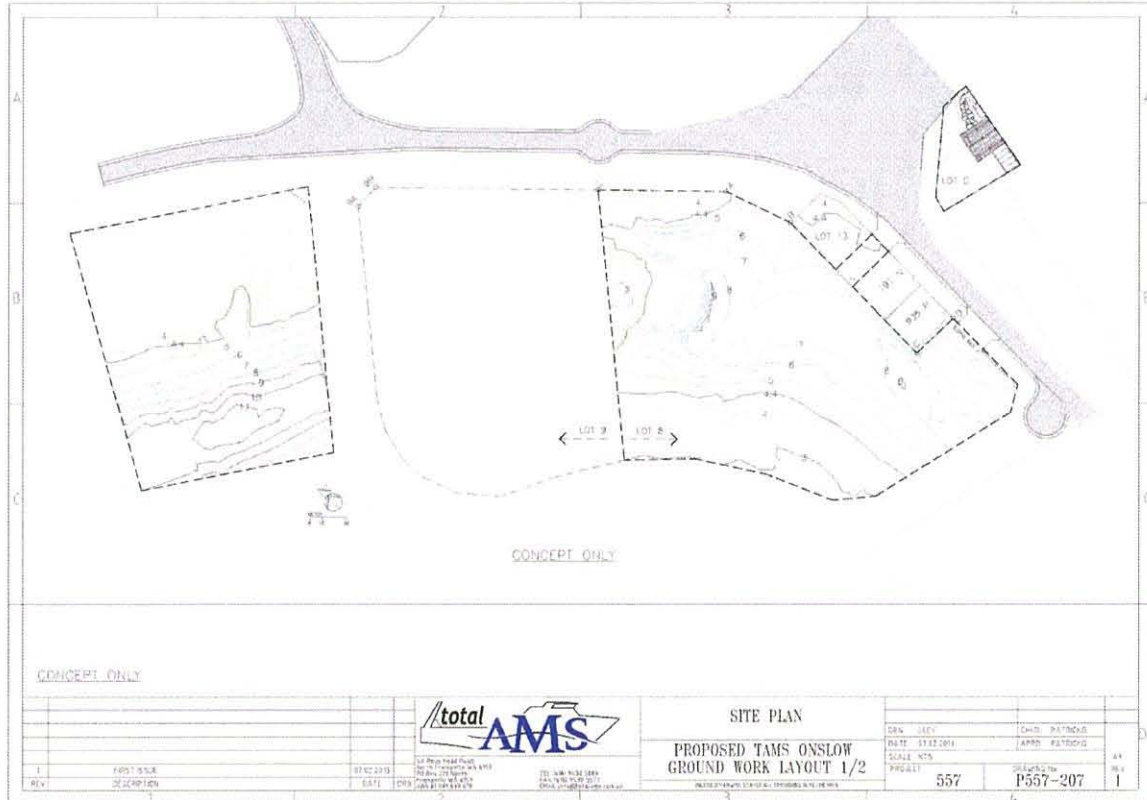
The location of the work area is on a block of land opposite the wharf within the township of Onslow. This block of land will be used as a laydown / storage facility for Total AMS (See Drawing No. P557-207). The work comprises of clearing / grubbing of vegetation and levelling / compaction of the block. The finish level will be R.L 4.5. The perimeter of the laydown facility will be enclosed with a cyclone rated fence.

The construction equipment will be supplied by Drilline, earthworks will be by Drilline and the ongoing operation of the facility will be undertaken by Total AMS. This construction execution plan shall describe the intended work process to allow for the safe construction of the Laydown / Storage facility.

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## EXECUTION PLAN

### 1.3 Location of Works



## 2 PRELIMINARIES

### 2.1 Contractual and Technical Deliverables

The Project Manager will oversee all aspects of project preliminaries preparation before mobilisation of the project team to site. The pre-mobilisation deliverables will be review by the project management team and broken down into workable packages. These packages will be delegated to a team member for instigation by a set deadline. The tracking of the deliverables will be controlled by the Project Coordinator.

The control mechanisms and communication paths are detailed in the Communication Management Plan (*DLTAMS – CMP001- LA – Rev 0*). The pre-mobilisation contract deliverables are indicated on Construction Programme - (*DLTAMS – CP001 – LA – Rev 0*). The Project Programme will be used as the key tracking tools throughout the construction of the laydown / storage facility

### 2.2 Inductions, Training and Medicals

The HSEQ Manager will compile the names of all site based personnel. These people will then be programed in to undertake the site required medicals, D&A testing. The HSEQ Manager will liaise with the Client Representative (CR) to

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## EXECUTION PLAN

organise and coordinate any induction and/or training needed prior to mobilisation.

A training matrix shall be compiled for use throughout the project to ensure all personnel are qualified to be on site.

### 2.3 Procurement

The Construction Programme details the items which are to be supplied by Drilline to perform the Work Under Contract (WUC).

The main objective is to ensuring there are no hold ups to the construction programme.

### 2.4 Mobilisation

The mobilisation of personnel and equipment will be coordinated from Drillines head office located in Perth. Initialisation will be planned and approved prior with the Clients Representative (CR) to enable a smooth transition of personnel and equipment to site. Drillines management team will produce a list of personnel and equipment along with the delivery method and dates. A small logistic team will arrive on site two days before to assess site access, site laydown area/s and to organise any site permits/documentation that may be needed. The CR will be briefed on the coordination of the mobilisation to mitigate any potential hold ups that have the potential to occur.

## 3 CONSTRUCTION AND INSTALLATION

### 3.1 Construction of Laydown / Storage Facility

The installation process to be undertaken is demonstrated below.

#### 3.1.1 Plant to be Utilised

- Tracked Excavator/s 30T to 20T
- Bobcat
- D7 - D10 Dozer
- Front End Loader (with fork attachments)
- Pad Foot / Smooth Drum Roller
- Water Carts
- Grader/s
- Side Tipper & Prime Movers
- 4WD Vehicles.

#### 3.1.2 Materials & Equipment to be Utilised

- Cyclone Fencing
- Mobile Screening Crushing Plant
- Hand Tools.

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## EXECUTION PLAN

### 3.1.3 Survey Set-out

The Site Supervisor shall liaise with the CR for the installation of boundary pegs to identify the perimeter of the Laydown / Storage Facility.

### 3.1.4 Site Walk Through

Once the area has been pegged a joint walk through with Drilline and Total AMS (TAMS) will commence to discuss any outstanding issues and to review the scope and its associated documents prior to the commencement of any further construction works. When all permits have been approved, construction activities shall commence as per the approved Construction Programme (DLTAMS – CP001 – LA – Rev 0). All required SOP, WI and ITP's will be provided to the work crew prior to any work taking place.

### 3.1.5 Traffic Management

Signage will be erected to indicate construction works are taking place. The signage installed shall be in accordance with MRWA standards.

Where possible all construction traffic movements will take place off Beadon Creek Road, and within Lots 8, 9 19,20 & 21.

### 3.1.6 Mobilisation of Plant

The mobile plant (as listed in section 3.1.1) will be transported to the work area via Beadon Creek Road and offloaded at the TAMS laydown area.

### 3.1.7 Materials Delivery

The materials will be counted and checked for defects prior to transportation. The materials shall be transported to TAMS site laydown area.

### 3.1.8 Clearing & Grubbing

An excavator, dozer, front end loader and grader will be used to remove the existing vegetation from the block. The vegetation will be pushed into piles and then loaded into side tippers and removed from the site. Dust suppression will be controlled with the use of water carts with side sprays and dribble bars attachments.

### 3.1.9 Levelling of Laydown

A dozer and excavator will be used to rip / excavate the high material and then place into the low lying areas. A grader and front end loader will be used to push the material into position. Water carts will be used for carting and distribution of water for the use in compaction. A pad

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## EXECUTION PLAN

foot / smooth drum roller will be used for compaction. Dust suppression will be controlled with the use of water carts with side sprays and dribble bars attachments.

### 3.1.10 Hard Stand Preparation

A mobile screening and crushing plant will be mobilised to site. It will be utilised to process the material (if suitable) which has been extracted from the high points on Lot 8 and Lots 19,20 & 21. This processed material (road base) will then be spread over the site to a minimum depth of 150mm. This will be roller compacted. A grader will then grade the pad, allowing for a fall gradient across the laydown area (for drainage). V drains will be constructed as directed by the Total AMS. The SOP, WI and ITP's will be provided to the CR prior to any work taking place.

### 3.1.11 Perimeter Fence

A cyclone rated fence will be installed around the perimeter of the laydown area. A number of access points will be needed and gates shall be installed at these locations.

### 3.1.12 Reinstatement Work

The area will be cleaned up and left in a state that is satisfactory to the CR.

## 3.2 Site Demobilisation

Once all of the works have been completed, the management team will initiate the demobilisation of site personnel, equipment and administration facilities. Open communication will be maintained with the CR so they are kept fully aware of all movements to and from site.

## 4 CONCLUSION

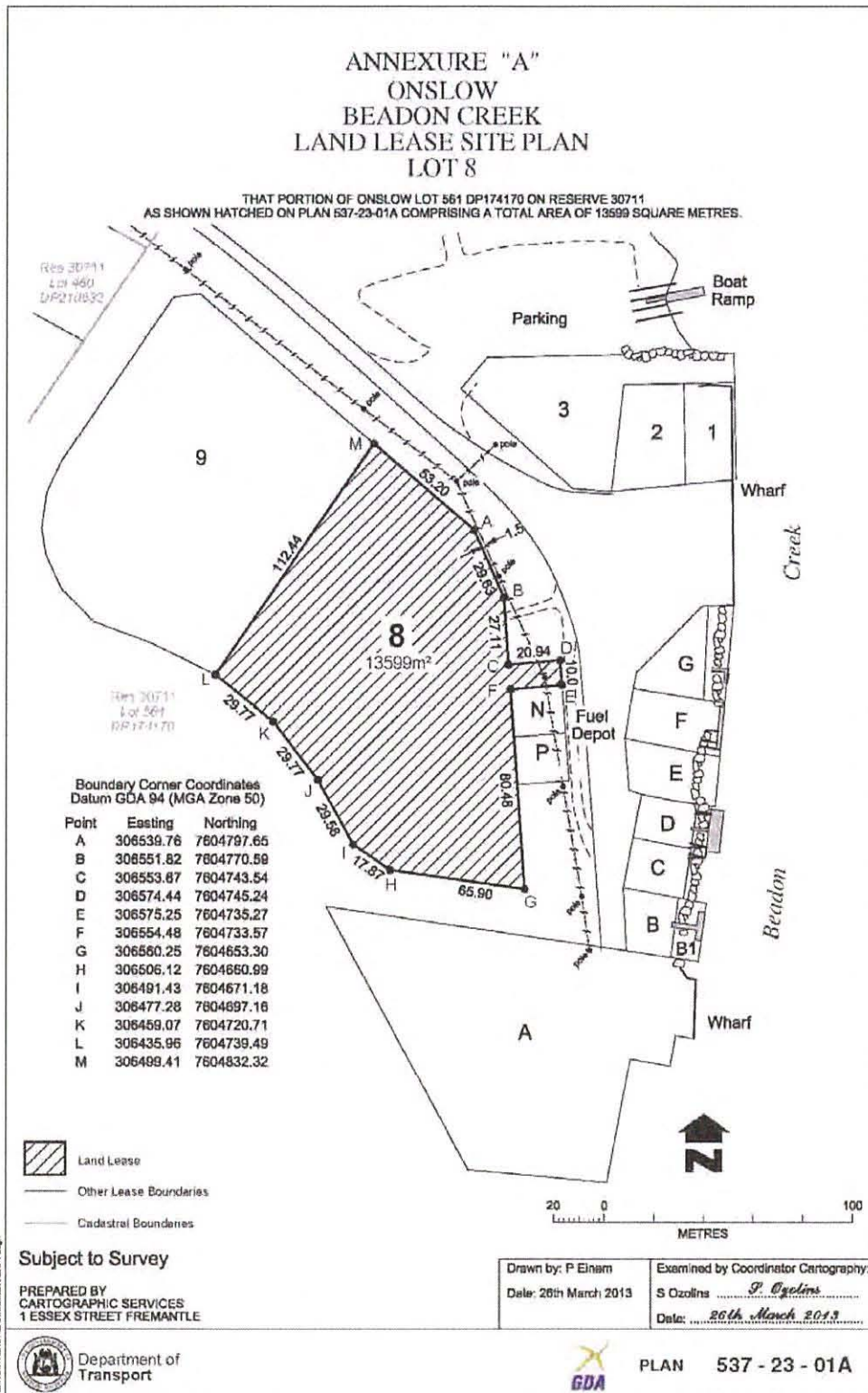
The above execution plan identifies the work process to be undertaken when working to install the Laydown / Storage Facility. This methodology is a live document and open to change due to the prevailing site condition. Ongoing consultation will be undertaken between Drilline and TAMS before, during and after the works are undertaken to allow the best construction process to be utilised, thus allowing the works to be completed successfully.

## 5 PRACTICAL COMPLETION - CLOSEOUT

All associated paper, claims and documentation will be signed off and distributed to the relevant parties. The closeout of the project will be deemed complete once all the documentation has been approved by TAMS.

UNCONTROLLED DOCUMENT WHEN PRINTED

EXECUTION PLAN



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EXECUTION PLAN



CONCEPT ONLY

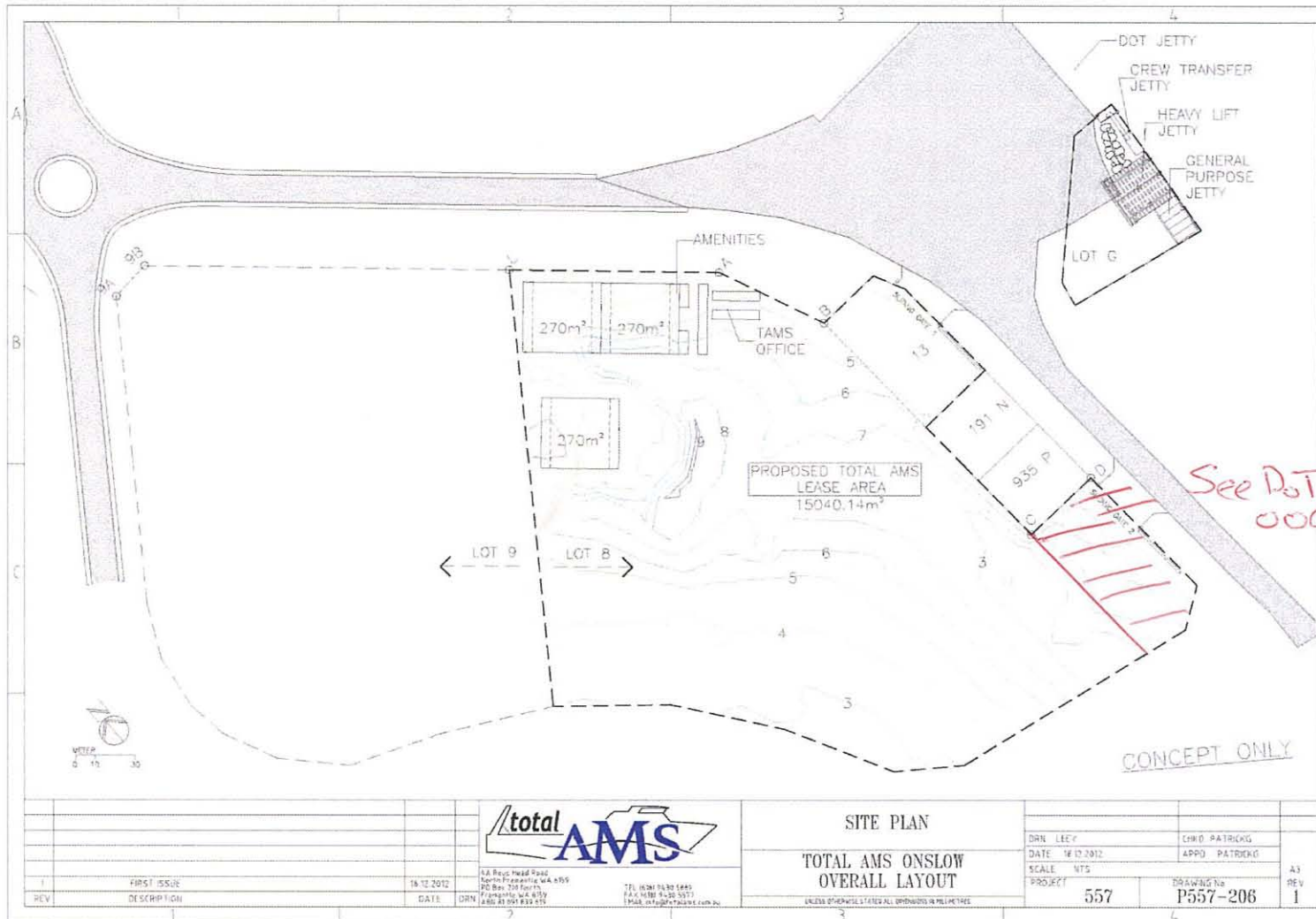
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DESCRIPTION		FIRST ISSUE	PROJECT		557	PROJECT		P557-207A
DRAWN BY		DRN: LEEY	CHECKED BY		APPD: PATRICK	DRAWN BY		APPD: PATRICK
SCALE		1:1	SCALE		1:1	SCALE		1:1
PROJECT		PROPOSED TAMS ONSLOW GROUND WORK LAYOUT 2/2	PROJECT		557	PROJECT		P557-207A
DRAWING NO.		557	DRAWING NO.		557	DRAWING NO.		P557-207A
REV		1	REV		1	REV		1

UNCONTROLLED DOCUMENT WHEN PRINTED





EXECUTION PLAN



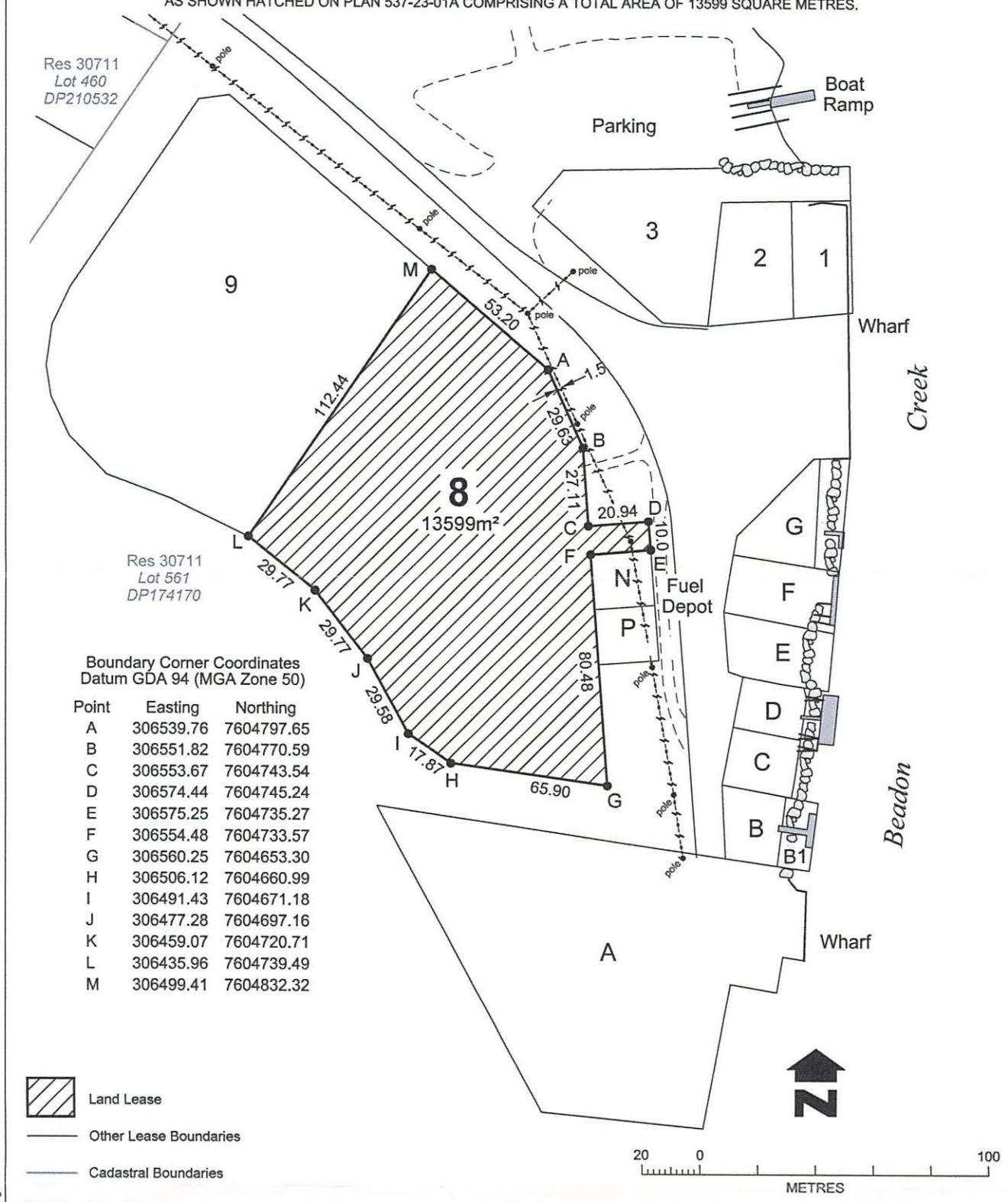
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**Appendix 4.**

**Drawings**

**ANNEXURE "A"  
ONSLOW  
BEADON CREEK  
LAND LEASE SITE PLAN  
LOT 8**

THAT PORTION OF ONSLOW LOT 561 DP174170 ON RESERVE 30711  
AS SHOWN HATCHED ON PLAN 537-23-01A COMPRISING A TOTAL AREA OF 13599 SQUARE METRES.



Boundary Corner Coordinates  
Datum GDA 94 (MGA Zone 50)

Point	Easting	Northing
A	306539.76	7604797.65
B	306551.82	7604770.59
C	306553.67	7604743.54
D	306574.44	7604745.24
E	306575.25	7604735.27
F	306554.48	7604733.57
G	306560.25	7604653.30
H	306506.12	7604660.99
I	306491.43	7604671.18
J	306477.28	7604697.16
K	306459.07	7604720.71
L	306435.96	7604739.49
M	306499.41	7604832.32

- Land Lease
- Other Lease Boundaries
- Cadastral Boundaries

Subject to Survey

PREPARED BY  
CARTOGRAPHIC SERVICES  
1 ESSEX STREET FREMANTLE

Drawn by: P Einam	Examined by Coordinator Cartography:
Date: 26th March 2013	S Ozolins <i>P. Ozolins</i>
	Date: <i>26th March 2013</i>





REV#	DATE	AMENDMENT	DRN	DESIGN APPROVAL
A1				

**GENERAL NOTES**

- ONSLOW\_BEADON\_CREEK\_JUL\_2012\_MOSAIC.ECW AERIAL PHOTOGRAPHY BASE
- EXTERNAL REFERENCE ON\_0094\_LAYOUT12A.DWG

**CONCEPT ONLY**

SCALE: 1:1250 @ A1

UNLESS OTHERWISE STATED DIMENSIONS IN METRES

HORIZ: MAP GRID OF AUSTRALIA BASED ON GDA 94 - ZONE 50

VERT: BEADON CREEK LAT 1993 WHICH IS 3.499m BELOW BM DoT 001 and 1.492M BELOW AHD

DESIGNED: [ ]

CHECKED: [ ]

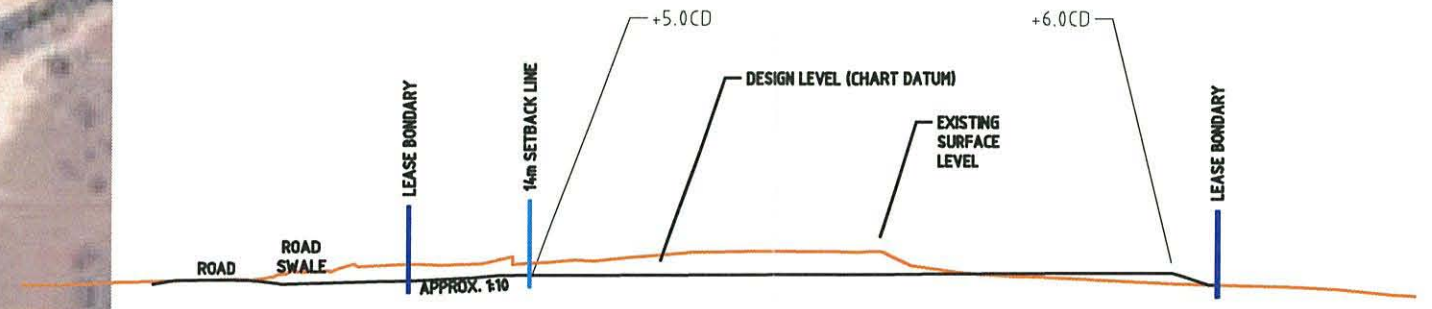
DRAWN: B. STEPHENS

CHECKED: [ ]

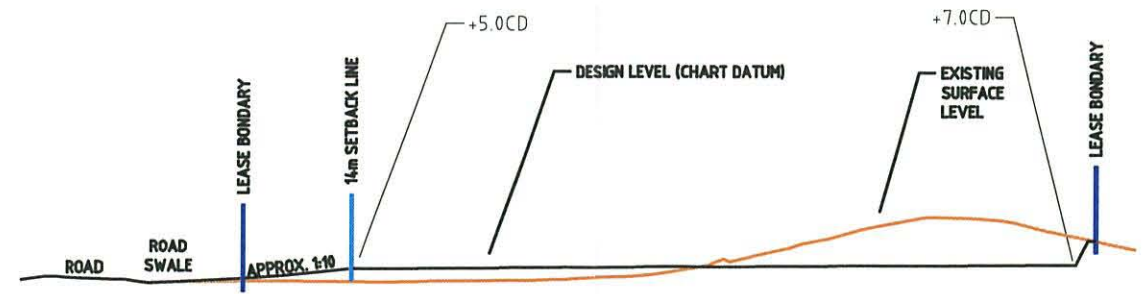
PROJECT MANAGER: J. BRADFORD

APPROVED	Department of Transport
APPROVED	ONSLOW - BEADON CREEK
APPROVED	DEVELOPMENT & INVESTIGATIONS
AUTHORED	CONCEPT LEASE AREAS - JUNE 2013
MANAGER NEW COASTAL ASSETS	DRAWING NUMBER 0094 - 23 - 01
	REV# G





**A** SECTION  
NTS



**B** SECTION  
NTS

 LEVEL IS IN CHART DATUM

REV	DESCRIPTION	DATE	DRN.
1	FIRST ISSUE	01.07.2013	

**total AMS**

4A Rous Head Road  
North Fremantle WA 6159  
PO Box 210 North  
Fremantle WA 6159  
ABN 81 091 839 619

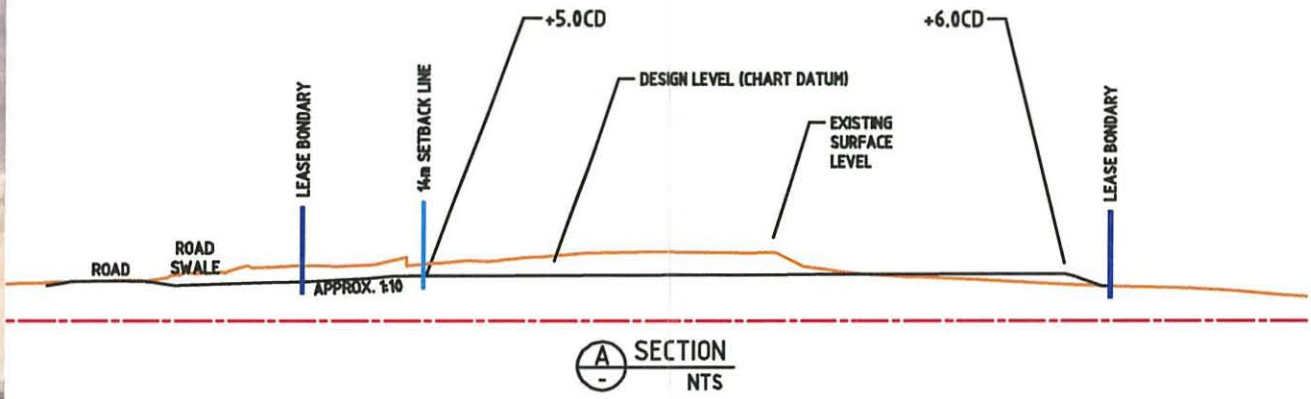
TEL (618) 9430 5889  
FAX (618) 9430 5577  
EMAIL: info@totalams.com.au

SITE PLAN LOT8, 19, 20 & 21

**PROPOSED DEVELOPMENT  
LEVEL AND SECTIONS**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICK	A3 REV 1
DATE. 01.07.2013	APPD. PATRICK	
SCALE. NTS		
PROJECT	DRAWING No. 557-301	



 LEVEL IS IN CHART DATUM

REV	DESCRIPTION	DATE	DRN.
1	FIRST ISSUE	01.07.2013	

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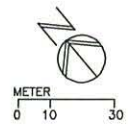
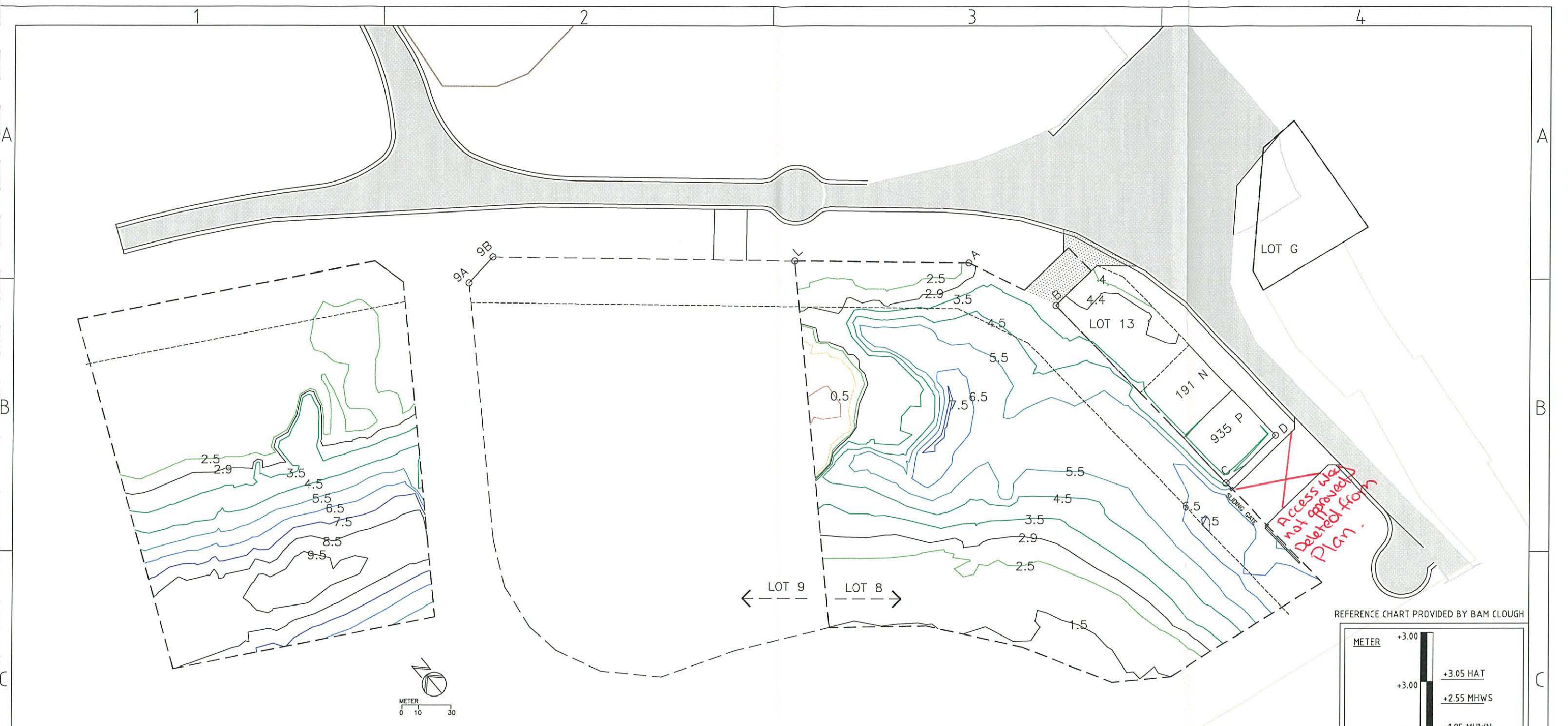
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FAX (618) 9430 5577  
EMAIL: info@totalams.com.au

SITE PLAN LOT8

PROPOSED DEVELOPMENT  
LEVEL AND SECTIONS

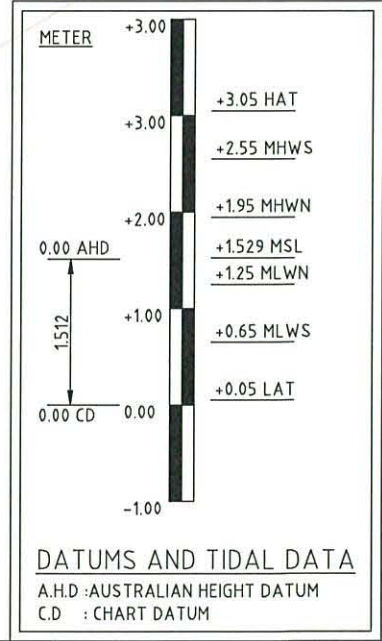
UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICK	A3 REV 1
DATE. 01.07.2013	APPD. PATRICK	
SCALE. NTS		
PROJECT	DRAWING No. 557-302	



EXISTING GROUND LAYOUT IN C.D

REFERENCE CHART PROVIDED BY BAM CLOUGH



CONCEPT ONLY

REV	DESCRIPTION	DATE	DRN.
5	LEVEL CHANGE TO CHART DATUM	20.06.2013	
4	GROUND WORK DETAIL CHANGED	04.06.2013	
3	GENERAL UPDATE	24.05.2013	
2	LOT 8 LAYOUT MODIFIED	08.04.2013	
1	FIRST ISSUE	07.02.2013	

**total AMS**

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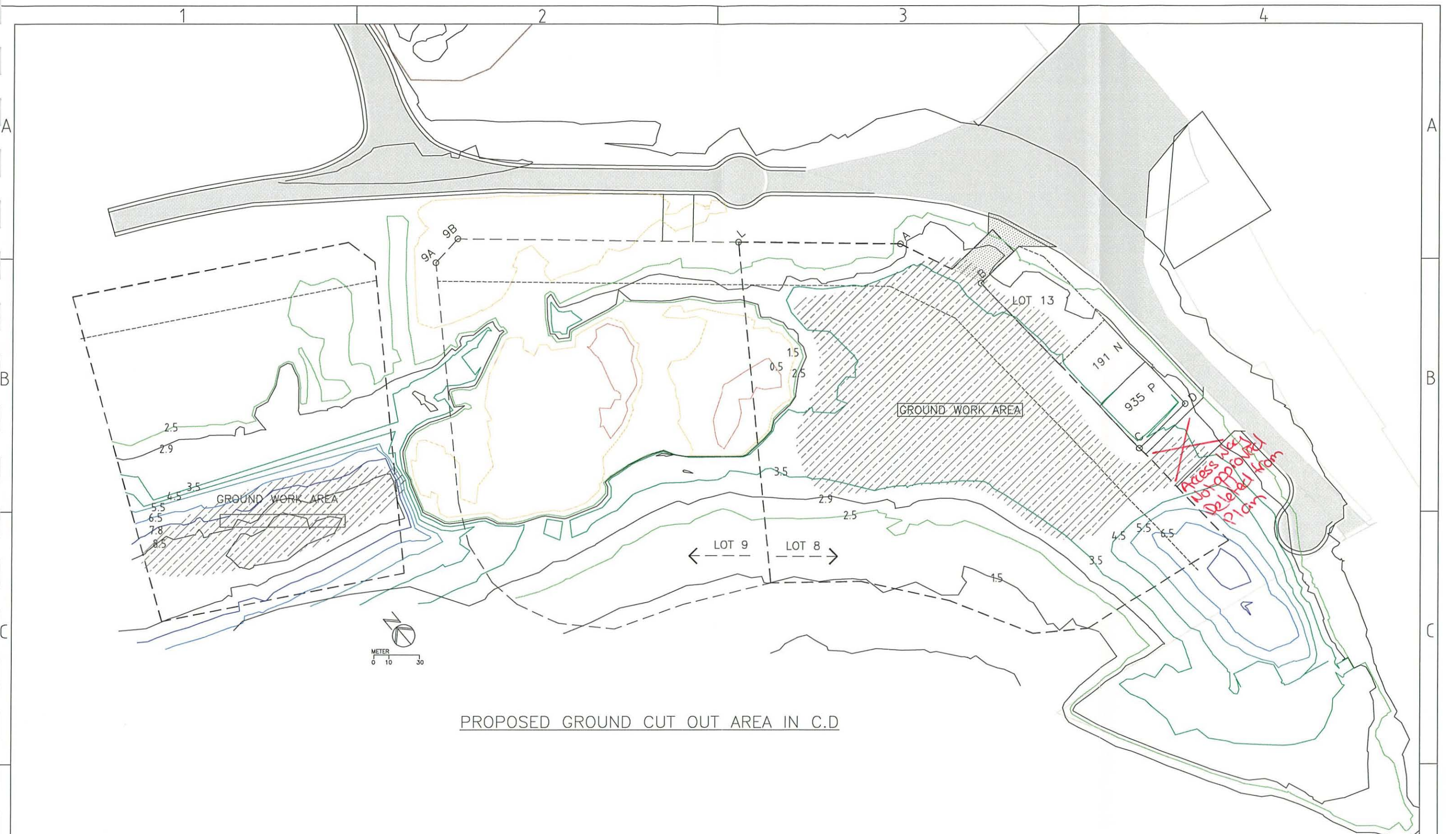
TEL (618) 94 30 5889  
FAX (618) 94 30 5577  
EMAIL: info@totalams.com.au

**SITE PLAN**

**PROPOSED TAMS ONSLOW  
GROUND WORK LAYOUT 1/3**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

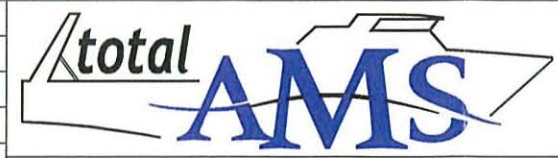
DRN. LEEY	CHKD. PATRICKG	A3 REV 5
DATE. 07.02.2013	APPD. PATRICKG	
SCALE. NTS		
PROJECT 557	DRAWING No. P557-207	



PROPOSED GROUND CUT OUT AREA IN C.D

CONCEPT ONLY

6	GROUND CUT OPERATION CHANGE AS REQUESTED	01.07.2013
5	LEVEL CHANGE TO CHART DATUM	20.06.2013
4	GROUND WORK DETAIL CHANGED	04.06.2013
3	GENERAL UPDATE	24.05.2013
2	LOT 8 LAYOUT MODIFIED	08.04.2013
1	FIRST ISSUE	07.02.2013
REV	DESCRIPTION	DATE



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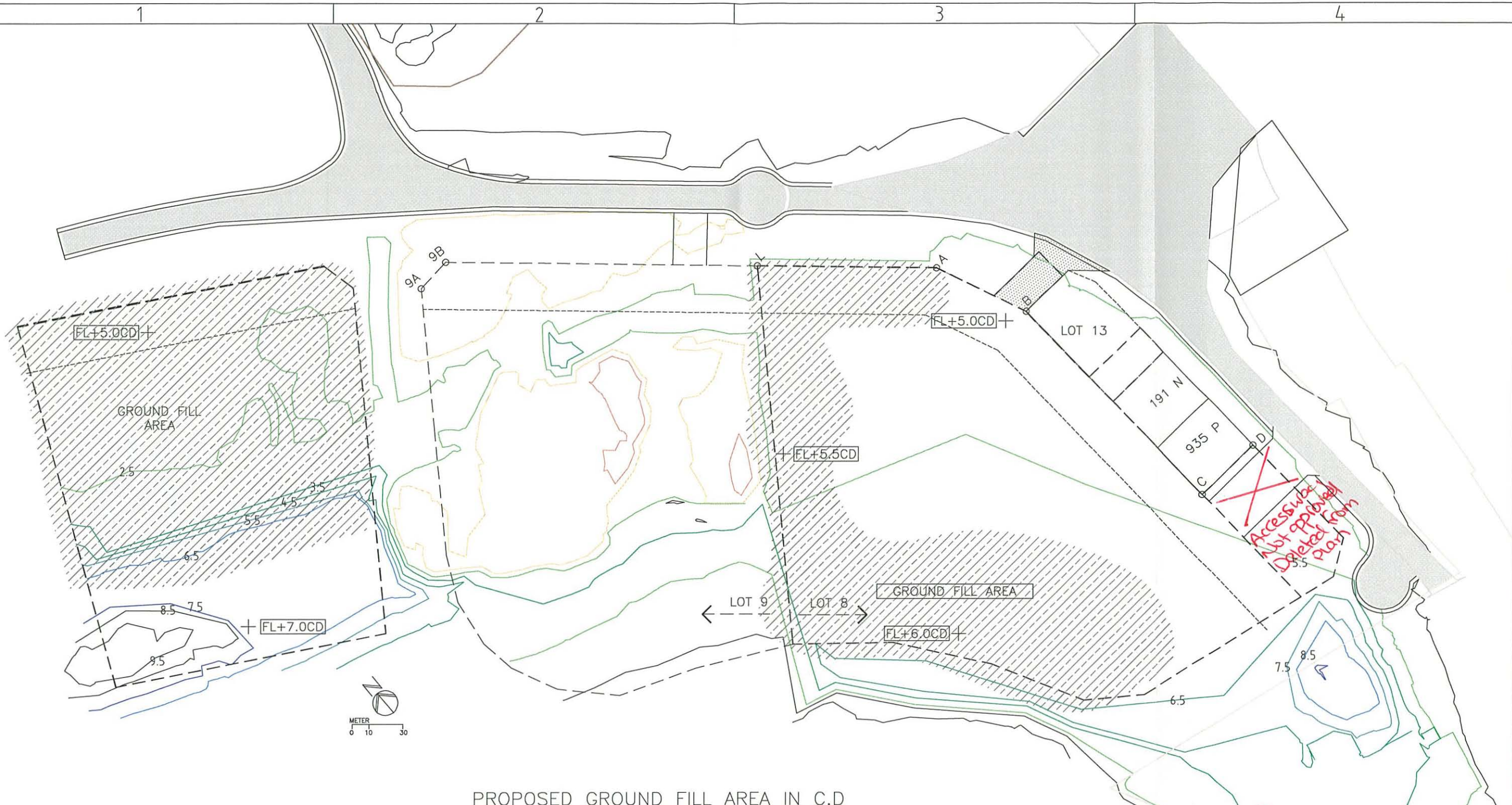
TEL (618) 9430 5889  
FAX (618) 9430 5577  
EMAIL: info@totalams.com.au

SITE PLAN

PROPOSED TAMS ONSLOW  
GROUND WORK LAYOUT 2/3

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 6
DATE. 07.02.2013	APPD. PATRICKG	
SCALE. NTS	DRAWING No.	
PROJECT 557	P557-207A	



PROPOSED GROUND FILL AREA IN C.D.

CONCEPT ONLY

6	GROUND FILL OPERATION CHANGE AS REQUESTED	01.07.2013
5	LEVEL CHANGE TO CHART DATUM	20.06.2013
4	GROUND WORK DETAIL CHANGED	04.06.2013
3	GROUND LEVEL CHANGED TO 5.00	24.05.2013
2	LOT 8 LAYOUT MODIFIED	08.04.2013
1	FIRST ISSUE	07.02.2013
REV	DESCRIPTION	DATE

**total AMS**

4A Rous Head Road  
North Fremantle WA 6159  
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Fremantle WA 6159  
ABN 81 091 839 619

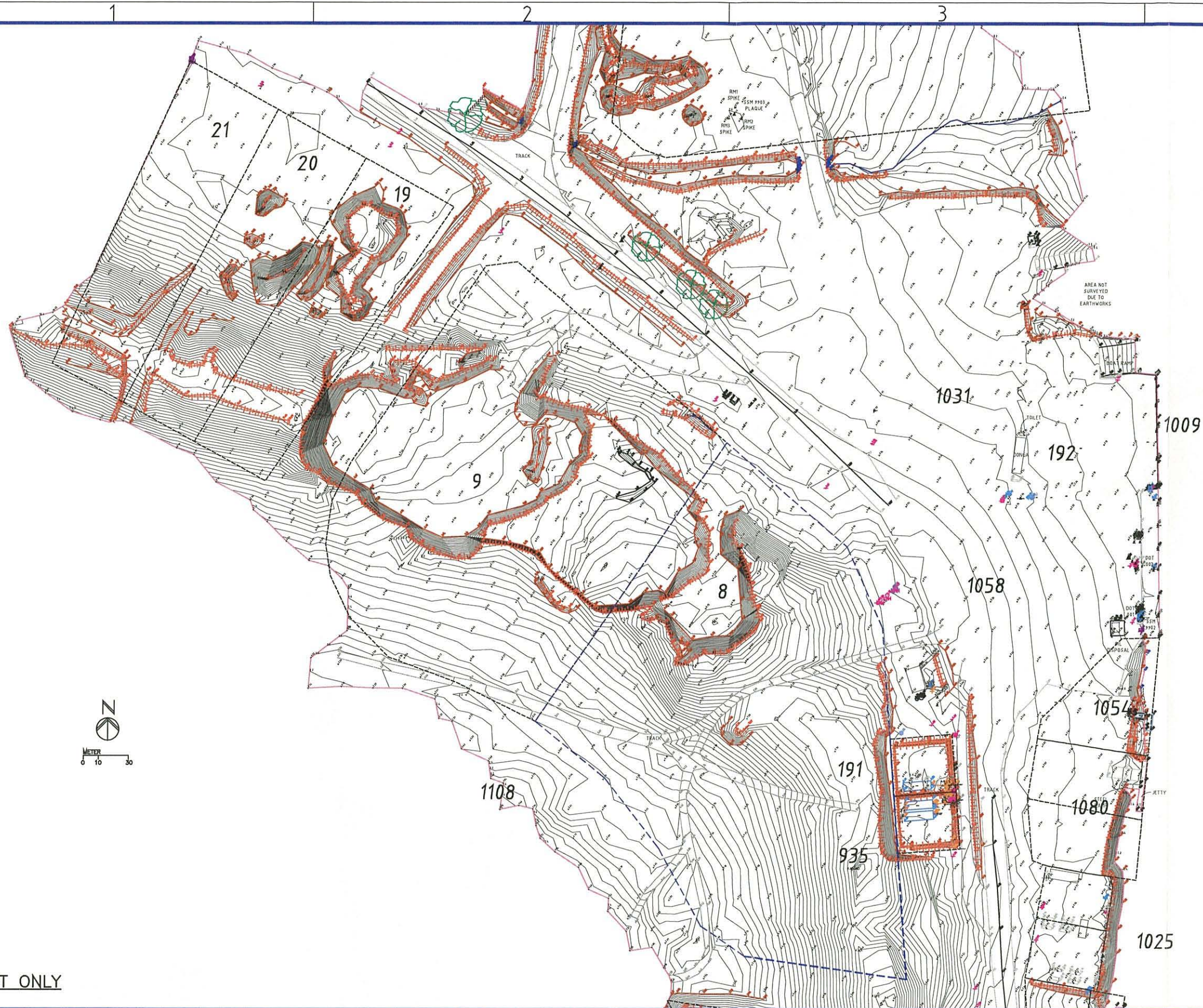
TEL (618) 9430 5889  
FAX (618) 9430 5577  
EMAIL info@totalams.com.au

**SITE PLAN**

**PROPOSED TAMS ONSLOW  
GROUND WORK LAYOUT 3/3**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 6
DATE. 07.02.2013	APPD. PATRICKG	
SCALE. NTS	DRAWING No. <b>P557-207B</b>	
PROJECT	<b>557</b>	<b>4</b>



CONCEPT ONLY

**NOTES:**  
 LEASE BOUNDARY COORDINATES DERIVED FROM DOT PLAN 637-23-01A  
 CONTOUR LEVELS DERIVED FROM ON0094-10-01\_A

REV	DESCRIPTION	DATE	DRN.
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1	FIRST ISSUE	31.05.2013	

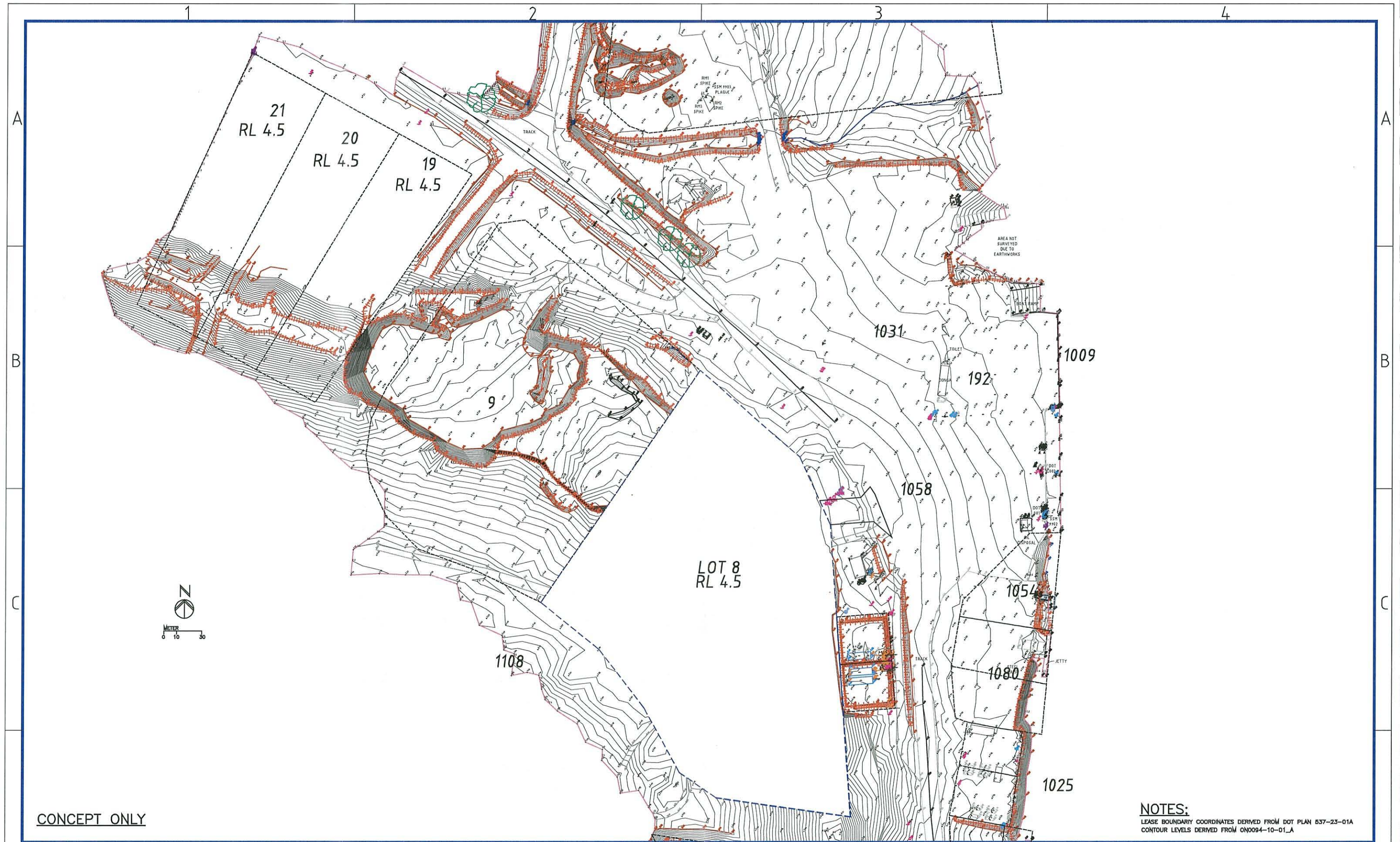


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 Fremantle WA 6159  
 ABN 81 091 839 619  
 TEL (618) 9430 5889  
 FAX (618) 9430 5577  
 EMAIL: info@totalams.com.au

**SITE PLAN**  
**PROPOSED TAMS ONSLOW**  
**GROUND WORK LAYOUT LEVELS**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 2
DATE. 31.05.2013	APPD. PATRICKG	
SCALE. NTS	DRAWING No.	
PROJECT 557	P557-308A	



CONCEPT ONLY

**NOTES:**  
 LEASE BOUNDARY COORDINATES DERIVED FROM DOT PLAN 537-23-01A  
 CONTOUR LEVELS DERIVED FROM ON0094-10-01\_A

REV	DESCRIPTION	DATE	DRN.
2	GENERAL UPDATE	04.06.2013	
1	FIRST ISSUE	31.05.2013	

**total AMS**

4A Rous Head Road  
 North Fremantle WA 6159  
 PO Box 210 North  
 Fremantle WA 6159  
 ABN 81 091 839 619

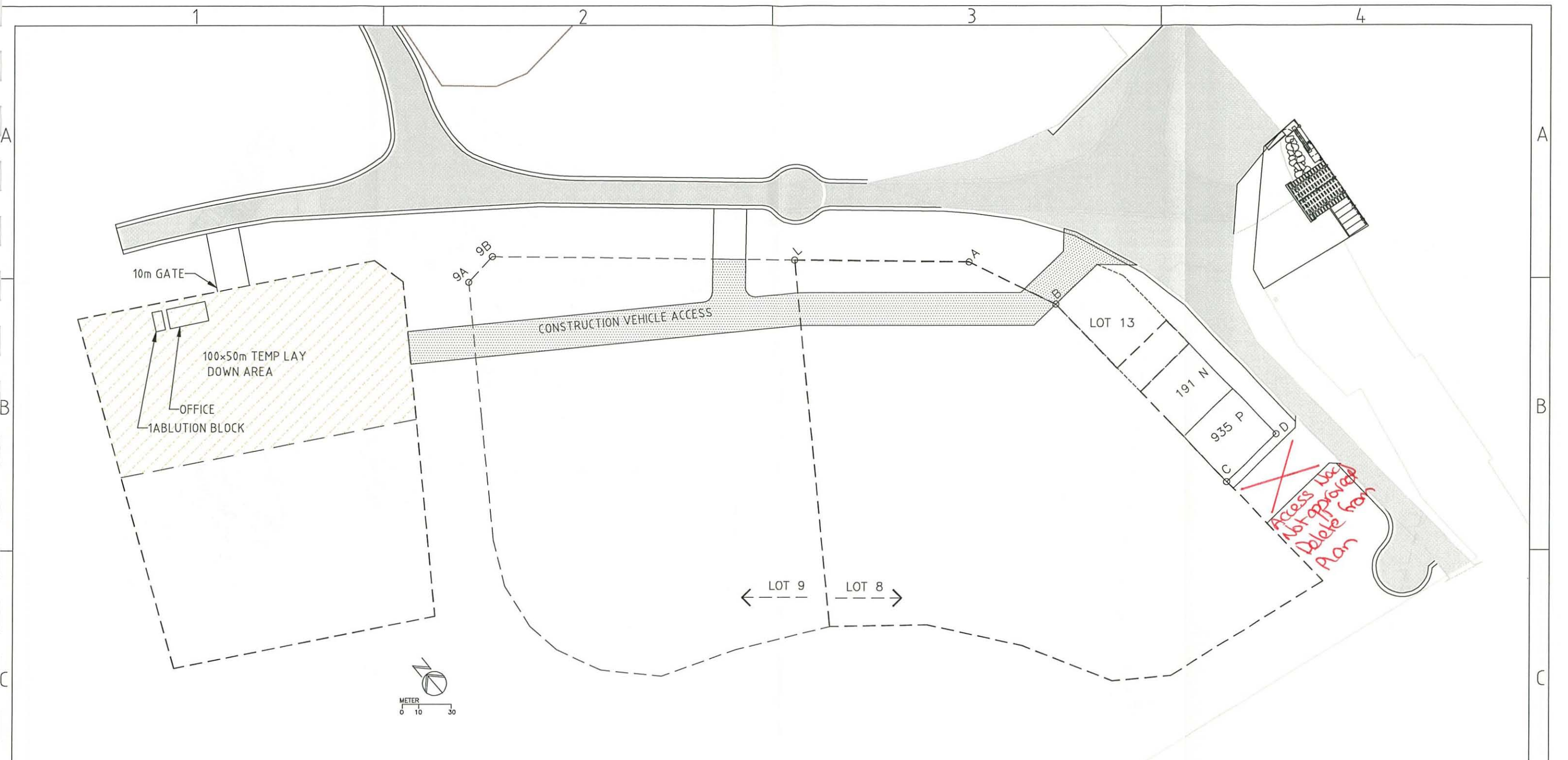
TEL (618) 9430 5889  
 FAX (618) 9430 5577  
 EMAIL: info@totalams.com.au

**SITE PLAN**

**PROPOSED TAMS ONSLOW  
 GROUND WORK LAYOUT LEVELS**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 2
DATE. 31.05.2013	APPD. PATRICKG	
SCALE. NTS		
PROJECT	DRAWING No.	
557	P557-308B	

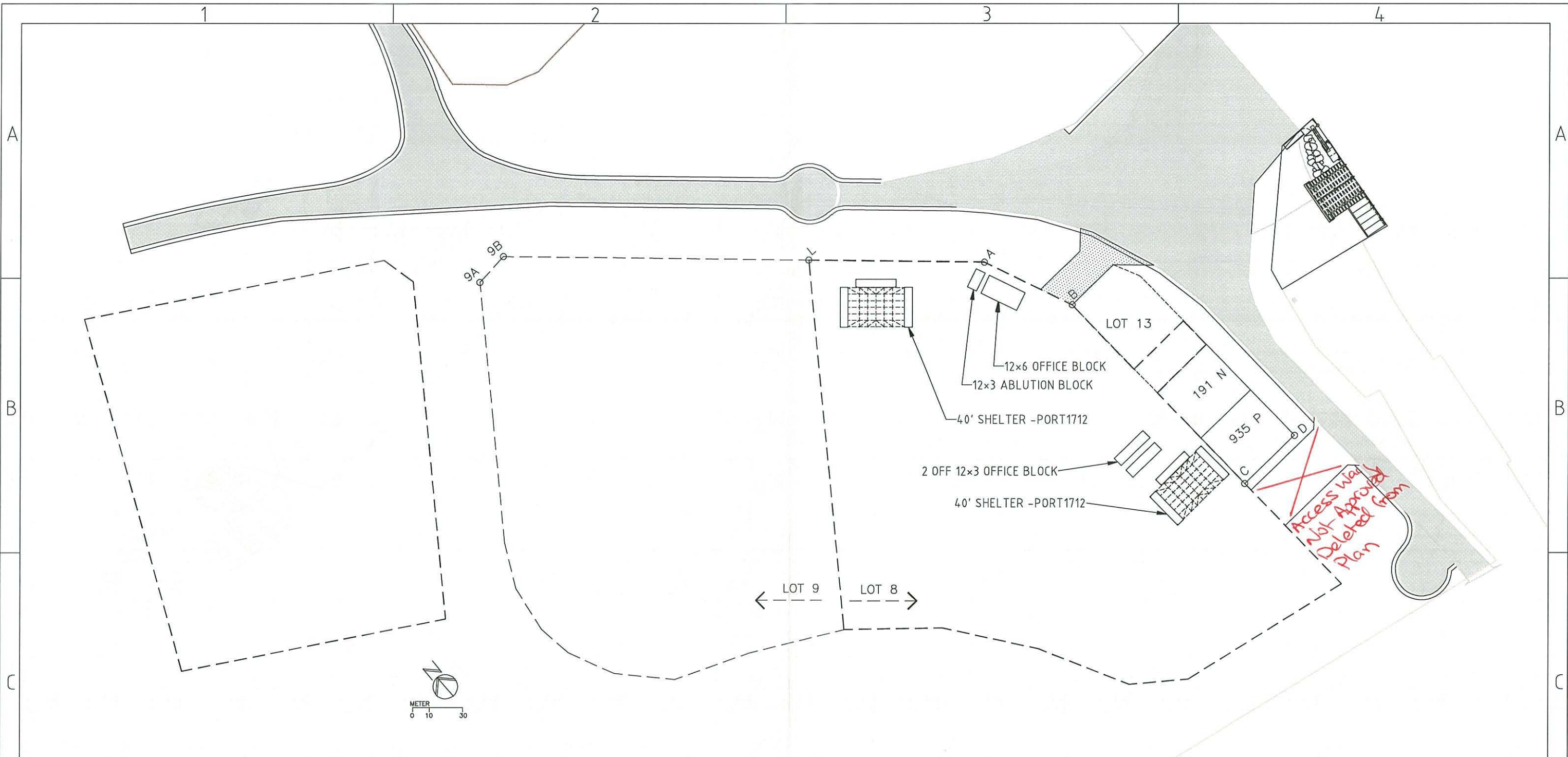


PROPOSED LOT 8 LAYOUT

CONCEPT ONLY

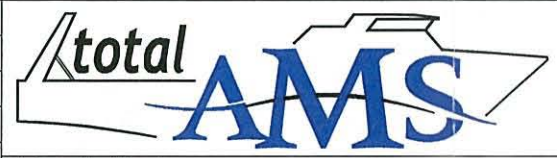
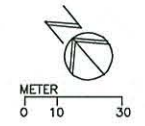
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1	FIRST ISSUE					04.06.2013	DRN.	4A Rous Head Road North Fremantle WA 6159 PO Box 210 North Fremantle WA 6159 ABN 81 091 839 619	TEL (618) 9430 5889 FAX (618) 9430 5577 EMAIL: info@totalams.com.au	
REV	DESCRIPTION	DATE	DRN.							





PROPOSED LOT 8 LAYOUT

CONCEPT ONLY



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North Fremantle WA 6159  
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Fremantle WA 6159  
ABN 81 091 839 619

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FAX (618) 9430 5577  
EMAIL: info@totalams.com.au

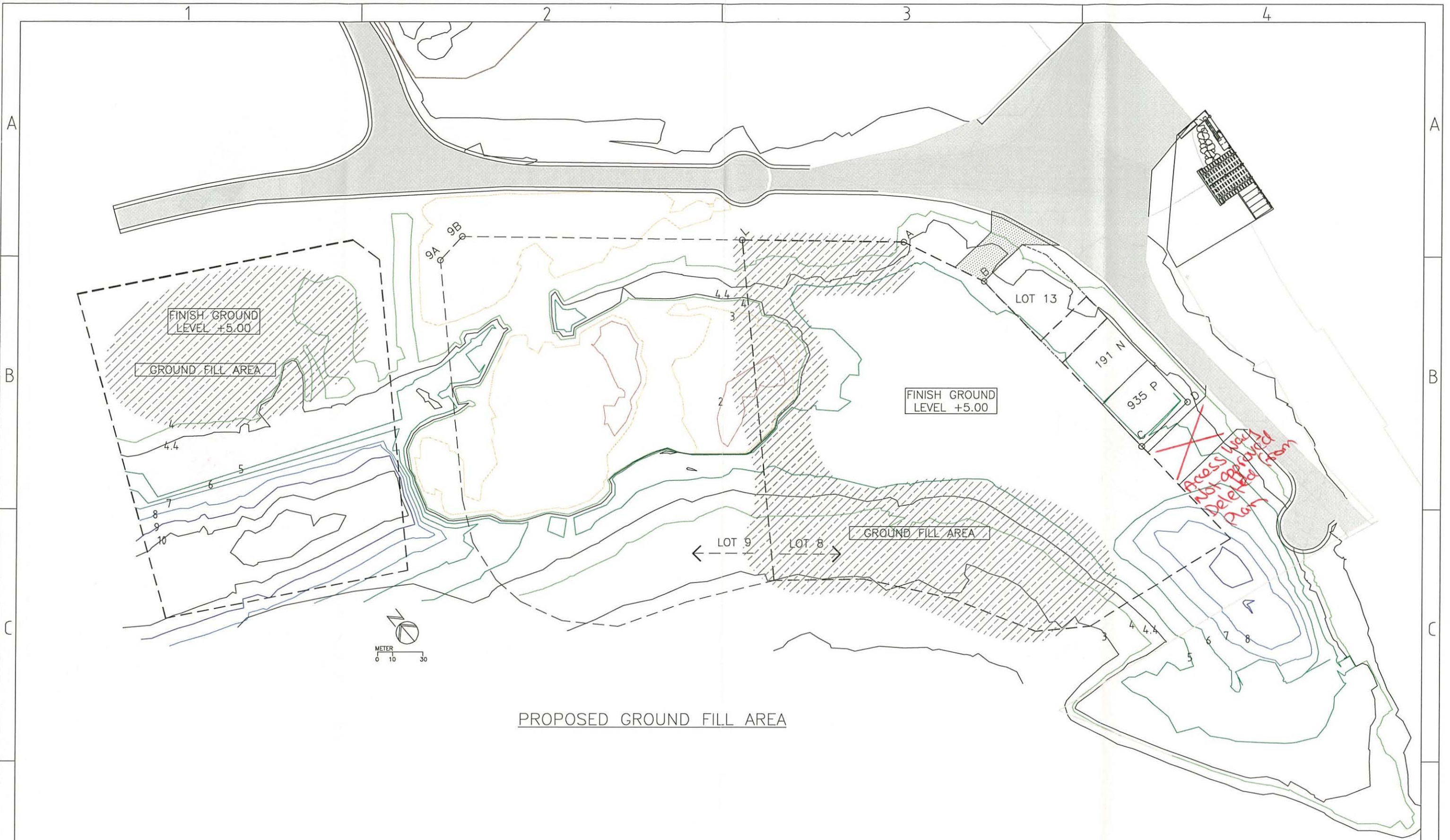
SITE PLAN

PROPOSED LOT 8 WITH  
SHELTERS AND OFFICE LAYOUT

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 1
DATE. 04.06.2013	APPD. PATRICKG	
SCALE. NTS	DRAWING No.	
PROJECT	557	P557-300

REV	DESCRIPTION	DATE	DRN.
1	FIRST ISSUE	04.06.2013	



CONCEPT ONLY

REV	DESCRIPTION	DATE	DRN.
4	GROUND WORK DETAIL CHANGED	04.06.2013	
3	GROUND LEVEL CHANGED TO 5.00	24.05.2013	
2	LOT 8 LAYOUT MODIFIED	08.04.2013	
1	FIRST ISSUE	07.02.2013	

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4A Rous Head Road  
North Fremantle WA 6159  
PO Box 210 North  
Fremantle WA 6159  
ABN 81 091 839 619

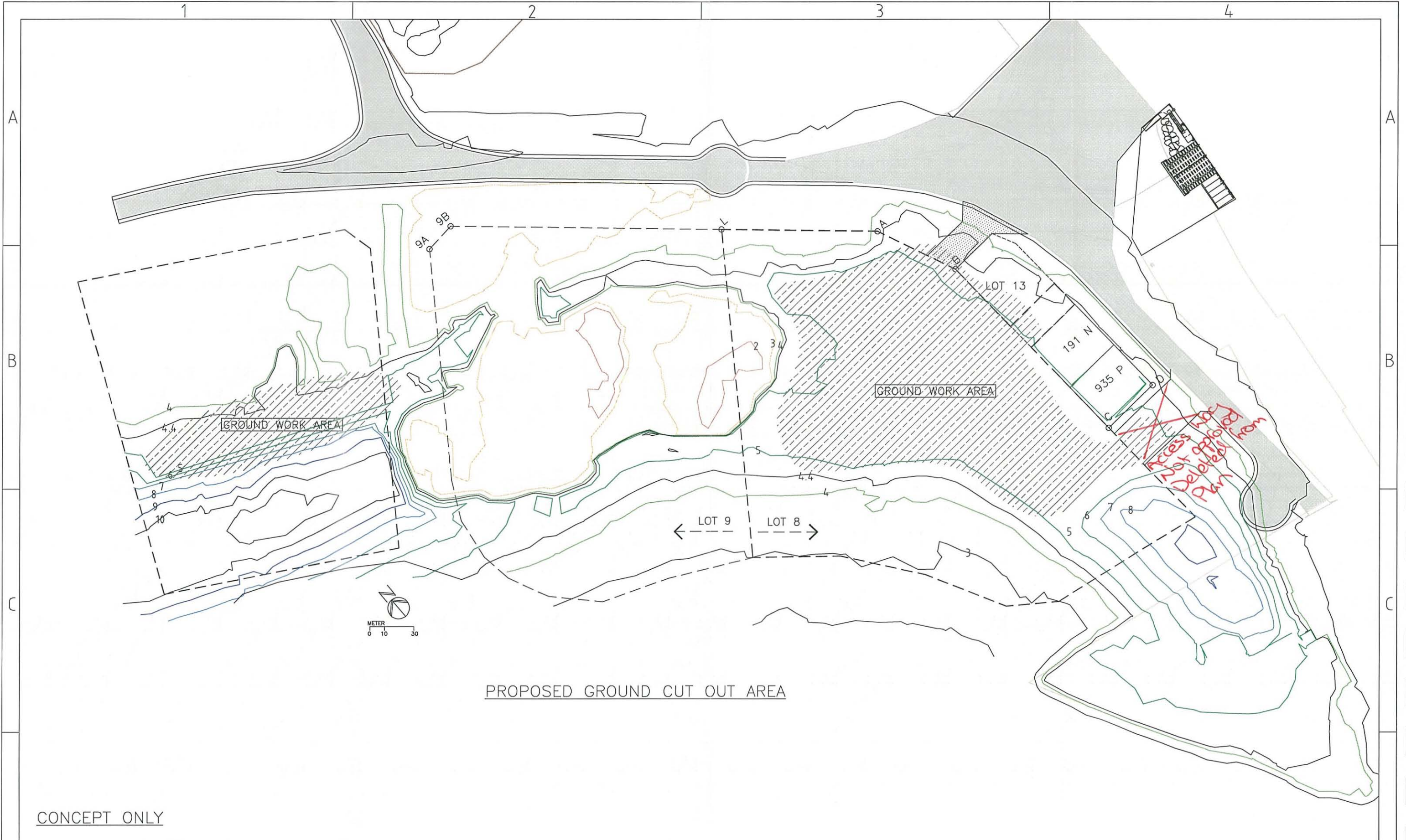
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EMAIL: info@totalams.com.au

**SITE PLAN**

**PROPOSED TAMS ONSLOW**  
**GROUND WORK LAYOUT 3/3**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 4
DATE. 07.02.2013	APPD. PATRICKG	
SCALE. NTS		
PROJECT 557	DRAWING No. P557-207B	



CONCEPT ONLY

REV	DESCRIPTION	DATE	DRN.
4	GROUND WORK DETAIL CHANGED	04.06.2013	
3	GENERAL UPDATE	24.05.2013	
2	LOT 8 LAYOUT MODIFIED	08.04.2013	
1	FIRST ISSUE	07.02.2013	

**total AMS**

4A Rous Head Road  
North Fremantle WA 6159  
PO Box 210 North  
Fremantle WA 6159  
ABN 81 091 839 619

TEL (618) 9430 5889  
FAX (618) 9430 5577  
EMAIL info@totalams.com.au

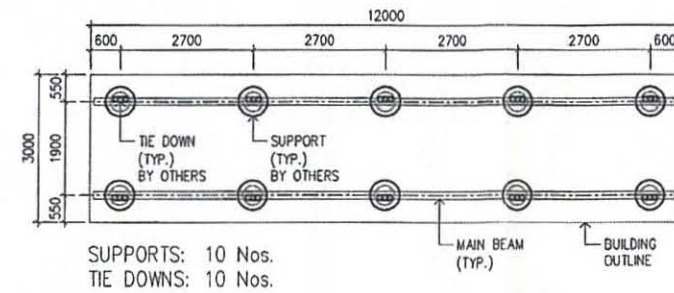
**SITE PLAN**

**PROPOSED TAMS ONSLOW  
GROUND WORK LAYOUT 2/3**

UNLESS OTHERWISE STATED ALL DIMENSIONS IN MILLIMETRES

DRN. LEEY	CHKD. PATRICKG	A3 REV 4
DATE. 07.02.2013	APPD. PATRICKG	
SCALE. NTS	DRAWING No.	
PROJECT	557	P557-207A

APPROX. BUILDING WEIGHT = 3800kg



SUPPORTS: 10 Nos.  
TIE DOWNS: 10 Nos.

**SUGGESTED FOOTING REQUIREMENT**

SCALE 1:150

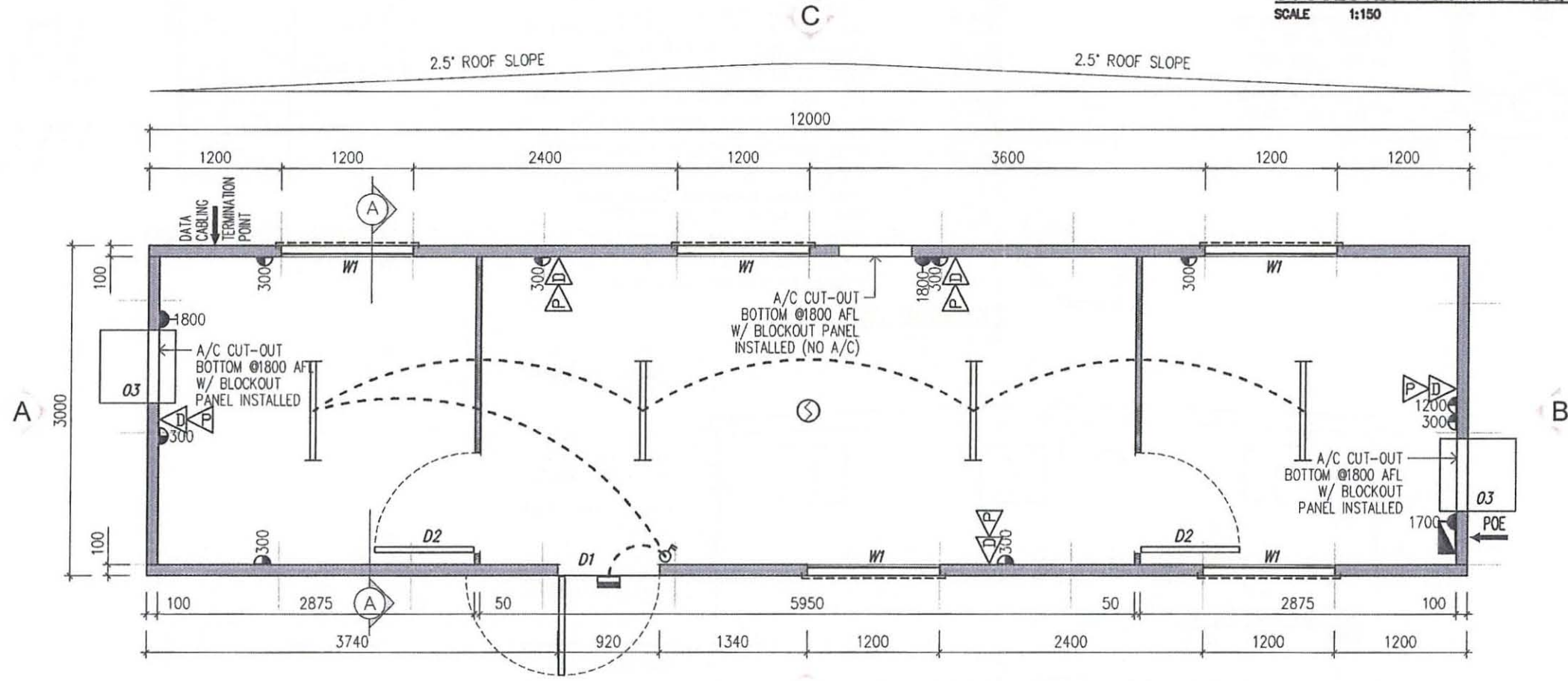
BUILDING DESIGN CRITERIA	
WIND LOAD	- IN ACCORDANCE W/ AS 1170.2:2002
REGION D, TERRAIN CATEGORY 2, IMPORTANCE LEVEL 2	
ANNUAL PROBABILITY OF EXCEEDANCE	= 1:500
REGION WIND SPEED, V500	= 88m/s
SERVICEABILITY WIND SPEED, V25	= 55m/s
TOPOGRAPHY MULTIPLIER	= 1.0
BUILDING CLASS 5, CLIMATE ZONE 1 TO 4	
FLOOR LIVE LOAD	= 3.0kPa; FLOOR POINT LOAD = 2.7kN
ROOF LIVE LOAD	= 0.25kPa
CHASSIS	
MAIN RUNNERS	: 250UB25 (TURNED-UP ENDS)
MIDDLE SPREADERS	: 180UB18
END SPREADERS	: 100PFC
LIFTING OUTRIGGERS	: 180UB18
FLOOR JOISTS	: 50x50x1.6 SHS @ 400 CTRS
BASE RAIL	: 100x1.6mm CUSTOM MADE GALVABOND
LIFT GUARD	: 75PFC
PAINT	: 75 MICRONS RED OXIDE PRIMER
FLOOR	
FLOORING	: 22mm AQUATITE TONGUE & GROVE PARTICLEBOARD (H2 TERMITE TREATED)
COVERING	: 2mm COMMERCIAL VINYL
SKIRTING	: PLASTIC QUAD
INSULATION	: AIR-CELL PERMIFLOOR
WALLS	
EXTERNAL	: 0.6 BMT 100mm BONDOR PANEL
INTERNAL	: 0.4 BMT 50mm BONDOR PANEL
EXTERNAL FLASHING	: 0.6 BMT COLORBOND
ROOF	
ROOF FRAME	: MGP10 TIMBER ROOF FRAME (LOSP TERMITE TREATED)
CLADDING	: 0.42 BMT ZINCALUME SUPERDEK
CEILING LINING	: 3.6mm DECORATIVE PLYWOOD
CORNICE	: ALUMINUM COVE
INSULATIONS	: R3.2 BATTS + R1.5 ANTICON
CEILING HEIGHT	: 2425mm

ELECTRICAL LEGEND	
	= ELECTRICAL POINT OF ENTRY
	= 3-PH ELECTRICAL DISTRIBUTION SWITCHBOARD
	= 10A TWIN SWITCHED GPO
	= ISOLATING SWITCH
	= CATEGORY 6 TWIN DATA/PHONE POINT
	= DOUBLE 36W DIFFUSED FLUORESCENT LIGHT
	= EXTERNAL BUNKER LIGHT
	= ONE GANG SWITCH
	= TWO GANG SWITCH
	= SMOKE DETECTOR

DOUBLE POLE & 3-PHASE POWER TO BE INSTALLED

COLOR SCHEDULE	
EXTERNAL PANEL	: SURF MIST
INTERNAL PANEL	: SURF MIST
EXTERNAL FLASHING	: DEEP OCEAN
WINDOWS	: WHITE
EXTERNAL DOORS	: DEEP OCEAN
ROOF SHEETS	: ZINCALUME
COMMERCIAL VINYL	: IRONSTONE

EQUIPMENT LIST		
MARK	QTY	DESCRIPTION
D1	1	2040x920 METAL CLAD EXTERNAL DOOR W/ PASSAGE SET, CABIN HOOK, HASP & STAPLE. STAPLE TO HAVE METAL BACKING PLATE INSIDE USING 4-NUTS & BOLTS, BIG RUBBER DOOR STOPPER TO CONNECT W/ DOOR HANDLE
D2	2	2040x920 STANDARD INTERNAL PANEL DOOR W/ PASSAGE SET
W1	5	1000x1190 FLUSH FACE HORIZONTAL SLIDING GLASS WINDOW W/ FLY SCREEN, KEY LOCK & STAND-OFF CYCLONIC SECURITY SCREEN ULS: +3700Pa; -3000Pa SLS: +1500Pa; -1100Pa
O1	2	4.56kW WINDOW WALL REVERSE CYCLE AIR CONDITIONER (TECO LA1604H), SUPPLIED BY AMS, TO BE FITTED ON-SITE BY OTHERS
	1	HARDWIRED SMOKE DETECTOR W/ BATTERY BACKUP
	4	DOUBLE 36W DIFFUSED FLUORESCENT LIGHTING FIXTURE
	1	TWO GANG SWITCH
	1	EXTERNAL BUNKER LIGHT
	9	10A TWIN SWITCHED GPO
	3	ISOLATING SWITCH
	5	CATEGORY 6 TWIN DATA & PHONE POINT



**FLOOR PLAN**

SCALE 1:50

- NOTES:
- 2mm VINYL FLOOR COVERING REQUIRES 3 COATS OF SEAL
  - SECURITY SCREENS TO BE STAND-OFF AMPUMESH SCREENS
  - PLASTIC QUAD SKIRTING TO BE USED INSTEAD OF ALUMINIUM ANGLE
  - ELECTRICAL TO BE WIRED TO DOUBLE POLE CONFIGURATION
  - TURNED-UP SKID ENDS W/ TOWING EYES



*Andrew S Allen* 26/9/11  
**Andrew S Allen**  
 MIEAust CPEng  
 Chartered Professional Engineer  
 Membership No. 2064796

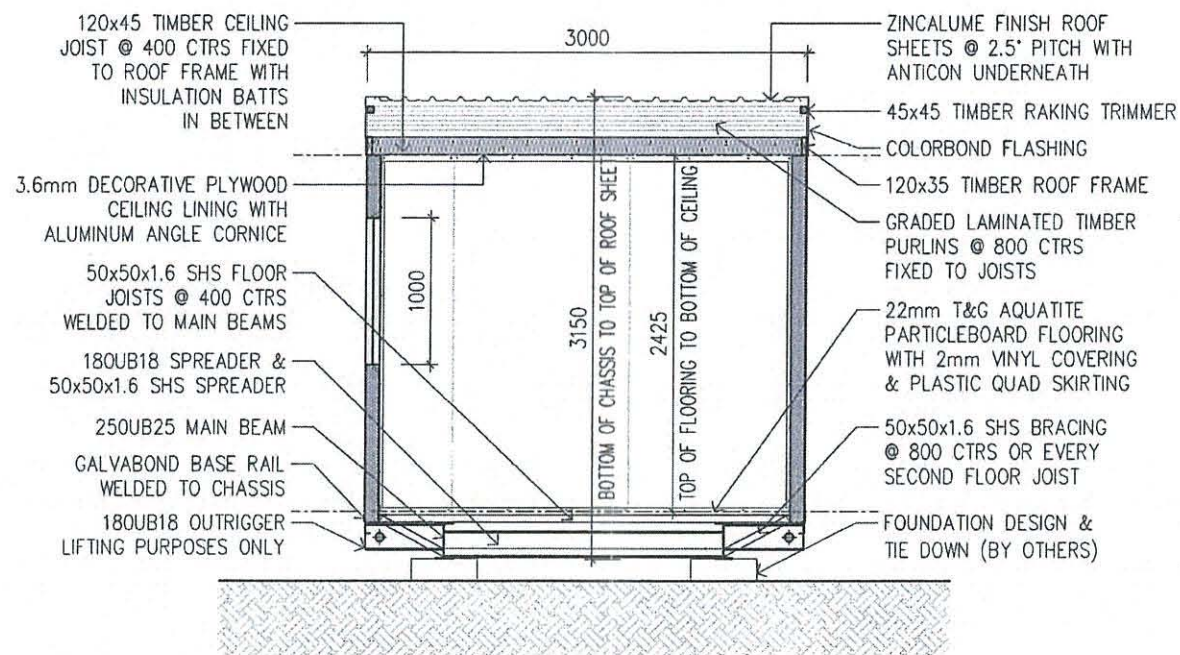
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A	26.09.2011	WC	JK	ISSUED FOR APPROVAL

REV	DATE	DRN	CHK	DESCRIPTION

SN: 4554

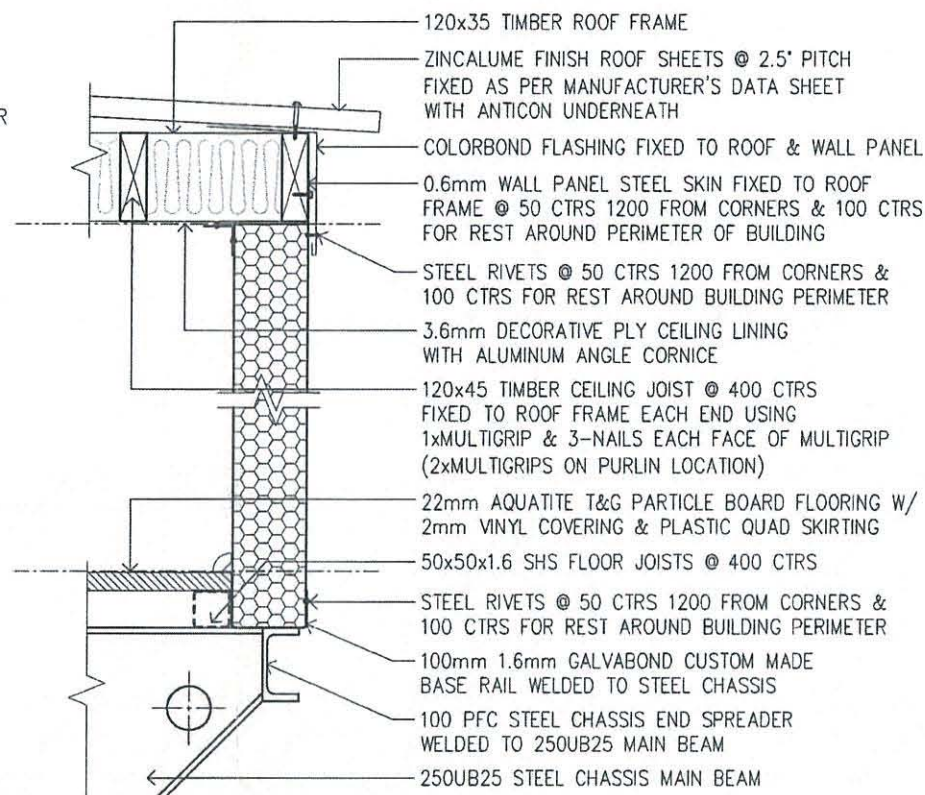
CLIENT:	ONSITE NORTHWEST
PROJECT:	3-ROOM OFFICE 12.0m X 3.0m
SHEET TITLE:	FLOOR PLAN & SPECIFICATION
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4554-AR-01
REV	A

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**TYPICAL SECTION - A**

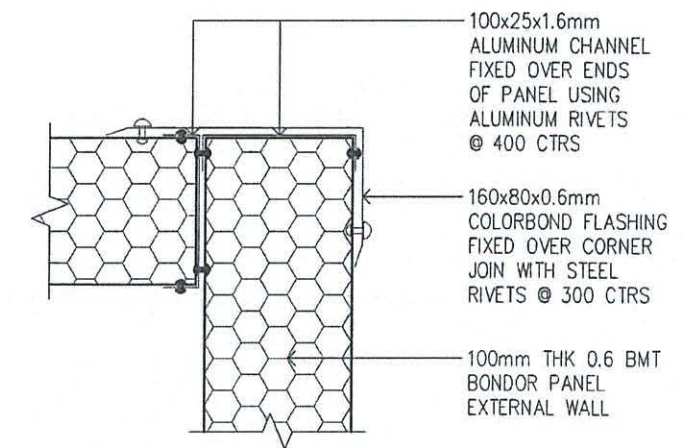
SCALE 1:50



**EXTERNAL WALL DETAIL**

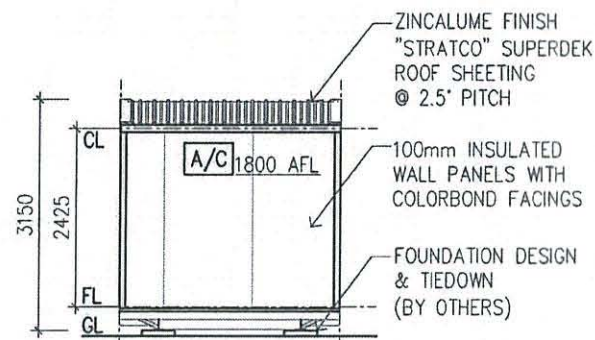
SCALE 1:5

WALL PANEL LIST				
DESCRIPTION	LENGTH (m)	QTY	UNIT WEIGHT (kg/m)	TOTAL WEIGHT (kg)
100mm BONDOR	2.570	25	12.00	771.00
50mm BONDOR	2.570	5	11.30	145.21
APPROXIMATE WEIGHT OF WALL PANELS				916.20



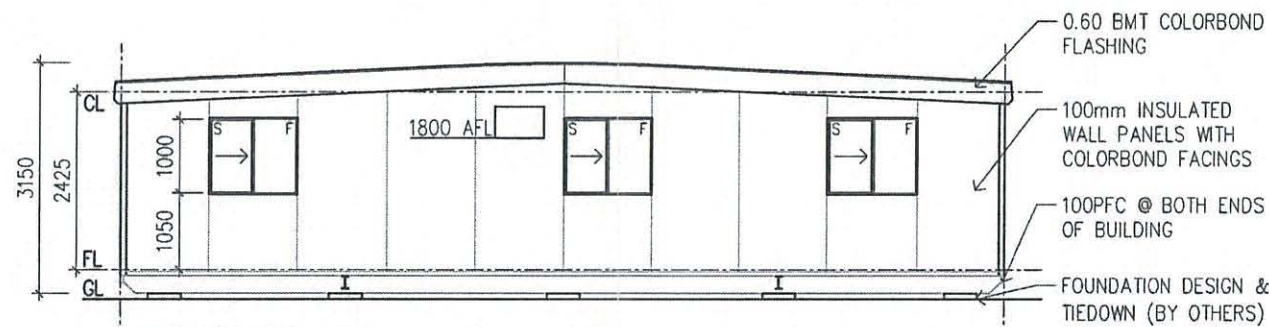
**CORNER JOINT DETAIL**

SCALE 1:5



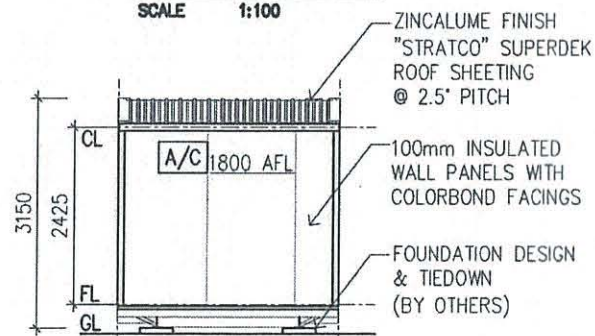
**ELEVATION - A**

SCALE 1:100



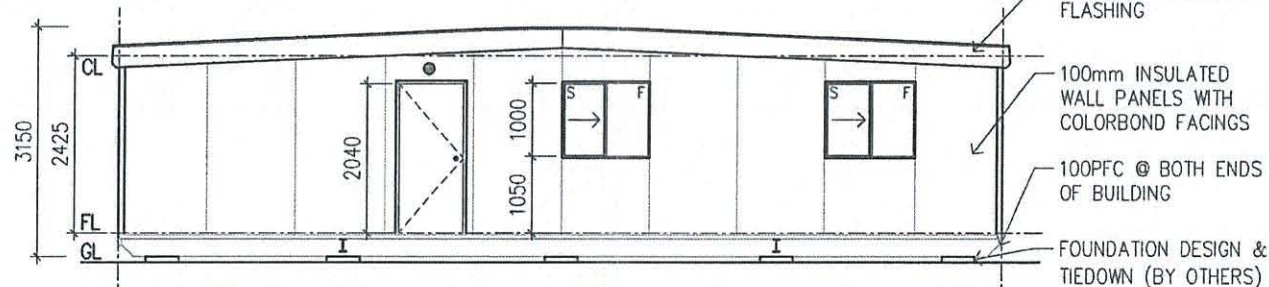
**ELEVATION - C**

SCALE 1:100



**ELEVATION - B**

SCALE 1:100



**ELEVATION - D**

SCALE 1:100



**Andrew S Allen**  
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Membership No. 2064796

REV	DATE	DRN	CHK	DESCRIPTION
A	26.09.2011	WC	IK	ISSUED FOR APPROVAL

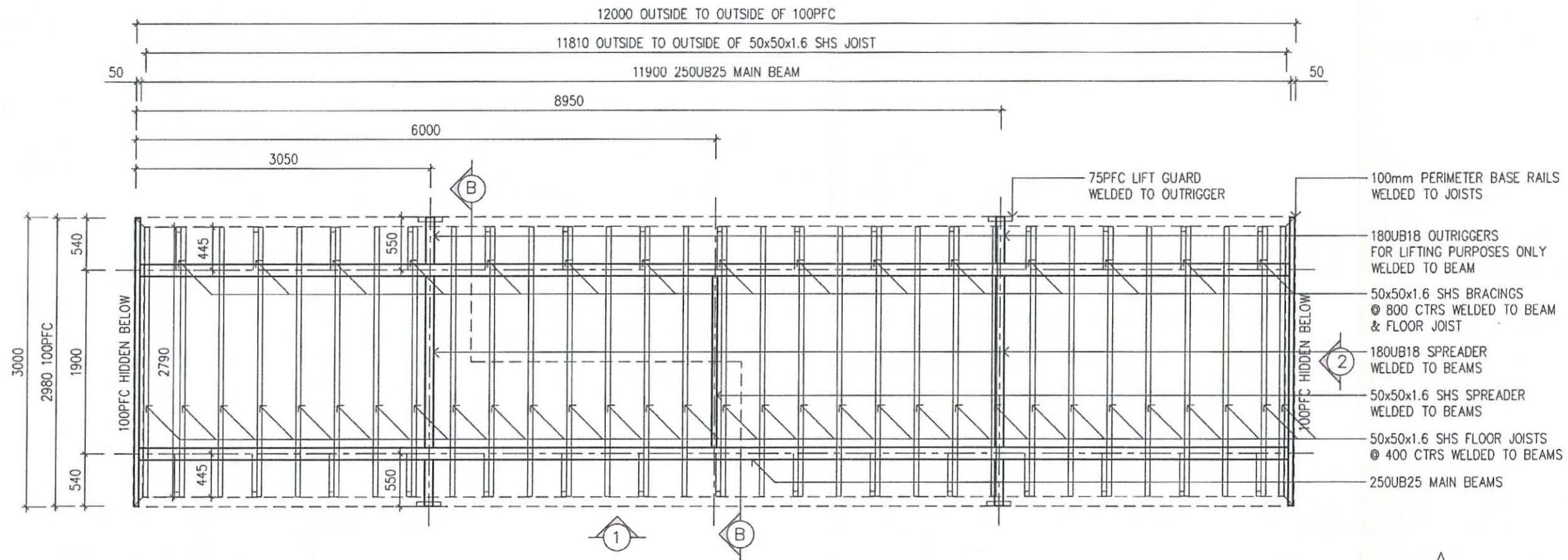
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SN: 4554

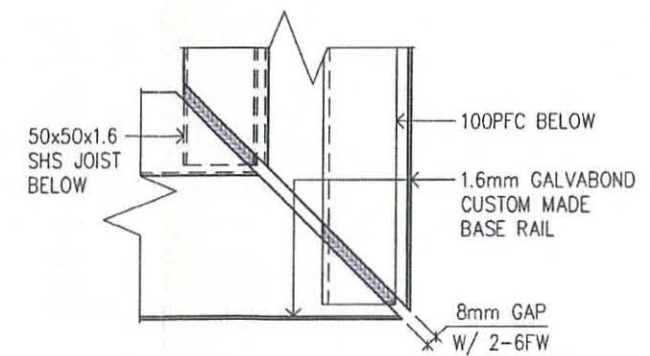
CLIENT:	ONSITE NORTHWEST
PROJECT:	3-Room Office 12.0m X 3.0m
SHEET TITLE:	ELEVATIONS, SECTION & DETAILS
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4554-AR-02
REV	A

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MATERIAL CUTTING LIST				
DESCRIPTION	LENGTH (m)	QTY	UNIT WEIGHT (kg/m)	TOTAL WEIGHT (kg)
250UB25 MAIN BEAM	11.900	2	25.70	611.66
180UB18 QTR SPREADER	1.895	2	18.10	68.60
180UB18 OUTRIGGER	0.540	4	18.10	39.10
100PFC END SPREADER	2.980	2	8.33	49.65
75PFC LIFTING GUARD	0.250	4	5.92	5.92
50x50x1.6 SHS JOIST	2.790	31	2.38	205.85
50x50x1.6 SHS SPREADER	1.895	1	2.38	4.51
50x50x1.6 SHS BRACING	0.500	30	2.38	35.70
100mm BASE RAIL	12.000	2	2.10	50.40
100mm BASE RAIL	3.000	2	2.10	12.60
APPROXIMATE WEIGHT OF CHASSIS				1083.98



**CHASSIS LAYOUT**  
SCALE 1:50



**BASE RAIL CORNER DETAIL**  
SCALE 1:5



*Allen 26/9/11*

**Andrew S Allen**  
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Chartered Professional Engineer  
Membership No. 2064796

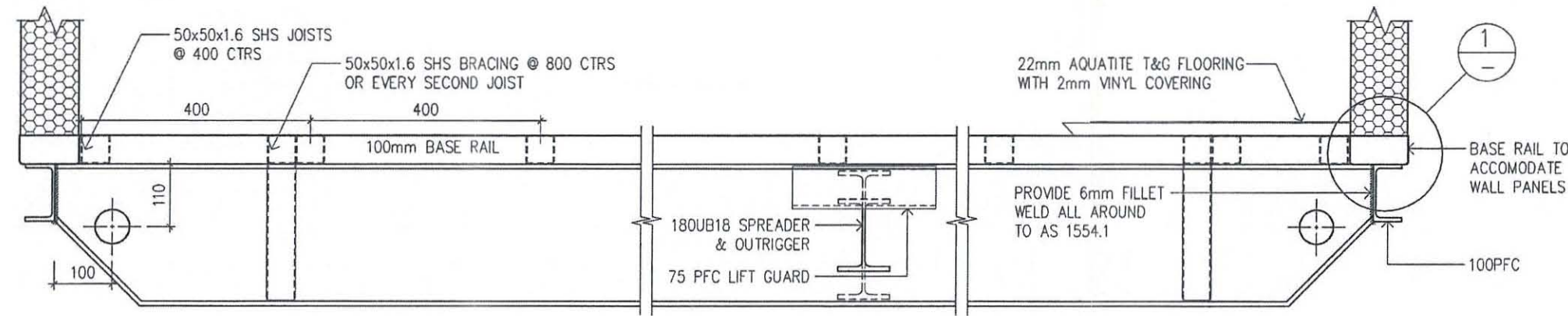
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A	26.09.2011	WC	JK	ISSUED FOR APPROVAL

REV	DATE	DRN	CHK	DESCRIPTION

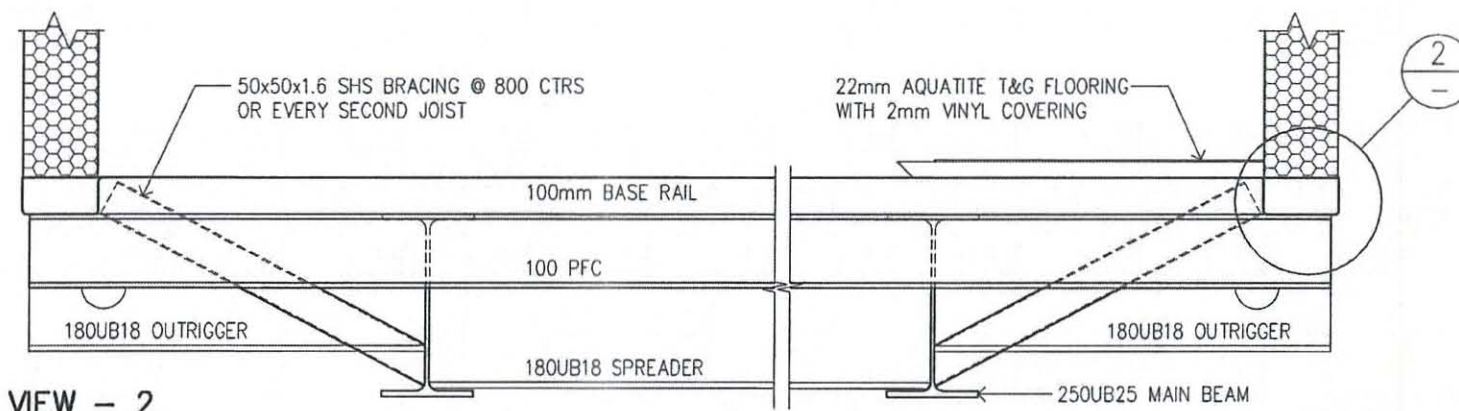
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CLIENT:	ONSITE NORTHWEST
PROJECT:	
SHEET TITLE:	3-ROOM OFFICE 12.0m X 3.0m STEEL CHASSIS LAYOUT
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4554-ST-01
REV	A

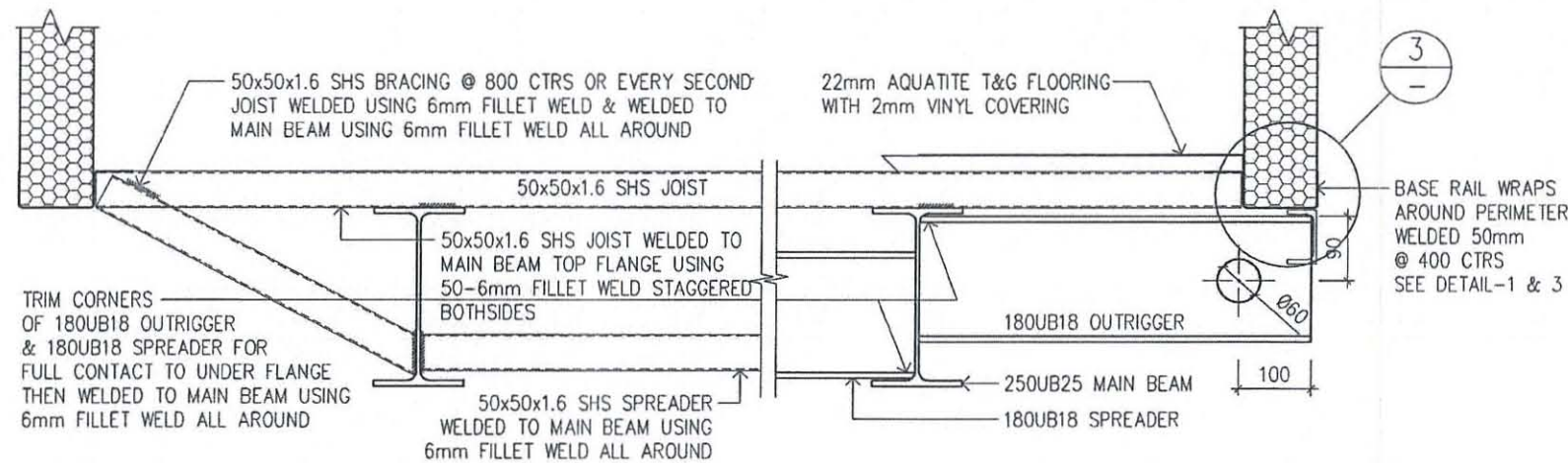
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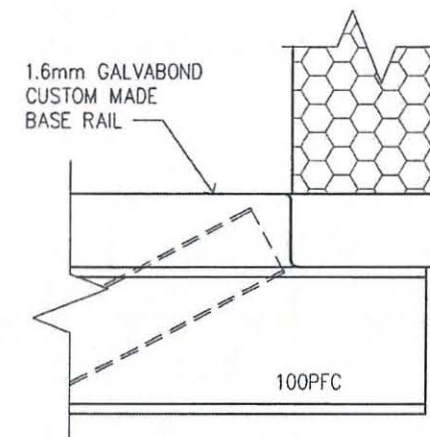
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SCALE 1:10



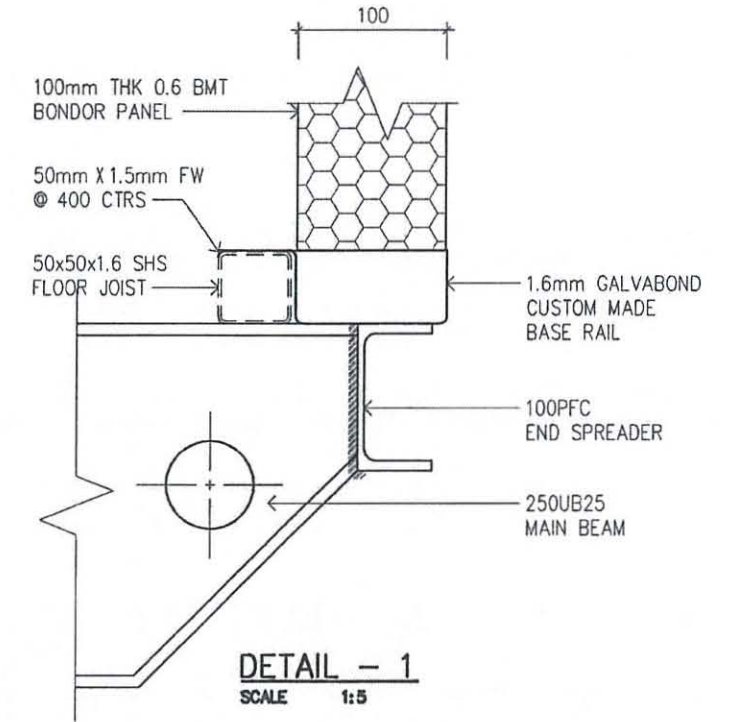
**VIEW - 2**  
SCALE 1:10



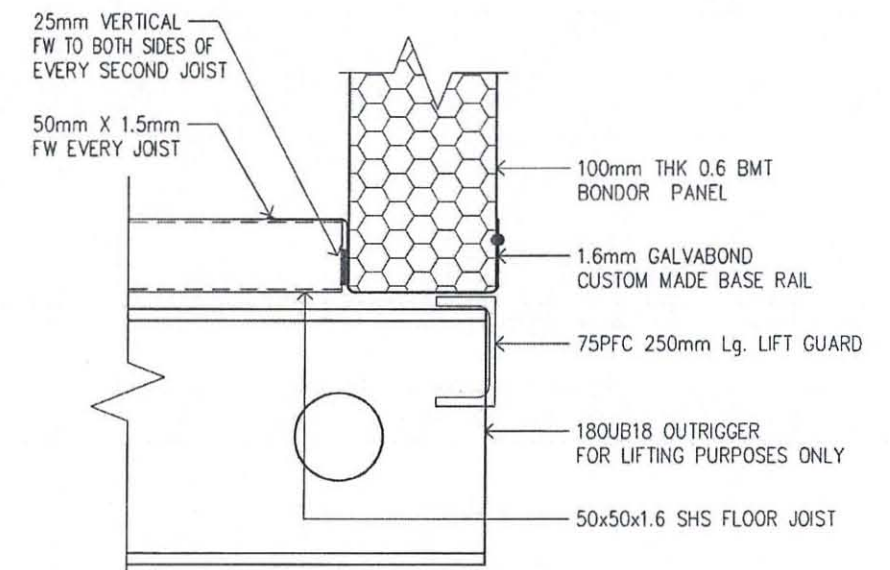
**SECTION - B**  
SCALE 1:10



**DETAIL - 2**  
SCALE 1:5



**DETAIL - 1**  
SCALE 1:5



**DETAIL - 3**  
SCALE 1:5



**Andrew S Allen**  
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Membership No. 2054796

REV	DATE	DRN	CHK	DESCRIPTION
A	26.09.2011	WC	IK	ISSUED FOR APPROVAL

REV	DATE	DRN	CHK	DESCRIPTION

**SN: 4554**

CLIENT:	ONSITE NORTHWEST
PROJECT:	3-Room Office 12.0m X 3.0m
SHEET TITLE:	STEEL CHASSIS DETAILS
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4554-ST-02
REV	A

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**APPROX. BUILDING WEIGHT:**  
3700kg

**SUGGESTED FOOTING REQUIREMENT:**  
EACH BEAM TO HAVE 5-SUPPORTS & TIE DOWNS @ 2700 MAX. = TOTAL OF 10 NOS. (TO BE DESIGNED & SUPPLIED BY OTHERS)

**BUILDING DESIGN CRITERIA**

WIND LOAD - IN ACCORDANCE W/ AS 1170.2:2002  
REGION D, TERRAIN CATEGORY 2, IMPORTANCE LEVEL 2  
ANNUAL PROBABILITY OF EXCEEDANCE = 1:500  
REGION WIND SPEED, V500 = 88m/s  
SERVICEABILITY WIND SPEED, V25 = 53m/s  
TOPOGRAPHY MULTIPLIER = 1.0  
BUILDING CLASS 5, CLIMATE ZONE 1 TO 4  
FLOOR LIVE LOAD = 3.0kPa; FLOOR POINT LOAD = 2.7kN  
ROOF LIVE LOAD = 0.25kPa

**CHASSIS**

MAIN RUNNERS : 250UB25 (TURNED-UP ENDS)  
MIDDLE SPREADERS : 180UB18  
END SPREADERS : 100PFC  
LIFTING OUTRIGGERS : 180UB18  
FLOOR JOISTS : 50x50x1.6 SHS @ 400 CTR.S  
BASE RAIL : 100x16mm CUSTOM MADE GALVA BOND  
LIFT GUARD : 75PFC  
PAINT : 75 MICRONS RED OXIDE PRIMER

**FLOOR**

FLOORING : 22mm AQUATITE TONGUE & GROOVE PARTICLEBOARD (H2 TERMITE TREATED)  
COVERING : 2mm COMMERCIAL VINYL  
SKIRTING : PLASTIC QUAD IN WHITE  
INSULATION : AIR-CELL PERMFLOOR

**WALLS**

EXTERNAL : 0.6 BMT 100mm BONDOR PANEL  
EXTERNAL FLASHING : 0.6 BMT COLORBOND

**ROOF**

ROOF FRAME : MCP10 TIMBER ROOF FRAME (LOSP TERMITE TREATED)  
CLADDING : 0.42 BMT ZINCALUME SUPERDEK  
CEILING LINING : 3.6mm DECORATIVE PLYWOOD  
CORNICE : ALUMINIUM ANGLE IN WHITE  
INSULATIONS : R3.2 BATTIS + R1.5 ANTICON  
CEILING HEIGHT : 2125mm

**ELECTRICAL LEGEND**

PE = ELECTRICAL POINT OF ENTRY  
3-PS = 3-PH ELECTRICAL DISTRIBUTION SWITCHBOARD  
10A TS = 10A TWIN SWITCHED GPO  
10A SS = 10A SINGLE SWITCHED GPO  
10A SWS = 10A SINGLE SWITCHED GPO, WEATHERSHIELD  
36W DL = DOUBLE 36W DIFFUSED FLUORESCENT LIGHT  
ELBL = EXTERNAL BUNKER LIGHT  
2GS = TWO GANG SWITCH  
1GS = ONE GANG SWITCH  
WMEF = WALL MOUNTED EXTRACTOR FAN  
SD = SMOKE DETECTOR  
CAT. 6 TP = CAT. 6 TWIN DATA/PHONE POINT

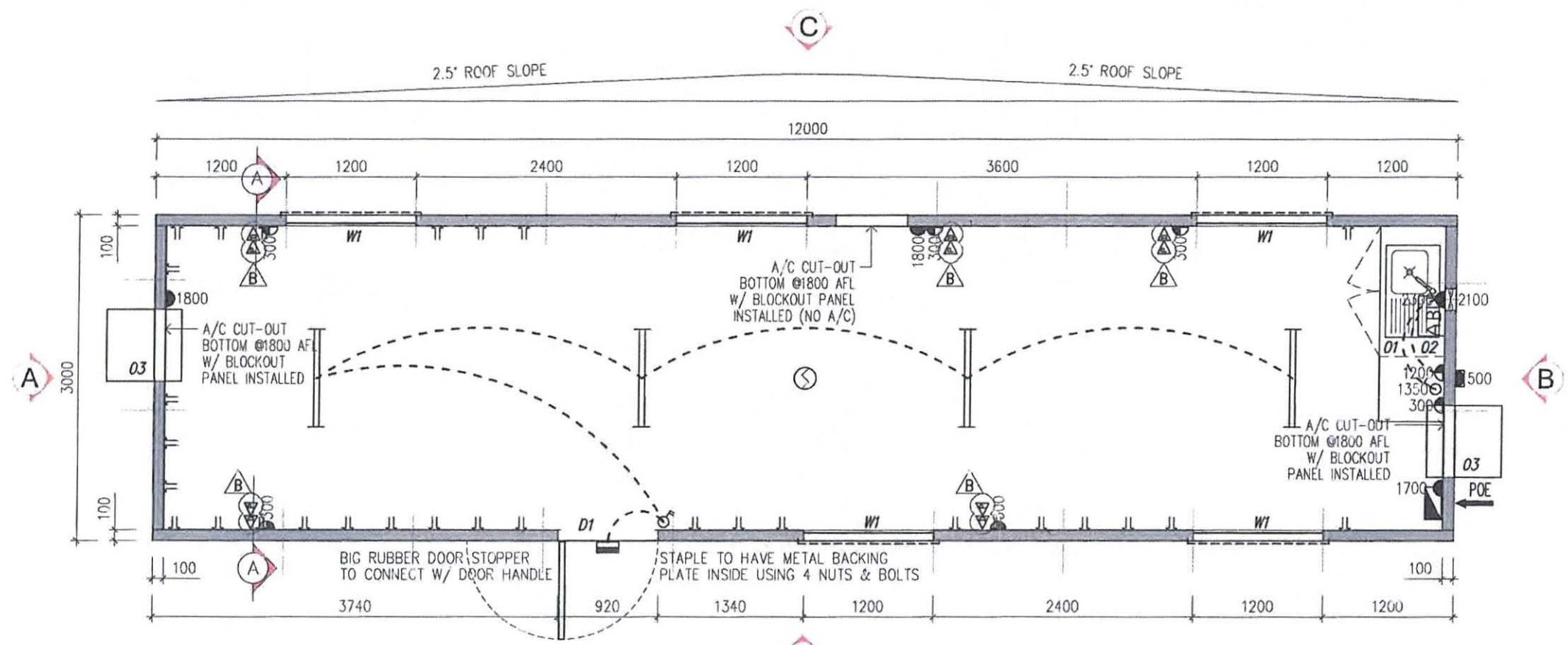
**DOUBLE POLE & 3-PHASE POWER TO BE INSTALLED**

**EQUIPMENT LIST**

MARK	QTY	DESCRIPTION
D1	1	2040x881 METAL CLAD EXTERNAL DOOR W/ PASSAGE SET, CABIN HOOK, HASP & STAPLE. STAPLE TO HAVE METAL BACKING PLATE INSIDE USING 4-NUTS & BOLTS. BIG RUBBER DOOR STOPPER TO CONNECT W/ DOOR HANDLE.
W1	5	1000x1190 FLUSH FACE HORIZONTAL SLIDING GLASS WINDOW W/ FLY SCREEN, KEY LOCK & STAND-OFF DEBRIS SCREEN ULS: +3700Pa; -2100Pa SLS: +1300Pa; -800Pa
30		COAT HOOKS
01	1	1800 LAMINATED KITCHEN BENCH W/ STAINLESS STEEL SINGLE BOWL, SINK, COLD WATER MIXER, TAP, SWIVEL SPOUT & CUPEOAFOS UNDER
02	1	2.5L WALL MOUNTED AUTO BOILER UNIT
03	2	3.99/3.62kW WINDOW WALL REVERSE CYCLE AIR CONDITIONER (TECO LA1204H/TWW40-FAG.1BB) SUPPLIED BY AMS, TO BE FITTED ON-SITE BY OTHERS
1	1	150mm 65L/s 29W WALL MOUNTED EXHAUST FAN
1	1	HARDWIRED SMOKE DETECTOR W/ BATTERY BACKUP
4	4	DOUBLE 36W DIFFUSED FLUORESCENT LIGHT FITTING
1	1	BUNKER LIGHT
1	1	ONE GANG SWITCH
1	1	TWO GANG SWITCH
7	7	10A TWIN SWITCHED GPO
4	4	10A SINGLE SWITCHED GPO
1	1	10A SINGLE SWITCHED GPO, EXT. WEATHERSHIELD
5	5	CAT. 6 TWIN DATA/PHONE POINT

**COLOR SCHEDULE**

EXTERNAL PANEL : SURF MIST  
INTERNAL PANEL : SURF MIST  
EXTERNAL FLASHING : DEEP OCEAN  
WINDOWS : WHITE  
EXTERNAL DOORS : DEEP OCEAN  
ROOF SHEETS : ZINCALUME  
COMMERCIAL VINYL : IRONSTONE



**FLOOR PLAN**  
SCALE 1:50

**NOTES:**

- 2mm VINYL FLOOR COVERING REQUIRES 3 COATS OF SEAL
- SECURITY SCREENS TO BE STANDARD STAND-OFF SCREENS
- PLASTIC QUAD SKIRTING TO BE USED INSTEAD OF ALUMINIUM ANGLE
- ELECTRICAL TO BE WIRED TO DOUBLE POLE CONFIGURATION
- TURNED-UP SKID ENDS W/ TOWING EYES

*AS 23/2/12*



**Andrew S Allen**  
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Chartered Professional Engineer  
Membership No. 2064796

REV	DATE	DRN	CHK	DESCRIPTION
A	20.02.2012	WC	IK	ISSUED FOR APPROVAL
B	23.02.2012	WC	IK	RE-ISSUED FOR APPROVAL

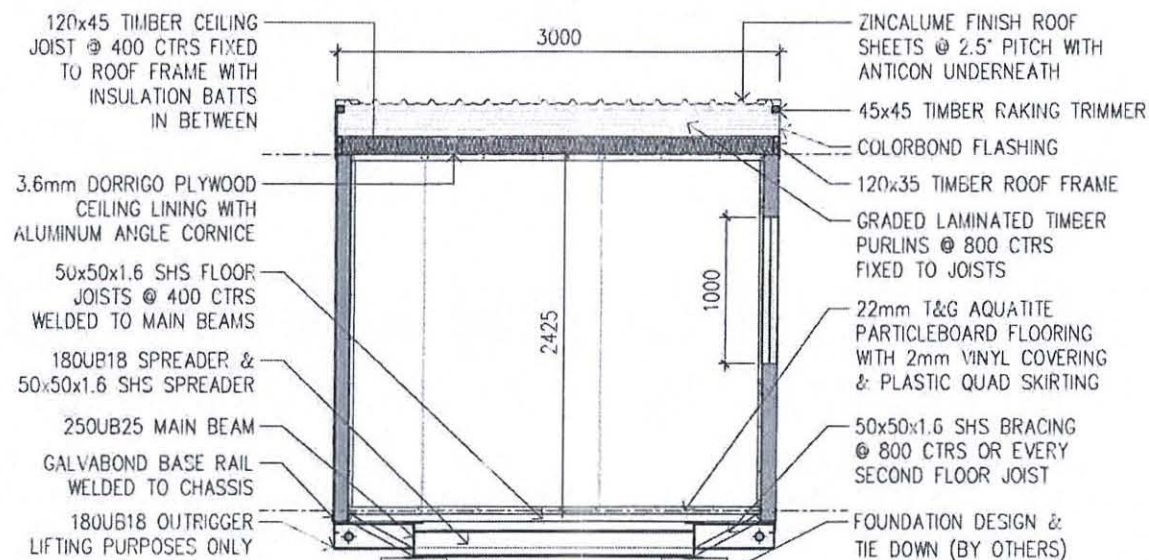
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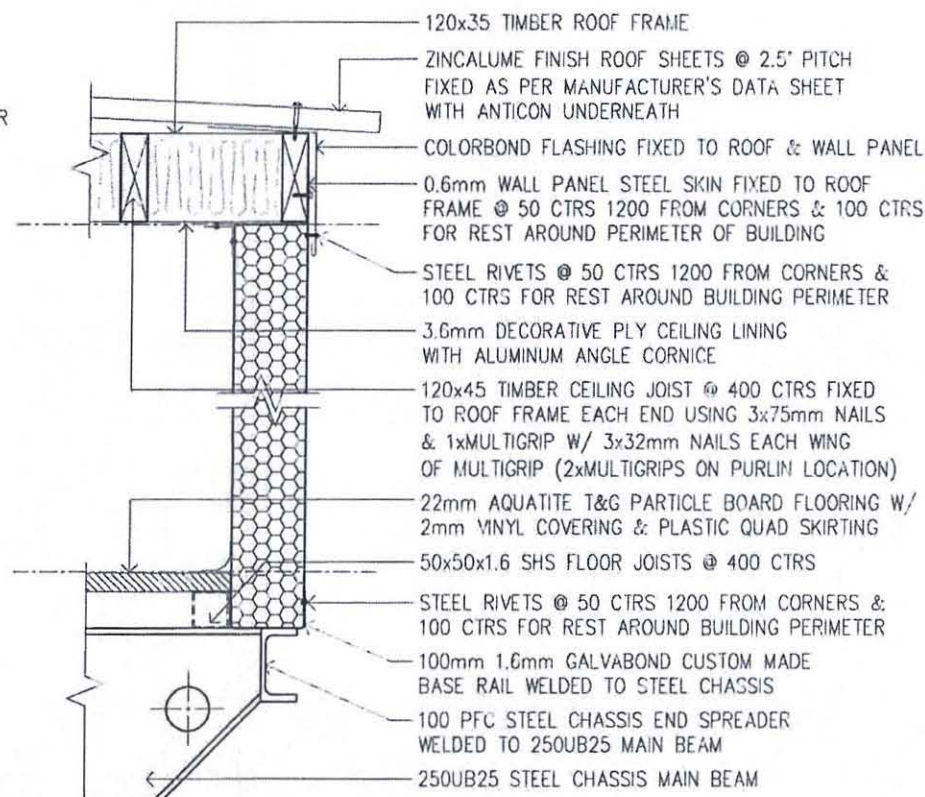
CLIENT: ONSITE NORTHWEST  
PROJECT:  
SHEET TITLE: MULTI-PURPOSE BUILDING 12.0m X 3.0m FLOOR PLAN & SPECIFICATION  
SCALE: AS SHOWN (A3) DRAWING NUMBER: 4852-4855-AR-01 REV B

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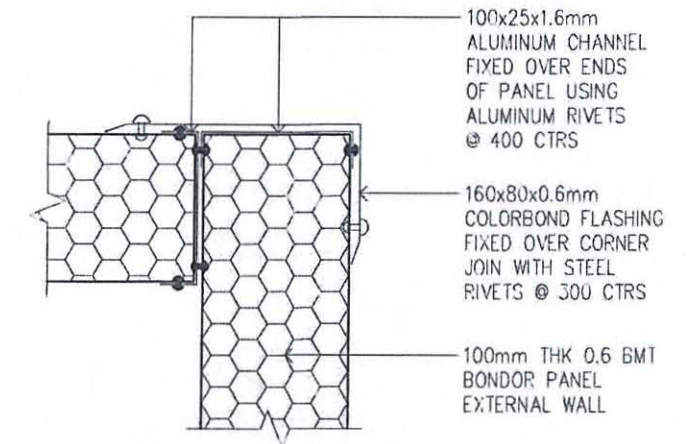


**TYPICAL SECTION - A**  
SCALE 1:50

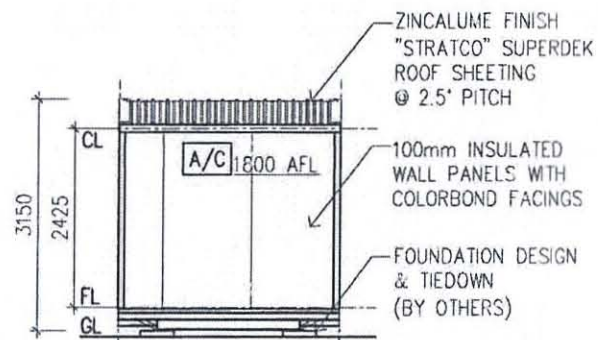


**ROOF FRAME DETAIL**  
SCALE 1:5

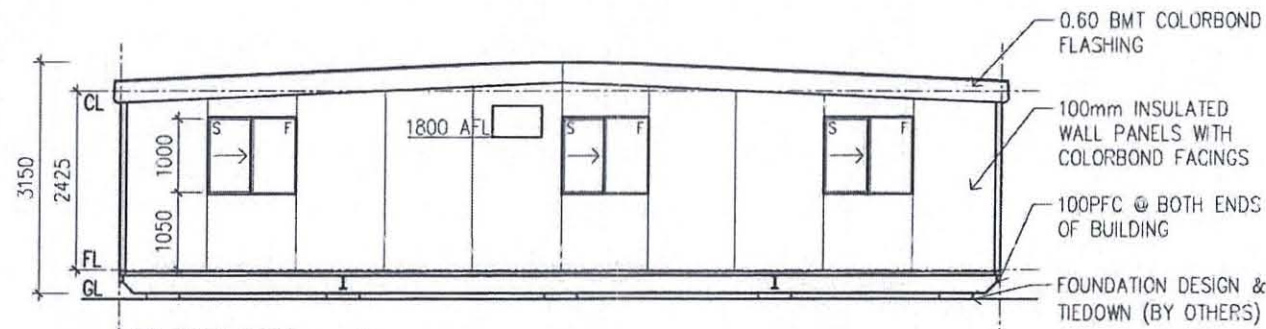
WALL PANEL LIST				
DESCRIPTION	LENGTH (m)	QTY	UNIT WEIGHT (kg/m)	TOTAL WEIGHT (kg)
100mm BONDOR	2.570	25	12.00	771.00
APPROXIMATE WEIGHT OF WALL PANELS				771.00



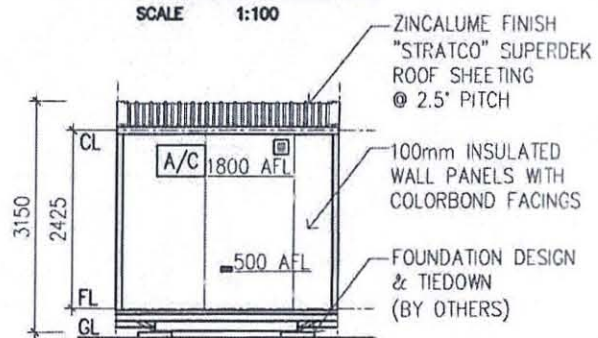
**CORNER JOINT DETAIL**  
SCALE 1:5



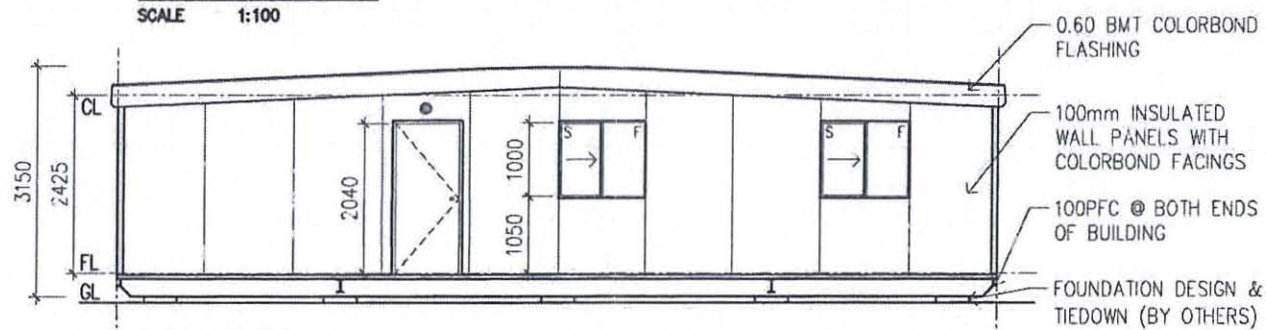
**ELEVATION - A**  
SCALE 1:100



**ELEVATION - C**  
SCALE 1:100

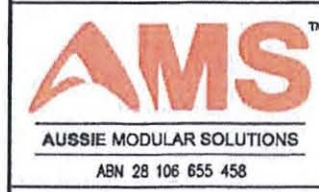


**ELEVATION - B**  
SCALE 1:100



**ELEVATION - D**  
SCALE 1:100

*Handwritten signature and date: A.S. Allen 27/2/12*



**Andrew S Allen**  
MIEAust CPEng  
Chartered Professional Engineer  
Membership No. 2064796

REV	DATE	DRN	CHK	DESCRIPTION
A	20.02.2012	WC	IK	ISSUED FOR APPROVAL

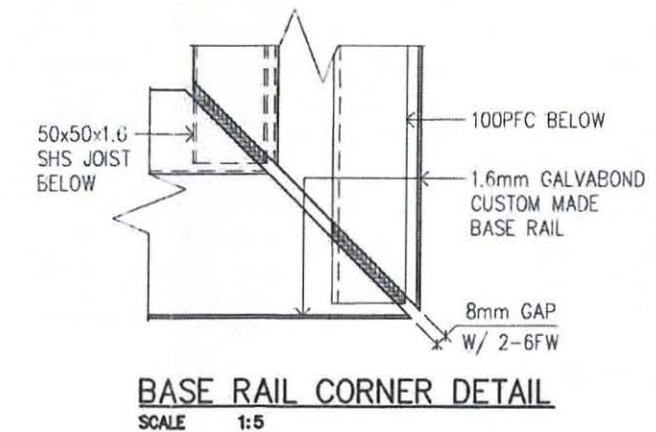
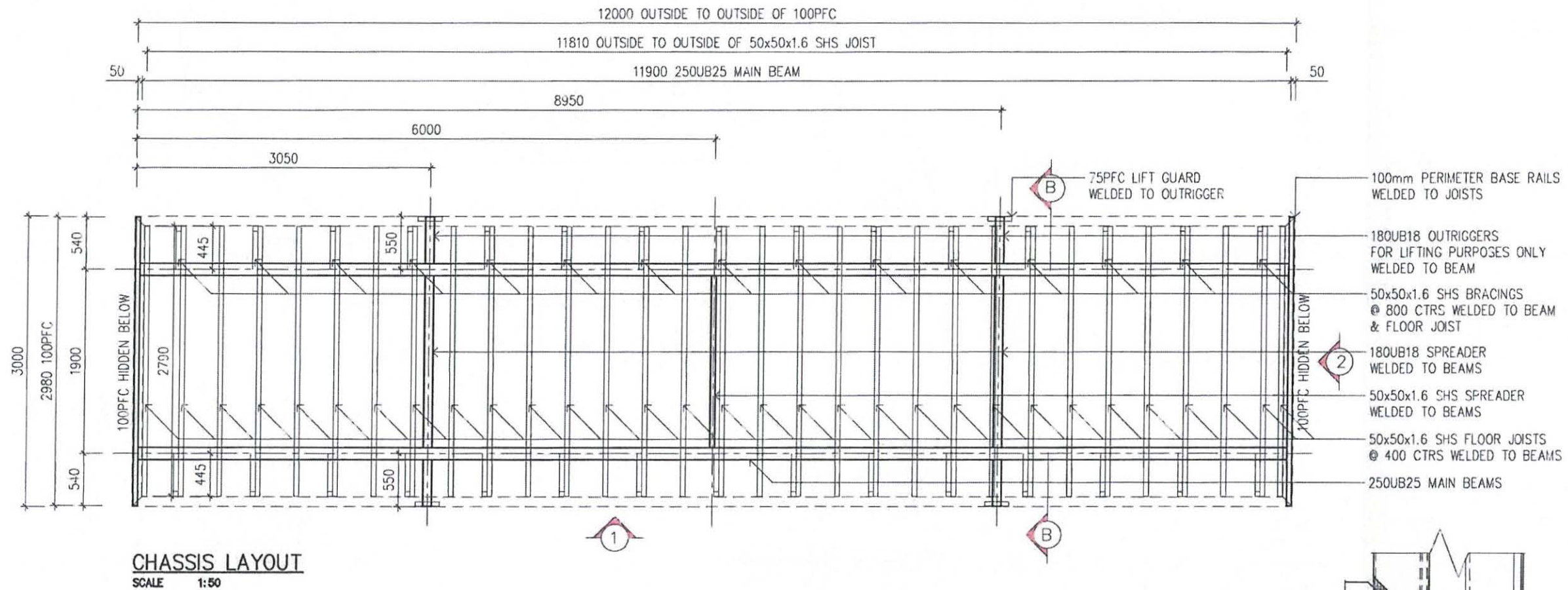
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**SN: 4852  
-4855**

CLIENT:	ONSITE NORTHWEST
PROJECT:	MULTI-PURPOSE BUILDING 12.0m X 3.0m
SHEET TITLE:	ELEVATIONS, SECTION & DETAILS
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4852-4855-AR-02
REV	A

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MATERIAL CUTTING LIST				
DESCRIPTION	LENGTH (m)	QTY	UNIT WT (kg/m)	TOTAL WT (kg)
250UB25 MAIN BEAM	11.900	2	25.70	612
180UB18 QTR SPREADER	1.895	2	16.10	69
180UB18 OUTRIGGER	0.540	4	18.10	39
100PFC END SPREADER	2.980	2	8.33	50
75PFC LIFTING GUARD	0.250	4	5.92	6
50x50x1.6 SHS JOIST	2.790	31	2.38	206
50x50x1.6 SHS SPREADER	1.895	1	2.38	5
50x50x1.6 SHS BRACING	0.500	30	2.38	36
100mm BASE RAIL	12.000	2	2.10	50
100mm BASE RAIL	3.000	2	2.10	13
APPROXIMATE WEIGHT OF CHASSIS				1084



*AS* 23/2/12

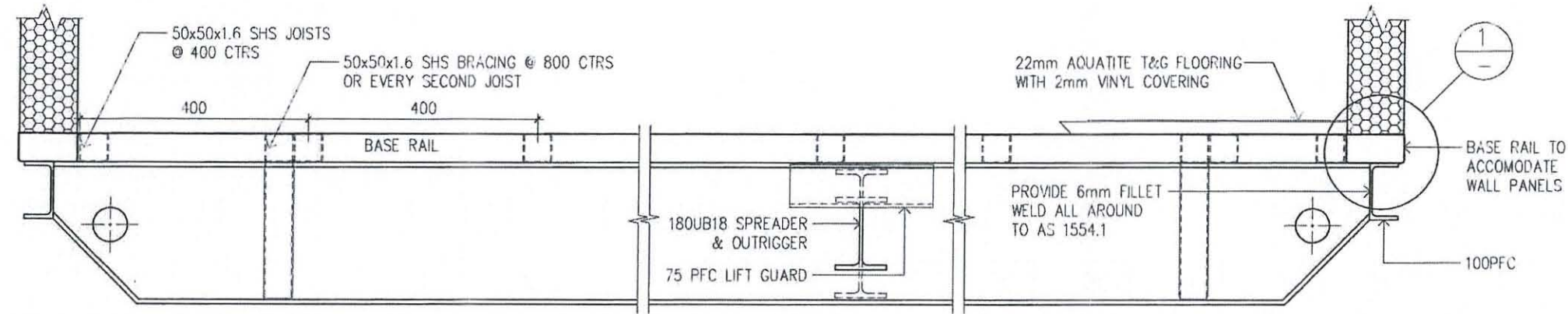


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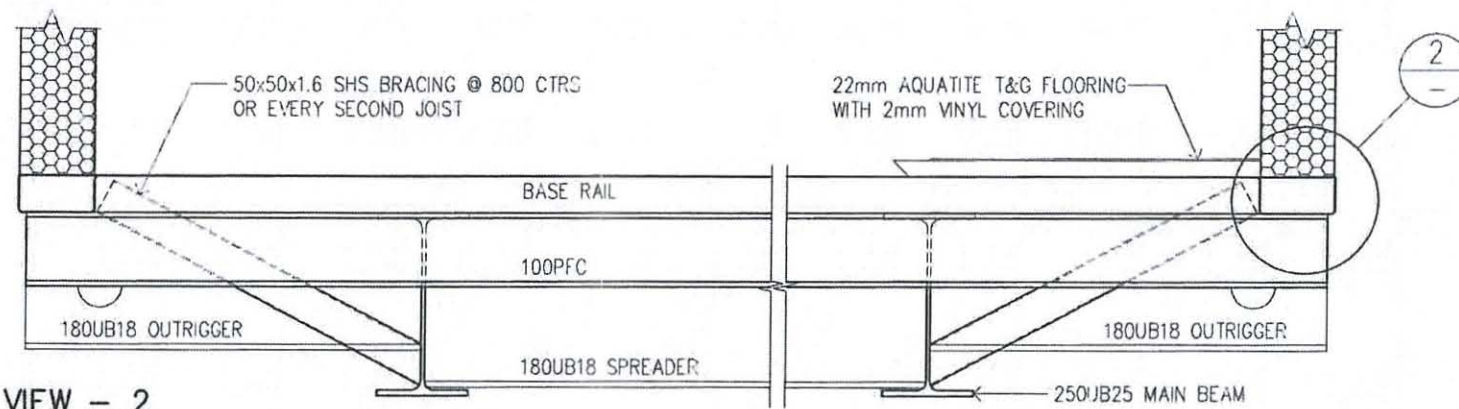
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A	20.02.2012	WC	JK	ISSUED FOR APPROVAL

CLIENT:	ONSITE NORTHWEST
PROJECT:	
SHEET TITLE:	MULTI-PURPOSE BUILDING 12.0m X 3.0m STEEL CHASSIS LAYOUT
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4852-4855-ST-01
REV	A

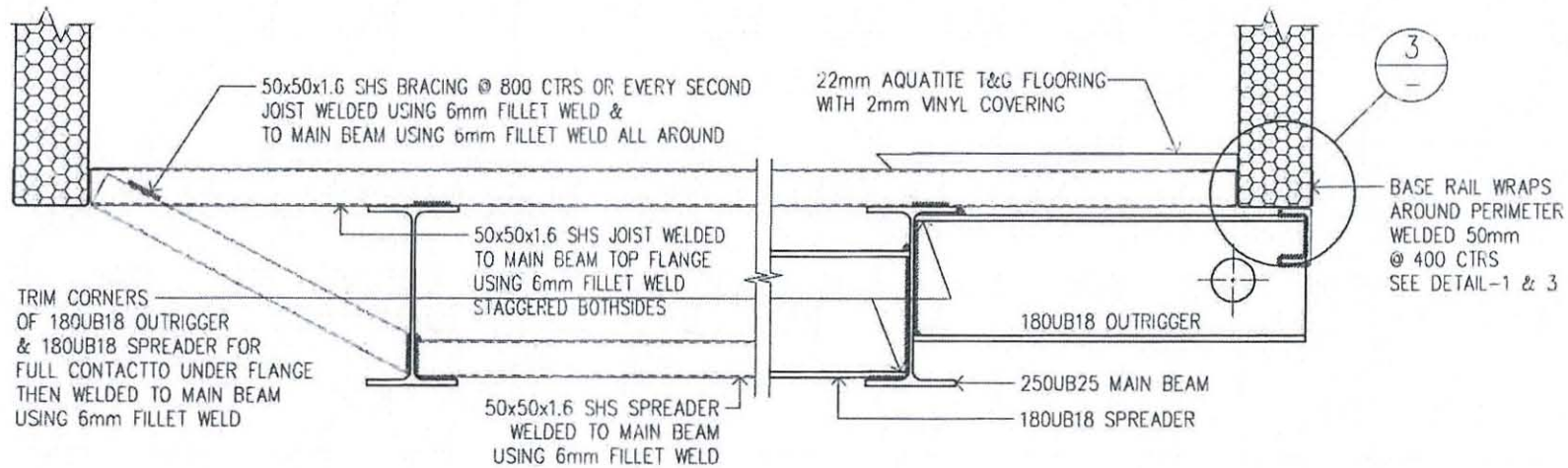
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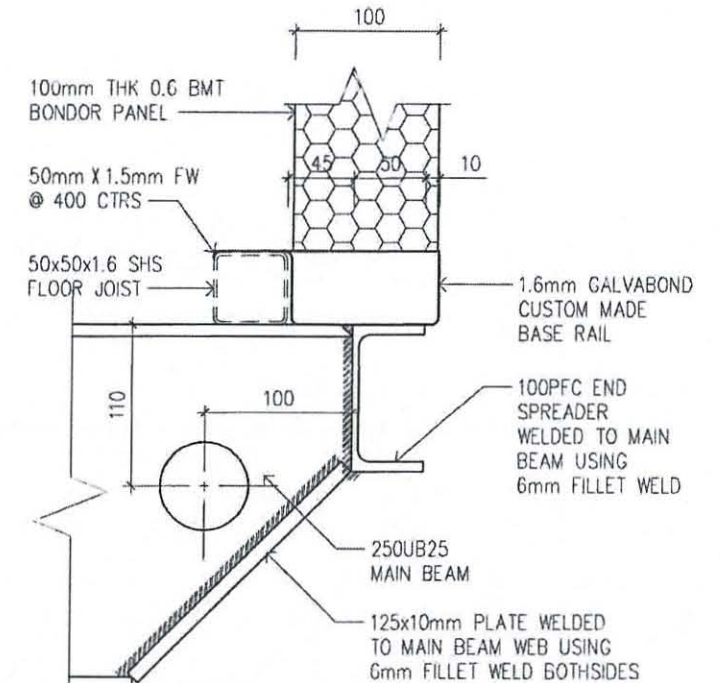
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SCALE 1:10



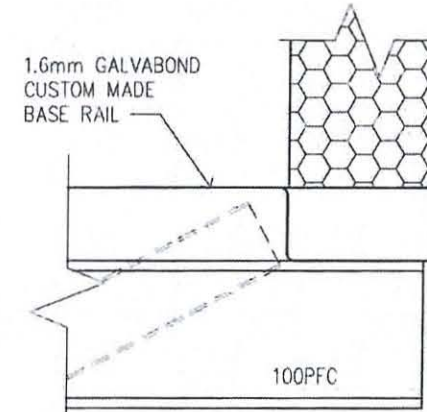
**VIEW - 2**  
SCALE 1:10



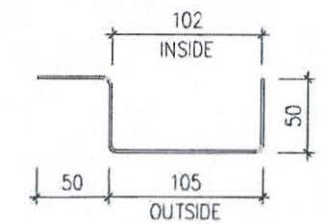
**SECTION - B**  
SCALE 1:10



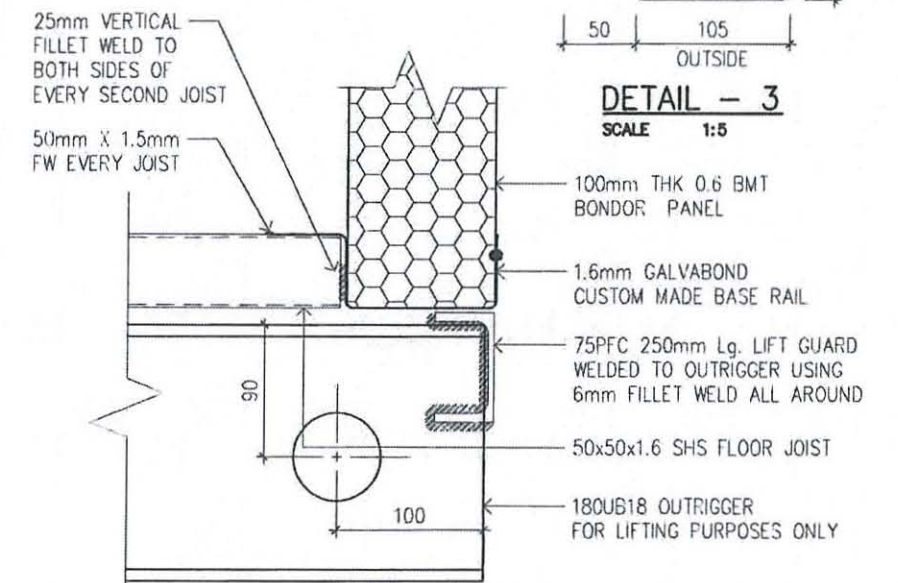
**DETAIL - 1**  
SCALE 1:5



**DETAIL - 2**  
SCALE 1:5



**DETAIL - 3**  
SCALE 1:5



**DETAIL - 3**  
SCALE 1:5



**Andrew S Allen**  
MIEAust CPEng  
Chartered Professional Engineer  
Membership No. 2064796

*Allen 23/2/12*

REV	DATE	DRN	CHK	DESCRIPTION
A	20.02.2012	WC	JK	ISSUED FOR APPROVAL

REV	DATE	DRN	CHK	DESCRIPTION

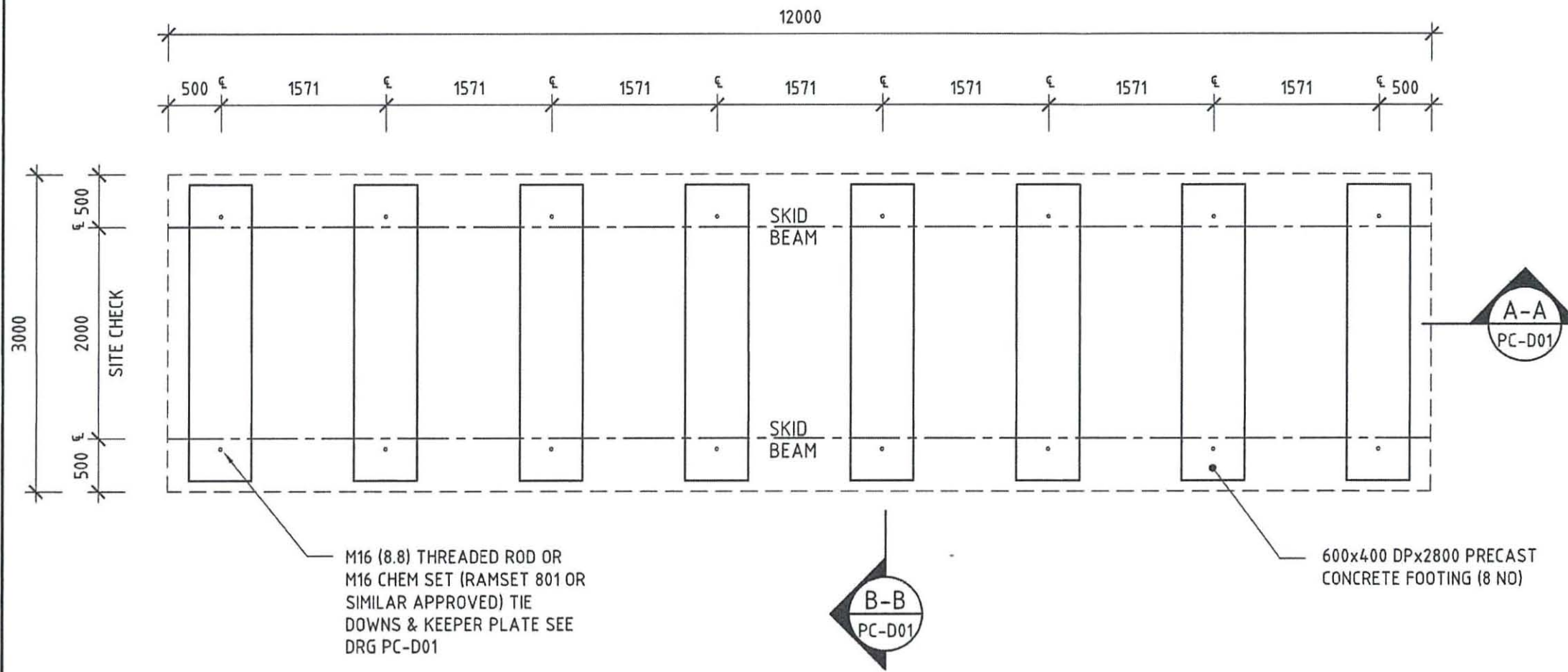
**SN: 4852  
-4855**

CLIENT:	ONSITE NORTHWEST
PROJECT:	MULTI-PURPOSE BUILDING 12.0m X 3.0m
SHEET TITLE:	STEEL CHASSIS DETAILS
SCALE:	AS SHOWN (A3)
DRAWING NUMBER:	4852-4855-ST-02
REV	A

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**GENERAL:**

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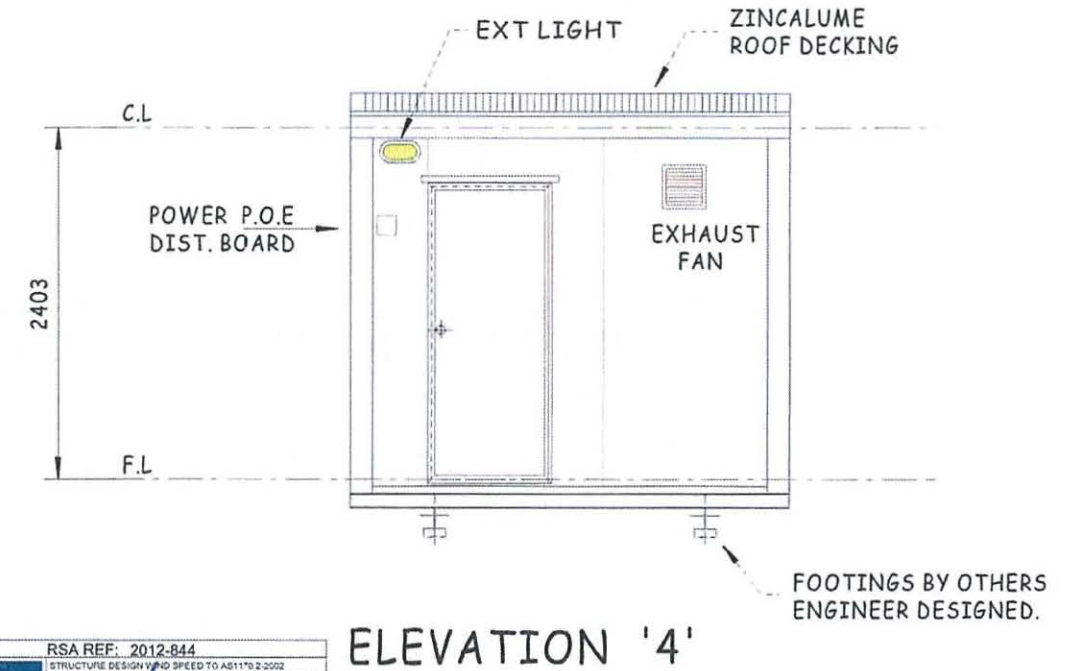
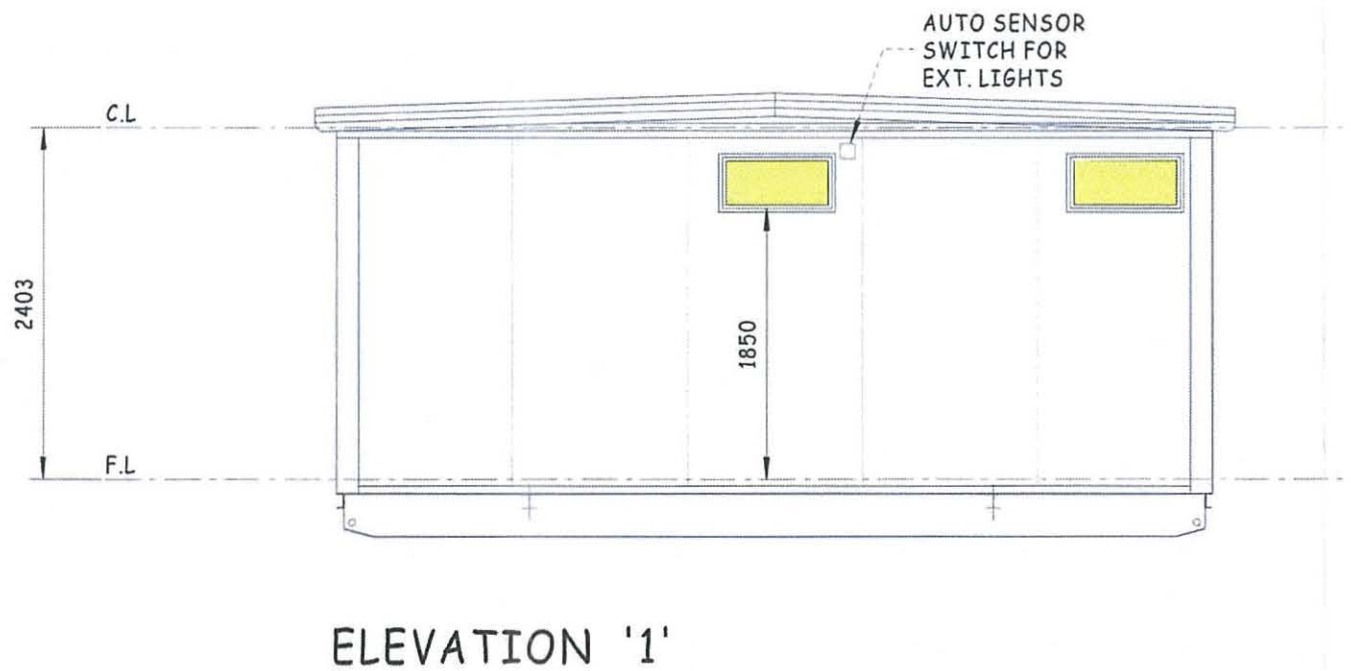
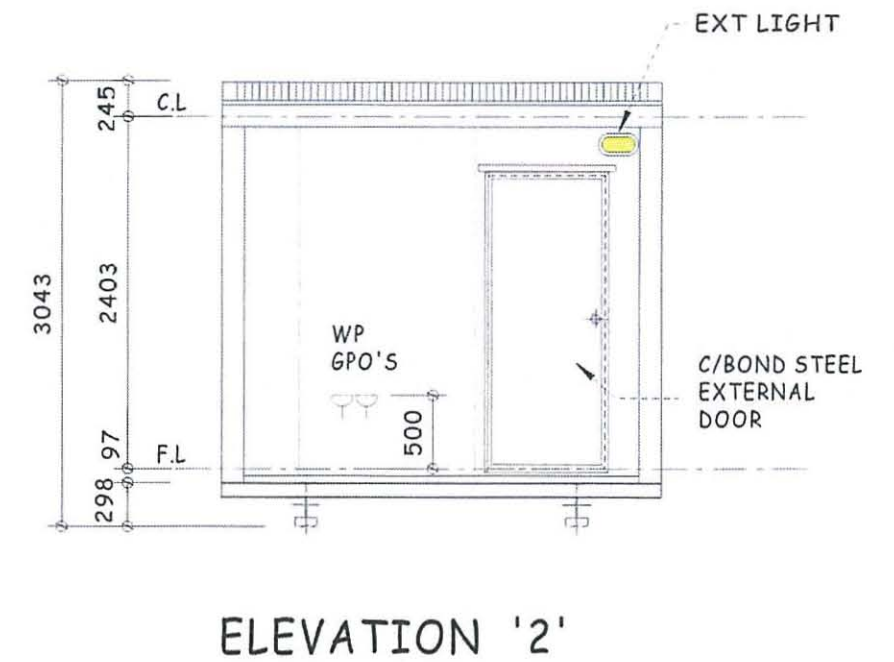
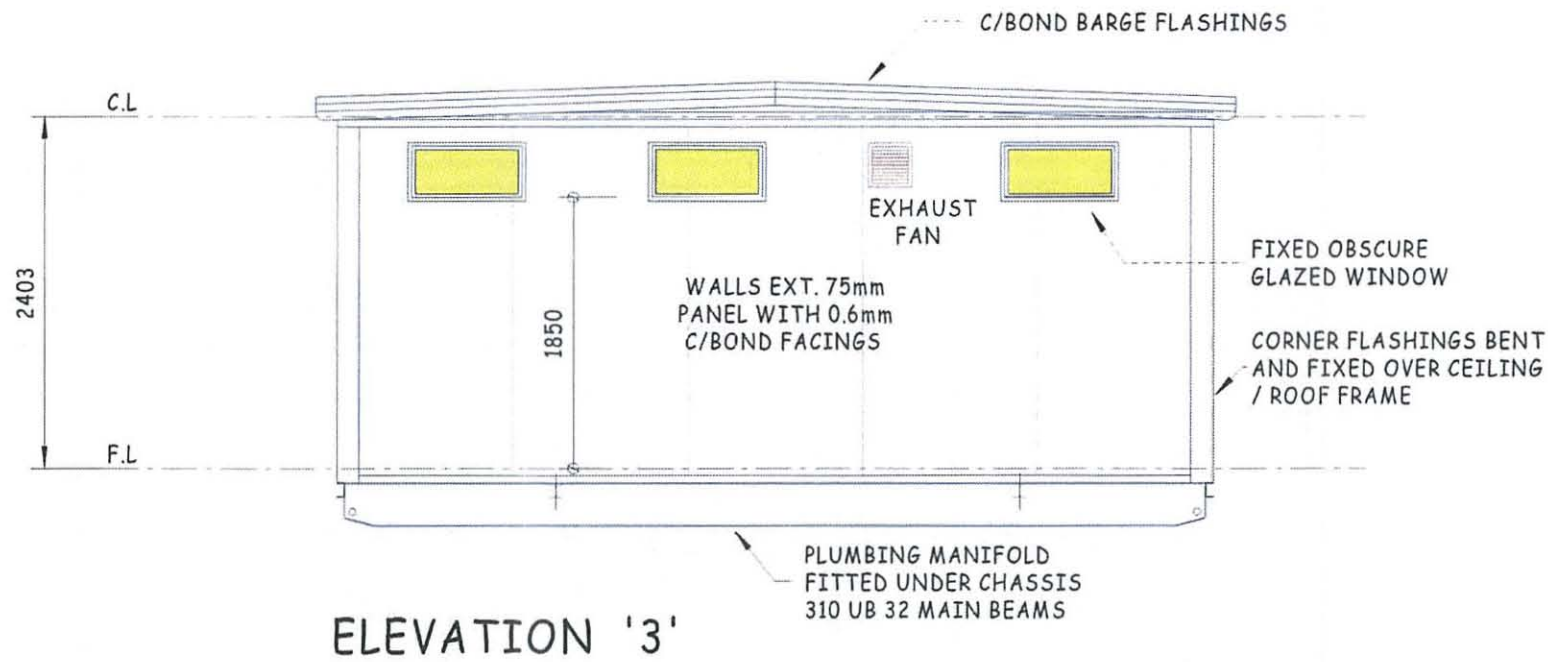


**PLAN ON OFFICE PRECAST FOOTING LAYOUT**

SCALE 1:50

BUILDING DESIGN WIND SPEED TO AS 1170.2-2002  
 ANNUAL PROBABILITY OF EXCEEDANCE - 1: 500 [IL2]  
 WIND REGION - D (CYCLONIC) TERRAIN CATEGORY - 2  
 WIND SPEEDS: REGIONAL / 88m/s SERVICEABILITY - 55m/s  
 TOPOGRAPHY MULTIPLIER - 1.0  
*Robin Salter* 20/11/2012  
 ROBIN SALTER B.E. (Hons.) M.I.E Aust. C.P. Eng.  
 FRANK MARONI B.E. M.I.E Aust. C.P. Eng.  
 E: info@rsaperth.com.au P: 08 9317 3331

			<b>CONSULTING ENGINEERS                  DESIGNERS &amp; PROJECT MANAGERS</b> Unit 6 / 9 Playle Street Myaree 6154 WA P 08 9317 3331 F 08 93173337 E info@rsaperth.com.au		PROJECT 12 x 3m OFFICE BUILDING REGION D TIE-DOWN DETAILS PRO - FORMA	SCALE as shown DATE JAN 2012	PROJECT No. 2011-991	
			ALL DIMENSIONS SHALL BE VERIFIED BEFORE COMMENCING ANY WORK OR SHOP DRAWINGS THIS DRAWING IS THE COPYRIGHT OF RSA PTY LTD UNDER THE COMMONWEALTH COPYRIGHT ACT		CLIENT ONSITE RENTAL GROUP	DRAWN ML CHECKED JD	DRG No. A3 TD-D01	REV A
A REV	ISSUED FOR REVIEW DESCRIPTION	JAN 2012 DATE	ML BY	TITLE PLAN ON FOOTING LAYOUT				



REV	DATE	DETAIL	BY
C	19.09.12	ISSUED FOR APPROVAL	DCT
B	11.04.12	ISSUED FOR APPROVAL	AT
A	28.12.11	ISSUED FOR APPROVAL	DCT

0439 975 927  
**IN VOGUE**  
 DESIGN DRAFTING

**CYCLONIC DESIGN**  
 BUILDING DESIGN CRITERIA  
 WIND LOAD - IN ACCORDANCE  
 WITH AS.1170.2:2002 REGION D  
 TERRAIN CATEGORY 2  
 WIND SPEED - V500 = 88 m/s

**Pigdon Portables**

Ph : [08] 9362 6511 Fax : [08] 9362 6411  
 114 PRESIDENT STREET WELSHPOOL WA 6106  
 [CORNER PRESIDENT & ORRONG]  
 EMAIL : OFFICE.ADMIN@pigdonportables.com

BUILDING / DWG TITLE:  
**ELEVATIONS**  
 6 x 3 m MALE FEMALE TOILET

SITE LOCATION:  
**REFER PLAN**

COMPANY / CLIENT:  
**ONSITE HIRE**

DRWG / SERIAL No:  
**12551-52-ELV**

NOTE: DO NOT SCALE DRAWINGS. DIMENSIONS IN mm THIS DRAWING IS PROTECTED BY COPYRIGHT LAWS.

REFER PLAN DWG :  
**12551-52-PLN**

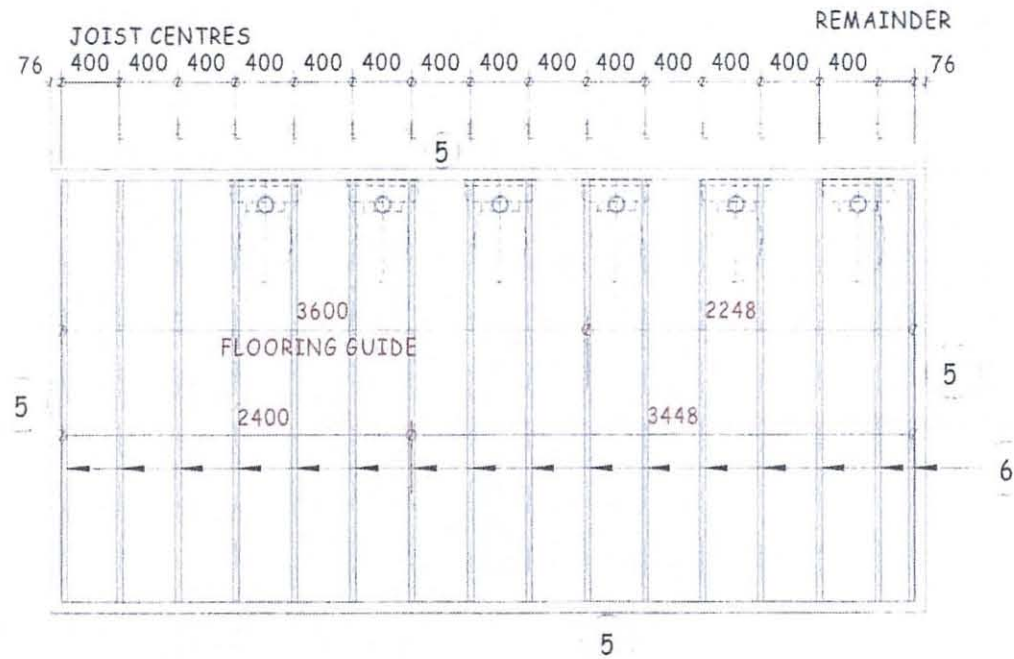
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**12551-52-CHA**

SHEET / SCALE :  
**A3 @ 1:50**

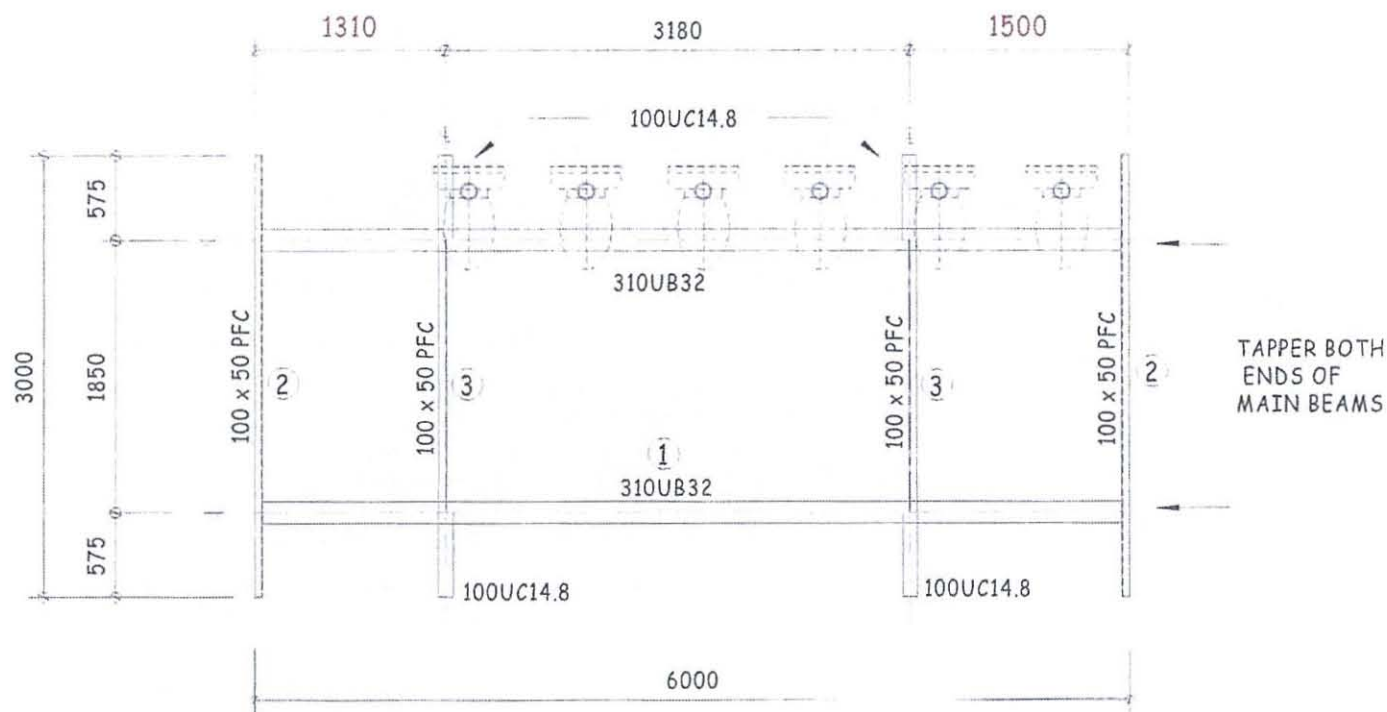
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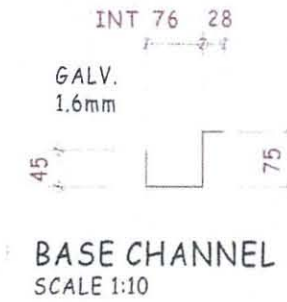
DATE:  
**28.12.11**



JOIST LAYOUT



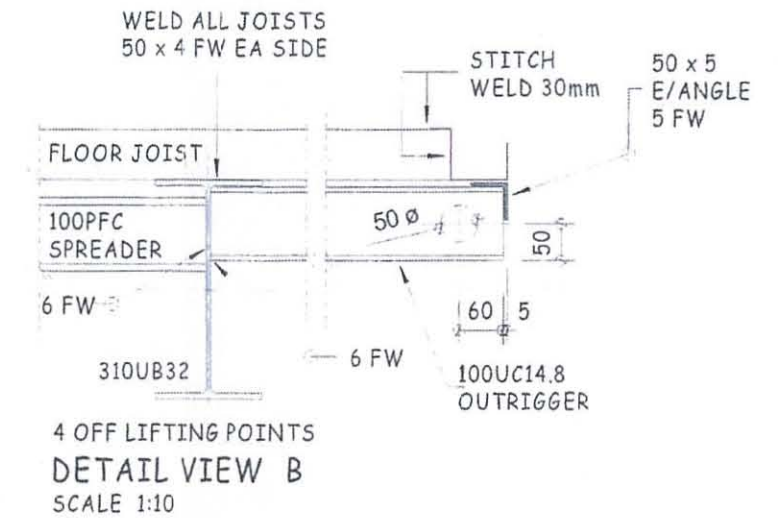
CHASSIS SUB FRAME



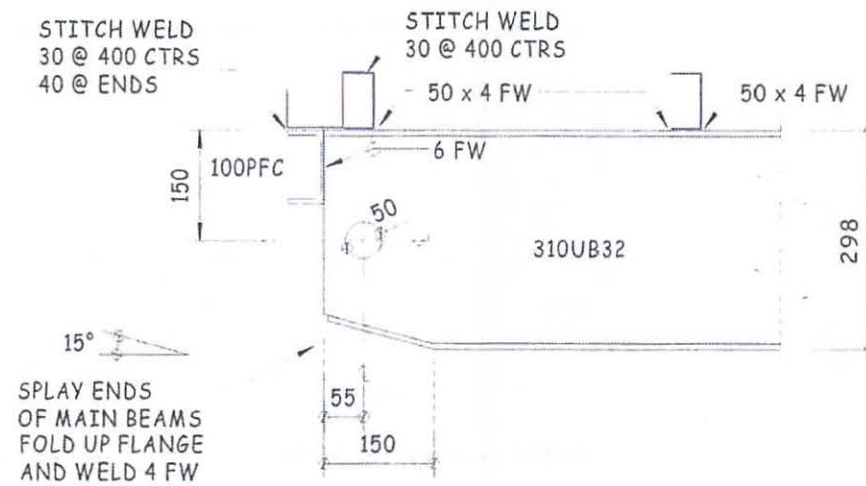
5 BASE CHANNEL  
SCALE 1:10

LEGEND - CUTTING LIST

ITEM	DESCRIPTION	QTY	LENGTH
1..	310UB32	2	5900
2..	100x50 PFC	2	3000
3..	100x50 PFC	2	1842
4..	100UC14.8	4	567
5..	BASE CHANNEL 1.6 GALV.	2	3000
		2	6000
6..	FLOOR JOISTS 75x40x1.6 G450 GALV.	16	2844



4 OFF LIFTING POINTS  
DETAIL VIEW B  
SCALE 1:10



DETAIL VIEW A  
SCALE 1:10

RSA REF: 2012-844  
STRUCTURE DESIGN WIND SPEED TO AS1170 2:2002  
ANNUAL PROBABILITY OF EXCEEDANCE - 1:500 [Imp Level 2]  
WIND REGION - D (CYCLONIC) TERRAIN CATEGORY - 2  
WIND SPEED REGIONAL - 55m/s SERVICEABILITY - 55m/s  
TOPOGRAPHY - T/SPLR - 1:0  
19/09/2012  
ROBIN S. L. (Hons) M.Eng. M.Eng. C.P. Eng.  
FRANK MARON B.Eng. M.Eng. C.P. Eng.  
E. 19/09/2012  
P.08 8317 3331

REV	DATE	DETAIL	BY
C	19.09.12	CHANGED CLIENT & DESIGN	DCT
B	11.04.12	ISSUED FOR APPROVAL	AT
A	30.12.11	ISSUED FOR APPROVAL	DCT

0439 975 927  
**IN VOGUE**  
DESIGN DRAFTING  
CYCLONIC DESIGN  
BUILDING DESIGN CRITERIA  
WIND LOAD - IN ACCORDANCE  
WITH AS.1170.2:2002 REGION D  
TERRAIN CATEGORY 2  
WIND SPEED - V500 = 88 m/s

**Pigdon Portables**  
Ph: [08] 9362 6511 Fax: [08] 9362 6411  
114 PRESIDENT STREET WELSHPOOL WA 6106  
[CORNER PRESIDENT & ORRONG]  
EMAIL: OFFICE.ADMIN@pigdonportables.com

BUILDING / DWG TITLE:  
**CHASSIS PLAN**  
6 x 3 m MALE / FEMALE TOILET  
SITE LOCATION:  
REFER PLAN  
COMPANY / CLIENT:  
**ONSITE HIRE**

DRWG / SERIAL No:  
**12551-52-CHA**  
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SHEET / SCALE:  
**A3 @ 1:50**  
CHECKED BY:  
AT  
REFER PLAN DWG:  
**12551-52-PLN**  
REFER ELEVATION DWG:  
**12551-52-PLN**  
DRAWN BY:  
DCT  
DATE:  
30.12.11

ELECTRICAL LEGEND			
	CIRCUIT BOARD - CONNECTION POINT		ISOLATOR SWITCH W/PROOF
	SINGLE LIGHT SWITCH		LIGHT : 1x36w FLUORESCENT : DIFFUSED
	SWITCH : LIGHT : TWO WAY		FLUORESCENT LIGHT 2x36w DIFFUSED
	PE AUTO SWITCH - FOR EXT. LIGHTS		EXTERNAL LIGHT - W/PROOF
	GPO - 10 AMP DOUBLE - REF HEIGHT		GPO - 10 AMP SINGLE - REF HEIGHT
	GPO - 10 AMP SINGLE - WATER PROOF IP66		SCREW IN TYPE P/N COIPHIO -REF HEIGHT
	PHONE POINT - DRAW WIRE		COMPUTER POINT - DRAW WIRE
	SMOKE DETECTOR - HARD WIRED		EXHAUST FAN - WALL MOUNTED

ELECTRICAL NOTES :  
 .. ALL CIRCUITS TO BE DOUBLE POLED.  
 .. IF EXTERNAL LIGHTS, PUT ON SEPERATE CIRCUIT.  
 .. INT. LIGHTING MAX 6W / m<sup>2</sup>

COLOUR SCHEDULE :

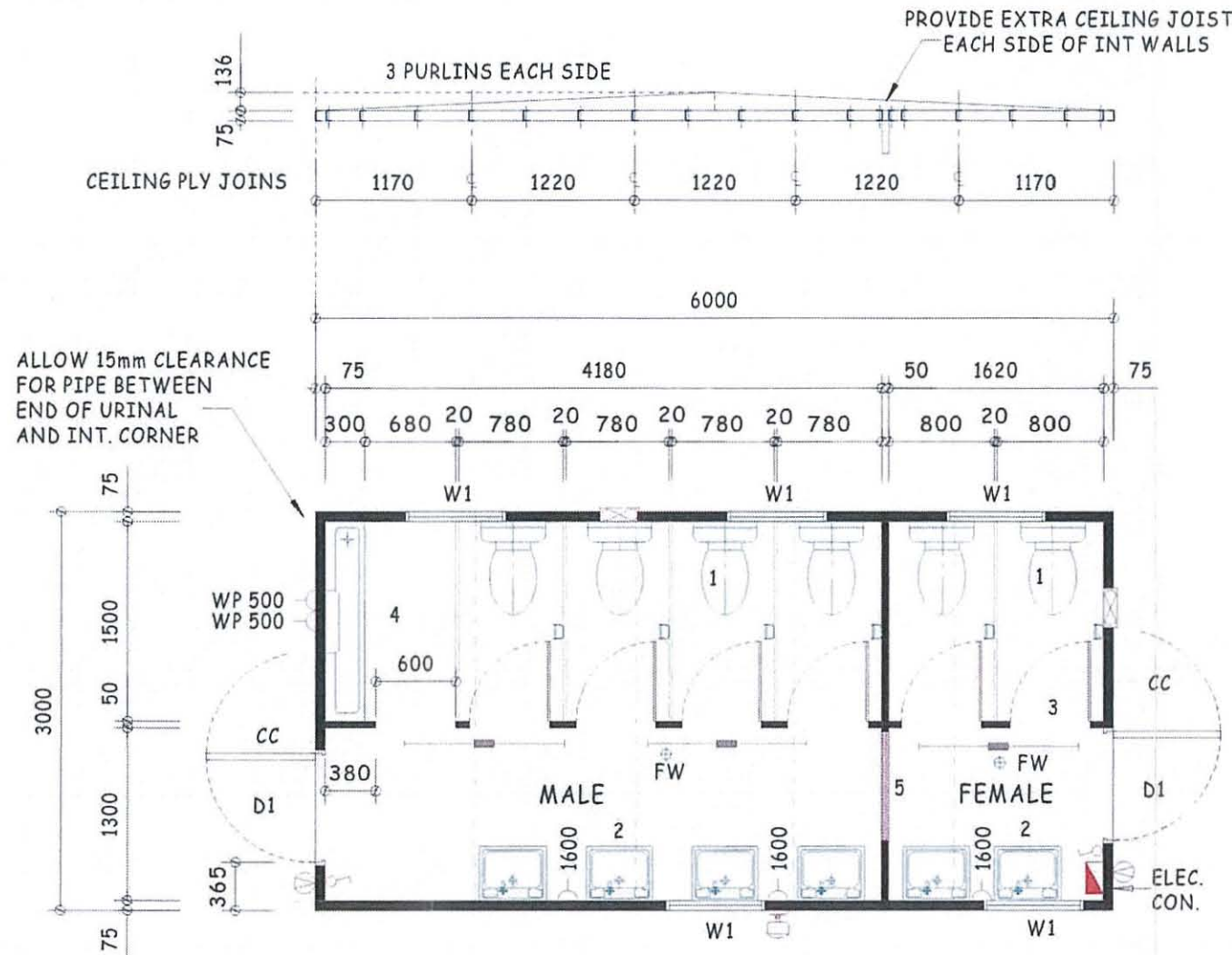
ROOF SHEETS	- ZINCALUME
EXTERNAL PANEL	- SURFMIST
BARGE FLASHINGS	- DEEP OCEAN
CORNER FLASHINGS	- DEEP OCEAN
WINDOWS	- PEARL WHITE
ALUMIN.	- ALL MILL
VINYL	- JERVIS GREEN
LOGOS	- NO
CEILING	- BEIGE
DOOR SKIN	- PAINTED DEEP OCEAN
DOOR FRAME	- PAINTED DEEP OCEAN

SHORT SPECIFICATION -

- STEEL CHASSIS 310UB32 MAIN CHASSIS BEAMS WITH TAPERED ENDS, REFER CHASSIS DWG.
- CHASSIS PAINTED WITH 2 COATS OF RED OXIDE
- GALV. FLOOR JOISTS 75x40x16 AT MAX. 400 CTRS
- 22mm AQUATITE FLOORING - TERMITE TREATED.
- 2.0mm SLIP RESISTANT VINYL FLOOR FINISH WITH 100 HIGH COVING.
- WALLS EXT. 75mm PANEL WITH 0.6mm C/BOND FACINGS, TOTAL SYSTEM VALUE R2.156.
- WALLS INT 50mm PANEL WITH 0.4mm C/BOND FACINGS.
- ALL WINDOWS AND EXT DOOR FRAMES TO HAVE FIXINGS DOUBLED INT & EXT.
- CC = CONCEALED CHANNEL STFN R FIXED AT BASE & TOP CHANNEL TO PANEL JOIN.
- CORNER FLASHINGS BENT AND FIXED OVER CEILING / ROOF FRAME.
- R3.0 INSULATION BATTS TO CEILING.
- GALV. STEEL CEILING / ROOF FRAME.
- ZINCALUME SUPERDECK PROFILE ROOF DECKING.
- MOULDED PROFILE FILLER UNDER LOW END OF ROOF DECKING.
- C/BOND ROOF FLASHINGS AND CORNER TRIMS.
- R1.3 ANTICON INSULATION UNDER ROOF DECK.
- PRE-FINISHED 4mm PVC CEILINGS WITH ALUMIN. 40x40 CORNICE.
- ALL PLUMBING HOLES SEALED AROUND PIPES.
- PLUMBING WASTE MANIFOLD UNDER FLOOR.
- CEILING HEIGHT 2400

SUPPLIED EQUIPMENT LIST -

- D1 - 2040 x 820 PLAIN METAL EXTERNAL DOOR WITH PASSAGE SET, PLUS HASP & STAPLE.
- W1 - 350 x 755 FIXED OBSCURE GLAZED WINDOW WITH CYCLONIC FILM.
- 1 - TOILET PAN WITH DUAL FLUSH CISTERN & PAPER HOLDER.
- 2 - WALL MOUNTED S.S. HAND BASIN 830 AFL WITH MIRROR OVER.
- 3 - TOILET CUBICLE & DOOR HMR MELAMINE
  - 1800 HIGH TO TOP OF PARTITIONS.
  - 150 GAP ABOVE FLOOR LEVEL TO UNDER SIDE.
  - DOOR 600 w WITH RED / GREEN INDICATOR BOLT.
- 4 - WALL MTD S.S. URINAL 1500 LONG WITH CISTERN.
- 5 - 2040 x 820 REMOVABLE PANEL - FIT 'C' CHANNEL TO OPENING.

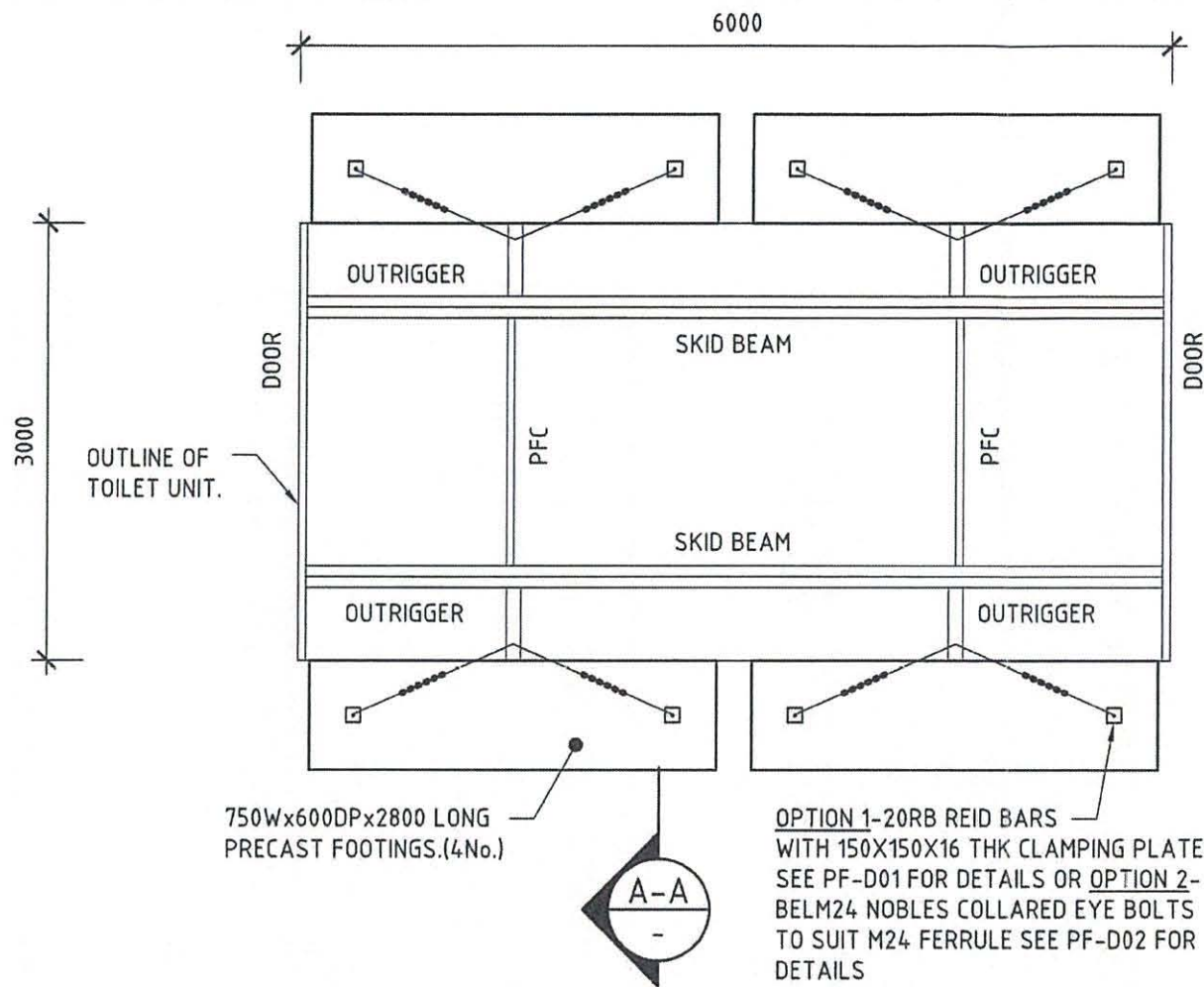


12551-52-ELV



TOILET BLOCK TO SUPPORT CLASS 5 OFFICE OR CLASS 6 LUNCH RM

 0439 975 927 <b>CYCLONIC DESIGN</b> BUILDING DESIGN CRITERIA WIND LOAD - IN ACCORDANCE WITH AS.1170.2:2002 REGION D TERRAIN CATEGORY 2 WIND SPEED - V500 = 88 m/s		 Ph : [08] 9362 6511 Fax : [08] 9362 6411 114 PRESIDENT STREET WELSHPOOL WA 6106 [CORNER PRESIDENT & ORRONG] EMAIL : OFFICE.ADMIN@pigdonportables.com		BUILDING / DWG TITLE: <b>GENERAL PLAN / ELECTRICAL LAYOUT</b> <b>6 x 3 m MALE / FEMALE TOILET</b>		SERIAL / DRWG No: <b>12551-52-PLN</b>	
C 19.09.12 CHANGED CLIENT & DESIGN DCT B 11.04.12 ISSUED FOR APPROVAL AT A 30.12.11 ISSUED FOR APPROVAL DCT		SITE LOCATION: <b>EX YARD</b>		NOTE: DO NOT SCALE DRAWINGS. DIMENSIONS IN mm THIS DRAWING IS PROTECTED BY COPYRIGHT LAWS.		REFER ELEVATION DWG : <b>12551-52-CHA</b> REFER CHASSIS DWG : <b>12551-52-ELV</b>	
REV DATE DETAIL BY		COMPANY / CLIENT: <b>ONSITE HIRE</b>		SHEET / SCALE : <b>A3 @ 1:50</b>		DRAWN BY: <b>DCT</b>	
				CHECKED BY: <b>DF</b>		DATE: <b>30.12.11</b>	



**PLAN ON 6.0x3.0m TOILET BLOCK**

SCALE 1:50

**OPTION 2**  
2.5T RATED CHAIN. LOOPED THROUGH EYE BOLT. LOOP CHAIN THROUGH HOLE IN OUTRIGGER. CONNECT ENDS TOGETHER WITH 2.5T REID BAR TENSIONER. SEE OPTION 2 ON DRG PF-D02

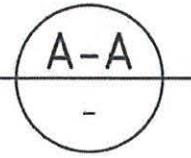
**OPTION 1**  
2.5T RATED CHAIN. LOOPED THROUGH 20RB REID BAR WITH 150x150x16 THK CLAMPING PLATE. LOOP CHAIN THROUGH HOLE IN OUTRIGGER. CONNECT ENDS TOGETHER WITH 2.5T REID BAR TENSIONER. SEE OPTION 1 ON DRG PF-D01

ENSURE GROUND IS SLOPING AWAY FROM FOOTINGS

COMPACT SUBGRADE TO 92% MMDD. MINIMUM ENSURE DRAINAGE IS AWAY FROM UNIT.

**SECTION A-A**

SCALE 1:20



BUILDING DESIGN WIND SPEED TO AS 1170.2-2002  
ANNUAL PROBABILITY OF EXCEEDANCE - 1: 500 [IL2]  
WIND REGION - D (CYCLONIC) TERRAIN CATEGORY - 2  
WIND SPEEDS: REGIONAL - 98m/s SERVICEABILITY - 55m/s  
TOPOGRAPHY MULTIPLIER - 1.0  
*Robin Salter* 20/11/2012  
ROBIN SALTER B.E.(Hons.) M.I.E Aust. C.P. Eng.  
FRANK MARONI B.E. M.I.E Aust. C.P. Eng.  
E: info@rsaperth.com.au P: 08 9317 3331

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			<b>CONSULTING ENGINEERS DESIGNERS &amp; PROJECT MANAGERS</b>  Unit 6 / 9 Playle Street Myaree 6154 WA P 08 9317 3331 F 08 93173337 E info@rsaperth.com.au	PROJECT <b>6 x 3m TANK MOUNTED TOILET BUILDING REGION D TIE-DOWN DETAILS PRO - FORMA</b>	SCALE as shown	PROJECT No. 2011-991	
					DATE JAN 2012	DRG No. TB-D01	REV A
				CLIENT <b>ONSITE RENTAL GROUP</b>	CHECKED JD	A3	
A ISSUED FOR REVIEW REV DESCRIPTION		JAN 2012 DATE	ML BY	TITLE <b>PLAN ON FOOTING LAYOUT</b>			






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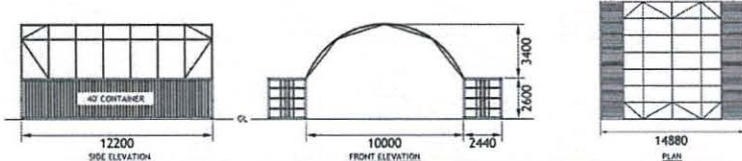
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**Popular 12m Shelter Options** (see page 3 for complete range)

**40' Shelter – PORT1012 (10m x 12m)**

WIND REGION	CRADLE CODE	PRICE
REGION A (Welded)	CODE CT2C	\$9,736.00 + GST
REGION B (Welded)	CODE CT2C	\$10,237.00 + GST
REGION C (Welded)	CODE CT2D	\$14,689.00 + GST
REGION D (Welded)	CODE CT2D	\$14,689.00 + GST


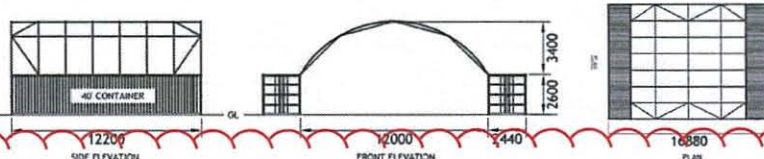
(Wind Region map & speeds see pg.6)

**DELIVERY PRICES**  
(See page 5)

*\* Containers not included. Container prices available on request. If you would like a quote on a shipping container then please [click here](#) for an instant quote from our website.*

---

**40' Shelter – PORT1212 (12m x 12m)**

WIND REGION	CRADLE CODE	PRICE
REGION A (Welded)	CODE CT2C	\$10,838.00 + GST
REGION B (Welded)	CODE CT2C	\$13,259.00 + GST
REGION C (Welded)	CODE CT2D	\$18,262.00 + GST
REGION D (Welded)	CODE CT2D	\$18,262.00 + GST


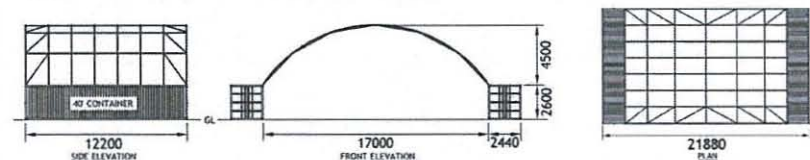
(Wind Region map & speeds see pg.6)

**DELIVERY PRICES**  
(See page 5)

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---

**40' Shelter – PORT1712 (17m x 12m)**

WIND REGION	CRADLE CODE	PRICE
REGION A (Welded)	CODE CT2D	\$18,784.00 + GST
REGION B (Welded)	CODE CT2E	\$20,300.00 + GST
REGION C (Welded)	CODE CT2E	\$28,724.00 + GST
REGION D (Welded)	CODE CT2E	\$28,724.00 + GST

(Wind Region map & speeds see pg.6)

**DELIVERY PRICES**  
(See page 5)

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Custom sizes also available – Please call for a quote.

Page 2 of 6

Page 545



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**Container Shelter Advantages:**

The Container Mounted Port Shelter is a relocatable shelter system engineered to tolerate wind and other hard-hitting Australian conditions. Port Shelters have a strong steel frame that can be either bolted, welded or twist locked to the top of shipping Containers.

Container Mounted Port Shelters structures come in a huge range of sizes and are made to suit several shipping container formations. Port Shelter models are engineered to withstand and profiles are available to suit Australian A, B, C and D Wind Regions. All steel used in construction is in accordance with AS1163 and designed in accordance with AS1170.2.

The Port Shelter concept found its way into Australia in the late 80's as an economical shedding solution which provided excellent conditions when installed.

The Port Shelter concept gives significant benefits to a wide range of applications including Mining, Civil, Agricultural, and construction.

This is due to the tarpaulin cover giving little radiant heat in summer, more even temperatures in winter compared to steel roofed structures and the high curved roof promoting convectional currents, creating a pleasant atmosphere.

Port Shelter is the anywhere shelter system.

**Container Shelter Accessories:**



**Joining Strips**  
 A waterproof connection that joins two container shelters together length ways.  
 Price on application



**Extended Flaps & Gutter System**  
 A waterproof connection that joins two container shelters together side by side.  
 Price on application



**Cover Branding**  
 Brand your container shelter with your own personalized corporate identity.  
 Price on application




**End Wall**  
 Enclose your container shelter with an endwall. Full and partial endwalls avail with the option of a personnel access doorway  
 Price on application




**Toprail System**  
 This accessory allows for easier installation for shelters that move locations regularly.  
 Price on application



**Shelter Lighting**  
 Add lights and fittings to your container shelter for maximum lighting.  
 Price on application



Another Completed Total Worksite Solution by  
**Port Container Services**  
 For more information please call 1300 825 458



**No project too big or too small**

Port Container Services service the mining and civil sectors and can design a complete worksite solution to cater for your needs.

To run a construction site efficiently you need the right facilities. Strong, durable & practical, our portable buildings can be used for a variety of applications in domestic, business & industrial settings. By combining our range of container products such as our site offices, ablution blocks, lunch rooms, first aid rooms & workshops, we can design the ideal complete worksite solution for your business.

Port Container Services is dedicated to providing practical & cost effective amenities that are specially designed for the construction industry & comply with Australian legislative requirements.



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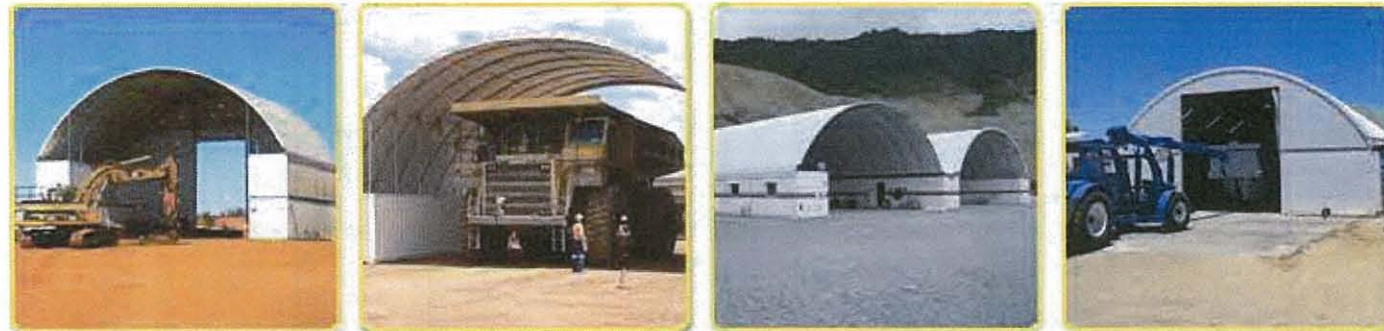
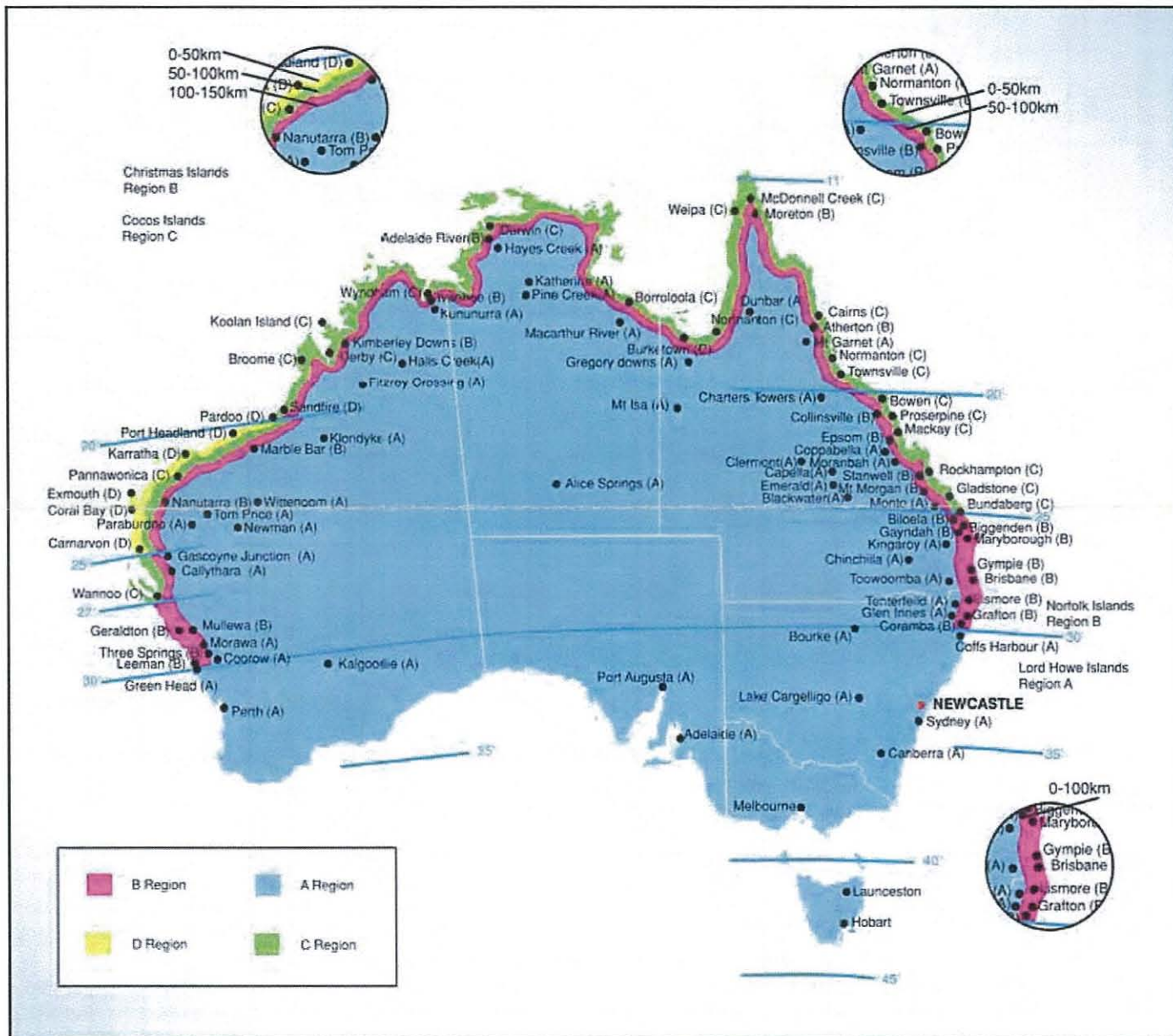
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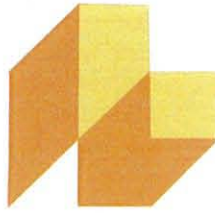
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**Wind Region Map**

Based on the Australian Standards (Please refer to AS/NZS 1170.2:2002)





**W.A. LIMESTONE**

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Bibra Lake 6163  
PO Box 1404  
Bibra Lake 6965

A.C.N 008 866 448  
A.B.N 67 478 411 404

Telephone : (08) 9434 2299  
Fax : (08) 9434 1513

Mr R Paull  
Shire of Ashburton  
Principal Town Planner  
Planning Department  
PO Box 567  
Tom Price WA 6751

Friday, 24<sup>th</sup> May, 2013

Dear Mr Paull

**DEVELOPMENT APPLICATION FOR TRANSPORTATION OF PRE-CAST CONCRETE PRODUCTS, FROM MINING LEASE M08/475, ONSLOW ROAD, TALANDJI**

WA Limestone is seeking approval from the Shire of Ashburton for the transportation of precast concrete products, from Mining Lease M08/475, Onslow Road, Talandji, approximately 70 kilometers south east of Onslow. The purpose of the project is to produce specialty precast concrete products for supply to the Wheatstone LNG and associated infrastructure construction projects in the Onslow region.

Currently a single supplier controls concrete production within the Onslow region. Increasing competition will result in greater availability and lower prices. There is also no local capability to manufacture high quality precast concrete components, which are a major construction component of the Wheatstone and associated infrastructure projects.

The mobile concrete batching plant is currently in operation, however has approval for internal use only i.e. for the construction of the accommodation camp, weighbridge etc.

WA Limestone is seeking approval for the temporary use of the existing concrete batching plant for a period of three years to supply pre-cast concrete products to customers in the Onslow region.

**Overview**

***Proposal***

WA Limestone obtained approval for the operation of a transportable concrete batching plant and production of precast concrete products, as an ancillary operation to the Mount Minnie Quarry from the Department of Mines and Petroleum (DMP) on 9 August 2011. This approval permits the operation of the batching plant for internal use within the site.

In order for concrete from the plant to be supplied to external customers, a licence to occupy land under Section 91 of the *WA Land Administration Act (1997)* is required. An application has been made for a Section 91 licence over the concrete batching plant lease area which is currently being assessed by the Department of Regional Development and Lands.

The Department of State Development supports the use of the concrete batching plant to supply to the Wheatstone and other significant regional projects.

Please see attached for a copy of the WA Limestone Mining Proposal for the Concrete Batching Plant, the Application for a Licence to Occupy Crown Land and the above mentioned approvals for your information.

***Importance and Rationale***

The concrete batching plant at WA Limestone's Mount Minnie quarry was originally constructed to supply concrete for internal use within the site (e.g. camp construction, weighbridge footings, etc).

Currently there is no existing facility within the region capable of producing the high quality precast concrete components required by the Wheatstone and associated infrastructure projects in the Onslow region. Previously all precast components have had to be manufactured in Perth or internationally and transported. Manufacturing these components locally offers a range of benefits for both for our clients and for the local community.

WA Limestone's Mount Minnie Quarry is currently the closest source of hard rock material to Onslow. The addition of a concrete batching plant will expand the range of products able to be provided by the quarry. Operating a concrete batching plant within a hard rock quarry is common practice and significantly reduces the transportation of materials resulting in lower prices to customers and reduced carbon emissions.

WA Limestone's proposal will increase local employment, increase the range of services available within the region, and aid in the construction of projects of national and international significance.

**Proponent**

The proponent is WA Limestone, a large limestone quarrying operator with significant and diverse experience in limestone extraction, road making supplies, processing and coastal construction work. For example the company was involved in the supply of materials and the construction of the Dawesville Channel, Mindarie Quays, Hillary's Boat Harbour and several marinas in the Mandurah area, and has supplied many local roads and construction projects with limestone materials.

Contact can be made through:

WA Limestone  
Lot 41 Spearwood Avenue  
Bibra Lake WA  
PO Box 1404  
Bibra Lake WA 6965

### **Location, Ownership and Agreements**

Mining Lease M08/475 was pegged on 2 March 2011 by Twelve Mile Pty Ltd for the purpose of establishing a hard rock quarry, converting a portion of Exploration Lease E08/2041. M08/475 was granted on 9 August 2011. Both tenements were transferred from Twelve Mile Pty Ltd to Pilbara Rock Supply on 28<sup>th</sup> February 2012. Pilbara Rock supply appointed WA Limestone to operate the quarry on its behalf.

The site is located within the former Mount Minnie pastoral lease, purchased by the Department of Environment and Conservation (DEC) in 1999. The DEC proposes to eventually expand the existing Cane River Conservation Park to include the Mount Minnie pastoral lease. Extensive consultation has occurred with DEC and WA Limestone continues to work in a collaborative arrangement for the ongoing management of the tenements. A Conservation Management Plan has been developed for the management and rehabilitation of the site, which is currently being updated to include the concrete batching plant.

The DEC is currently in the process of developing a Memorandum of Understanding to formalise land management, access and communication between WA Limestone and the department.

### **Planning Issues**

To date the Mount Minnie project and all associated activities have operated under the WA *Mining Act (1978)*. The concrete batching plant is currently operating under the *Mining Act* to produce concrete for internal use within the quarry. To allow the plant to supply concrete to external customers, a Section 91 Licence and approval under section 162 of the WA *Planning and Development Act (2005)*, administered by the Shire of Ashburton is required.

Given that the concrete batching plant is currently approved and operating for internal use, the appropriateness and permissibility of utilising the plant to supply to external customers is essentially limited to the transportation of the concrete and concrete products from the quarry to the customer.

### ***Shire of Ashburton Town Planning Scheme No. 7***

Under the Shire of Ashburton Town Planning Scheme No. 7 (TPS 7), the proposed lease area is zoned "Conservation, Recreation & Nature Landscape", presumably because the site is within the proposed expansion of the Cane River Conservation Park, a "C" Class Reserve. Section 3.2.5 of the TPS 7 identifies the intentions of this zoning to include extractive or resource processing industry and infrastructure.

WA Limestone's concrete batching plant is an ancillary use to the extractive industry operation. The plant utilises materials from the quarry to manufacture and store precast concrete products. This use is consistent with the TPS 7 definition for 'industry – extractive':

*"an industry which involves:*

*the extraction of sand, gravel, clay, turf, soil, rock, stone, minerals or similar substance from the land and also includes the management of products from any of those materials when the manufacture is carried out on the land from which any of the materials so used is extracted or on land adjacent thereto, and the storage of such materials or products."*

### ***Surrounding Landuse and Buffers***

The project site is within and surrounded by the former Mount Minnie Pastoral Lease, which is currently Unallocated Crown Land (UCL), managed by DEC. The project area is adjacent to the Cane River Conservation Park, a "C" Class Reserve.

*EPA Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses (2005)* recommends a separation distance of 1000 metres from hard rock quarries and 300-5020 metres from a concrete batching plant. The accommodation camp for the project is considered a 'sensitive premises' for the purposes of assessment of the concrete batching plant. The accommodation camp will have a minimum separation of 1,500 metres to the quarry, 1,200 kilometres to the stockpile area and 500 metres to the concrete batching plant. This exceeds the separation distances recommended by *EPA Guidance No. 3 Separation Distances between Industrial and Sensitive Land Uses*. No other sensitive receptors have been identified in proximity to the site.

DMP and DEC have previously assessed and approved the granting of the mining tenements and operation of the quarry. The addition of a transportable non-permanent concrete batching plant is not anticipated to cause any significant impact to the surrounding area.

### **End Use**

The concrete batching plant is an ancillary operation to the existing quarry. Closure and rehabilitation of the project site, including the concrete batching plant will be in accordance with the approved Mine Closure plan and Conservation Management Plan.

### ***Post-closure Land Use***

The project site is located within the former Mount Minnie pastoral lease, owned by the DEC. The DEC has previously advised that the site is part of the proposed expansion of the Cane River Conservation Park and that cattle have been excluded from the land. WA Limestone has developed a Conservation Management Plan which details the ongoing environmental management and rehabilitation of the site upon closure.

WA Limestone is committed to continued communication and cooperation with the DEC and other relevant stakeholders for the ongoing management of the site and post mining use.

### ***Rehabilitation***

Closure and rehabilitation of the project site, including the concrete batching plant, will be in accordance with the approved Mine Closure plan and Conservation Management Plan.

### ***Aboriginal Sites***

A search of the Department of Indigenous Affairs' DIA Aboriginal Heritage Inquiry System does not identify any registered sites within the proposed Section 91 licence area, M08/475 or L08/60.

WA Limestone engaged Wayne Glendenning of Warranup Pty Ltd to conduct archaeological investigations within the tenements (Glendenning, 2011). No archaeological sites were identified as a result of this survey.

Following consultation with the traditional landowners (Buurabalayji Thalanyji Association Inc), additional archaeological and ethnographic surveys were conducted by Deep Woods

Surveys in March 2012 (Greenfield & Baldisseri, 2012). This survey identified two archaeological and one ethnographic site, not previously recorded.

Sites 1 and 2 contain artefact scatter and evidence of grinding. The third site, a small hill located outside M08/475 was identified as an ethnographic site of mythological significance. At the request of one of the senior Thananyji elders an exclusion buffer of 500m around the site is maintained. This exclusion area intersects the western end of M08/475.

The site is within the former Mount Minnie Station pastoral lease, purchased by the DEC in 1999, which is planned to be included in the proposed expansion of the current Cane River Conservation Park.

#### **Community Consultation**

WA Limestone has consulted extensively with the traditional landowners of the area. The findings and all recommendations of the heritage surveys and advice from the traditional owners has been accepted and incorporated into the site operations.

WA Limestone prohibits access to the identified sites for all site personnel, unless permission from the traditional landowners has been obtained. No ground disturbance or activity will be undertaken within 20m of the identified sites.

WA Limestone remains committed to complying with the *WA Aboriginal Heritage Act (1972)* and working with the traditional landowners throughout the life of the project.

#### **Land Use and Community**

As mentioned, DEC proposes to expand the existing Cane River Conservation Park to include the Mount Minnie pastoral lease, where the project site is located. WA Limestone is therefore working closely with DEC in the joint management of the project land.

It is acknowledged that the project activities may impact on other land occupiers in the vicinity of the mining proposal. WA Limestone undertakes to continue to advise and discuss the proposal with each party, such as pastoralists and shires.

#### **Responsible Authorities**

The following is a list of local and state authorities with their responsibilities with respect to the establishment of the concrete batching plant and its associated operations.

##### ***Shire of Ashburton:***

- Has responsibility for local roads in the area.
- Issues Development Approval under the Town Planning Scheme.
- Issues and oversees the Extractive Industries Licence.

##### ***Department of Mines and Petroleum:***

- Controls the safety and methods of extraction.
- Oversees the health and safety of workers.
- Have granted leases M08/475 and L08/60 and the quarry operates in accordance with the tenement conditions and approved Mining Proposals.
- Considers concrete batching to be a manufacturing process, and that a batching plant may only be permitted where the concrete is used for internal purposes within the mining project.



- Considers that the production of concrete for supply to external customers is distinct from internal use and believes external use does not constitute a 'Mining Activity' as defined by the Act and therefore cannot be permitted.
- WA Limestone has amended the Mining Proposal to seek approval for the construction and commissioning of the concrete batching plant and to produce concrete for internal use. This will enable the concrete batching plant to be operated to build the accommodation village, weighbridge approaches, upgrade the crushing plant footings, etc whilst the Section 91 licence is being assessed.
- When the Section 91 licence is approved i.e. under the (*WA Land Administration Act, (1997)* by the Department of Regional Development and Lands) then the concrete batching plant will no longer be regulated under the Mining Act and WA Limestone will be able to supply concrete to external customers.

#### ***Department of Environment and Conservation***

- A Category 77 Works Approval issued by DEC is required for the operation of the concrete batching plant. It should be noted that a Works Approval is only required where the concrete produced is supplied to external customers.
- Concrete batching plants are additionally regulated by the Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998.
- A Works Approval Application has been lodged by Mobile Wet Batch Australia as the operators of the concrete batching plant.
- Oversees all significant environmental impacts.
- Responsible for flora and fauna.
- Manages clearing of vegetation under Part V of the *Environmental Protection Act 1986*.

#### ***Main Roads Western Australia***

Responsible for the construction and maintenance of main roads and the use of these roads by truck traffic. Onslow Road is under the care, control and management of Main Roads. WA Limestone has upgraded the crossover from the quarry to Onslow Road to Main Roads standards.

#### ***Department of Indigenous Affairs***

Oversees the *Native Title Amendment Act* and the *Aboriginal Heritage Act (1972-1980)*

#### ***Geology, Regolith and Climate***

##### *Geology and Geomorphology*

M08/475 is located within the Pilbara Block, which is the northernmost and oldest subdivision of the Western Shield. The geology of this area is characterised by volcanic and sedimentary Archaean rocks. Large granite domes are also a characteristic of the Pilbara Block. The granite domes contain millions of tonnes of product with varying layers of overburden, all of which will be utilised within the production of road construction materials etc.

##### *Soils*

Other than the information contained in the report by Woodman Environmental Consulting (Woodman Environmental Consulting, 2007) it is not proposed at this time to analyse the topsoil or subsoil layers as any cleared topsoil will be separately stored for future rehabilitation of the site.

### *Description of the Resource*

The concrete batching plant is an ancillary operation to the adjacent existing quarry from which granite is extracted for processing. Sand is sourced off-site and cement will be delivered by sealed tankers to the site.

### **Climate**

Mount Minnie is located in the West Pilbara area approximately 70km south east of Onslow. The nearest official bureau of Meteorology recording station is located at Onslow Airport.

The summer season is characterised by long periods of hot, dry conditions created by the progression of anticyclones, occasionally broken by thunderstorms and tropical cyclones, causing large amounts of rain to fall in short periods of time.

In winter cool, dry conditions are inconsistently broken by the incursion of rain-bearing depressions from the south. The inconsistency of the depressions northwards is responsible for the unreliable nature of rainfall.

Lightning strikes during summer are not uncommon in the region, with 1-2 bushfires reported per year. All personnel are made aware of the risk of bushfire and all vehicles are required to carry portable fire extinguishers.

The region is known to be affected by tropical cyclones, which typically occur during the period mid-December to April. M08/475 is approximately 66 kilometres inland from the coast, which affords the site some protection from cyclone impact and is classified by Australian Standard AS1172.2 as being Region C Terrain Category 2.

All buildings and facilities are to be designed to comply with building requirements for Region D Terrain Category 2, being the highest level of structural protection available and exceeding the requirements for the site. Comprehensive emergency and cyclone procedure and plans are in place in the event of a cyclone impacting the quarry.

### **Climatic conditions**

<b>Statistic</b>	<b>Onslow Airport BOM Site ID 005017 (70km northwest)</b>
Mean annual maximum temperature (°C)	31.9
Highest maximum temperature recorded (°C)	49.2 (22 Dec 2011)
Mean annual minimum temperature (°C)	19.0
Lowest minimum temperature (°C)	3.5 (29 June 1946)
Mean annual rainfall (mm)	322.3

### **Management of Operations**

#### *Concrete Batching Plant*

WA Limestone operates a transportable concrete batching plant for the production of concrete and precast concrete products. The plant is a HZS75 modular concrete batching plant manufactured by Fujian Xinda Machinery Co. Ltd. In the current single-mixer configuration the plant has a maximum production capacity of 75m<sup>3</sup> of concrete per hour.

Sand and aggregate is fed into the plants material bins by front end loader and the mixed concrete is either poured directly into moulds or transported by concrete agitator trucks with a capacity of 4.8m<sup>3</sup>.

The plant utilizes a 'wet-mix' (also known as 'central mix') process whereby the sand and aggregate materials are weighed and conveyed to a central mixer where cement is added. The materials are then mixed as water is added before being transferred to a concrete 'agitator' truck for delivery.

Wet-mixing is more water efficient and produces substantially lower dust emissions than the traditional 'dry-mix' plants used in Australia. The wet-mix process additionally produces superior quality concrete in terms of increased consistency, homogeneity, workability, strength and permeability.

#### *Operation Methods*

- Aggregate material will be sourced from the quarry. These products will be delivered to the plant by truck or wheel loader and stored in stockpiles within 30 metres from the plant.
- Cement will be delivered by sealed tankers and pneumatically transferred to sealed storage silos attached to the batching plant and fitted with overflow protection and reverse pulse filters to vent the silo.
- Water will be sourced from the existing quarry water sources.
- Aggregate materials are transferred to weigh hoppers via covered conveyors into the electric powered plant.
- The aggregates, cement and water are mixed by the computer controlled plant before being transferred to a concrete 'agitator' truck for delivery.

#### *Staging and Timing*

The plant is constructed and currently operating to produce concrete for internal use within the quarry.

The proposed timeframe of the operation to supply for external use is anticipated to be three years. The plant will operate on a campaign basis. In the event of an extended period of low demand for concrete, the plant may be disassembled and relocated to another project as required.

Decommissioning and removal of the plant is expected to take approximately 14 days. Following the removal of the plant the disturbed areas will be rehabilitated in accordance with the projects Mine Closure Plan and Conservation Management Plan.

#### *Scale and Intensity of the Operation*

The concrete batching plant will comply with the attached plans and conditions.

The footprint of the concrete batching plant, stockpile area and precast yard will require an area of approximately 7 ha over undisturbed native vegetation.

All truck movements will utilise gazetted roads and will therefore adhere to all weight restrictions and Main Roads regulations. Should approvals from Main Roads and local authorities be required, the company will abide by such.

Equipment and supplies will primarily be transported to and from Perth by truck via North West Coastal Highway and Onslow Road. Transportation of precast concrete products will principally be to Onslow and the surrounding region via North West Coastal Highway and Onslow Road.

### *Hours of Operation*

Hours of operation will be single shift predominantly day light hours i.e. 12 hour days starting 6.00 am, 6 days.

### *Machinery and Equipment*

The following equipment is likely to be used during the concrete batching process:

Office	Located in the south east for the management and security of small items. This has been approved by DMP.
Toilet system	The toilet system / wastewater treatment plant is compliant with Department of Health requirements which will treat wastewater to a secondary standard, suitable for discharge to land via a sub-surface irrigation system (irrigation field).
Crib Room	Located in the south east for the management and security of small items. This has been approved by DMP.
Storeroom	Located in the south east for the management and security of small items. This has been approved by DMP.
Lab	Located in the south east for the management and security of small items. This has been approved by DMP.
Front end loader (CAT 935)	Sand and aggregate material is fed into the plants material bins.
Agitator truck	The mixed concrete may be transported by agitator truck with a capacity of 4.8m <sup>3</sup> .
Fork lift	For lifting and loading precast concrete products.
Small crane	For lifting and loading precast concrete products.
Water tanker	Used for dust suppression on the working floors as required.
Service Area	Used for containers and plant storage.
Batching Plant	A mobile modular concrete batching plant, designed for 75m <sup>3</sup> /hr theoretical output. Consists of horizontal cement silos and a chiller for the purpose of chilling water.

### *Access and Transport*

The quarry will have a weigh bridge that is certified by Main Roads Western Australia through their Certified Weighbridge Mass Management Scheme to ensure that transporting vehicles are not overweight.

The crossover onto Onslow Road has been approved and built to Main Roads standard with a 50 metre of sealed access road into the quarry to minimise dust generation and carry to Onslow Road. (See drawing attached).

The access road has a gate and is sign posted with contact details on the sign.

### *Workforce*

The workforce will vary, depending on the level of operation and market demands, but the site has a maximum capacity for 52 persons.

### *Water Use*

A Groundwater Licence has been obtained from the Department of Water for the abstraction of up to 20,000kl of groundwater per year and two bores have been installed. Water for the concrete batching plant will be sourced from an existing bore within the quarry.

Should this volume be insufficient then additional applications will be made to increase the water allocation.

### *Visual Management*

The boundary of the concrete batching plant closest to Onslow Road is one kilometre from Onslow Road, and therefore will only have a very minor visual impact from the road.

### *Noise Management*

All earth moving equipment and onsite vehicle traffic used during construction will be fitted with approved exhaust systems, limiting noise.

During operation noise generated is limited to the transfer, conveying and mixing of the concrete components. None of these activities are inherently noisy.

Both the construction and operation of the plant will comply with the *Environmental Protection (Noise) Regulations 1997* and the *Mines Safety and Inspections Act 1995*.

### *Dust Management*

Diesel fuel is burnt and released through approved exhaust systems fitted to the plant and equipment. If uncontrolled, dust may be generated from Vehicle movement, plant and equipment operation and wind erosion.

Dust from the quarry, unsealed internal roads and stockpiles and other disturbed areas are controlled by water cart. A maximum speed limit of 50km/hour will be implemented.

There is potential for dust emissions from earth works during the construction of the concrete batching plant site. However these emissions are not likely to be significant. There are no sensitive receptors in proximity to the site.

Dust management for construction activities is undertaken in accordance with DEC guidelines – “A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities (2011).”

The operation of the concrete batching plant will be in accordance with the *EPA (WA) Environmental Code of Practice for Concrete Batching Plants (1991)* and *Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998*.

Concrete batching is not an inherently dusty operation. The plant will utilise a number of dust management controls including sprinklers, enclosed conveyors, wind shields and filters on the cement silo and mixer. These controls are mandatory under the batching regulations and the plant will meet and/or exceed the requirements.

Material ran through the plant will be at optimum moisture content making dust emissions from this exercise unlikely or not significant.

All silos are fitted with a reverse pulse filter system to vent the silo. The filter capacity is sufficient to handle the maximum discharge rates of cement tankers and the capture efficiency removes > 99% of all particulates. Dust emissions from this process are considered not significant.

Load chutes to transfer the wet mixed concrete to the agitator truck will be fitted to be as close to the agitator hopper as possible. The loading socks will extend into the truck load hopper, and be free from splits or holes.

#### *Fire Management*

All fire management procedures are to be covered in the MoU with the DEC.

#### **Local Hydrology**

WA Limestone recognises that water is scarce in the area and water management is required.

#### *Surface Water*

The terrain within M08/475 is predominantly flat with no permanent water bodies or water courses. The project area experiences an arid (semi-desert) climate with low annual rainfall however the region is subject to cyclonic events and sporadic thunderstorms, during which local flooding may occur. No movement of water within the site is anticipated for all but the most extreme rainfall events.

Surface water management will be achieved by:

- Forming the ground of the stockpile, workshop, campsite, processing and concrete batching plant areas to smooth flat surfaces with a gentle gradient (typically 1:100) to prevent water from pooling.
- Run-off from the disturbed areas will be directed by the formed ground gradient to detention basins of sufficient size to contain a 1:100 year rain event. Diversion bunds and spoon drains may also be used where necessary to contain and direct surface water run-off from disturbed areas into the detention basins.
- Upslope diversion bunds on the leading edge of disturbed areas will direct surface water run-off away from disturbed areas. Spoon drains and contour ripping may also be used if necessary to divert water.
- Where possible locating infrastructure on elevated locations.
- A diversion bund will be constructed around the perimeter of the quarry. A detention basin in the low point of the quarry pit will store any water collected by the quarry. This water is utilised for dust suppression.

For the concrete batching plant site, water from the detention basin will be drained into baffled settling tanks for the separation of solids, with the separated water and reclaimed solids both being recycled back into subsequent batches of concrete.

The concrete batching plant will not cause any discharge to water. Any excess / waste water from the concrete batching plant will be recycled and used in subsequent batches of concrete.

#### *Groundwater*

Based on the geology of the region and advice from consultants, and groundwater is likely to be contained within fractured zoned aquifers.

The decision report for Clearing Permit CPS 4665/1 identifies groundwater salinity levels within the project area as low with Total Dissolved Solids (TDS) levels between 1,000 to 3,000 mg/L.

Department of Water – Water Quality Protection Notice 15 identifies extractive industries (i.e. hard rock quarrying) to be an accepted land use within all groundwater areas including Priority 1 Drinking Water Catchment Areas. It is considered unlikely that the project, within this climate would cause any significant impact to groundwater salinity levels.

WA Limestone holds a licence from the Department of Water for the abstraction of up to 20,000 kL of groundwater per year. This water will supplement any rainfall collected in the quarry catchment ponds.

*Recharge and Water Use*

Waste water from the accommodation village will be treated and disposed of via an irrigation field.

Any excess /waste water from the concrete batching plant will be recycled and used in subsequent batches of concrete.

**Biodiversity**

*Flora*

A Level 1 flora survey of the project area was undertaken in July 2011 which identified a total of 17 Families, 29 Genera and 51 flora species. No declared rare or priority species were recorded in the project area.

All vegetation within the project area was identified as being within a single vegetation association:

- Mosaic: Shrublands; snakewood and *Acacia victoriae* scrub / Hummock grasslands, shrub-steppe; kanji over soft Spinifex and *Triodia basedowii*.

**Vegetation Associations within Mount Minnie**

Vegetation Association	Pre-European Extent (ha)	Current Extent (ha)	% Remaning	Current % in DEC Managed Lands	% of Vegetation within Project Area
585	145,570.88	145,570.88	100	63.21	0.12

There are no known occurrences of Threatened Ecological Communities (TECs) or Priority Ecological Communities (PECs) in the area.

*Fauna*

A level 1 fauna survey of the project area was undertaken in July 2011. The survey recorded two reptile species, two mammal species and 11 bird species. The two mammal species were both non-native: European cattle (*Bos taurus*) and Red Fox (*Vulpes vulpes*).

The assessment identified potential habitat within the project area for five fauna species of conservation significance. Given the lack of recent nearby records for all species and the high mobility of these species, it is considered unlikely that the clearing will impact on the conservation of any of these species.

Please find the Works Approval Application and Fee attached for the proposal to allow transportation of pre-cast concrete products from the site.

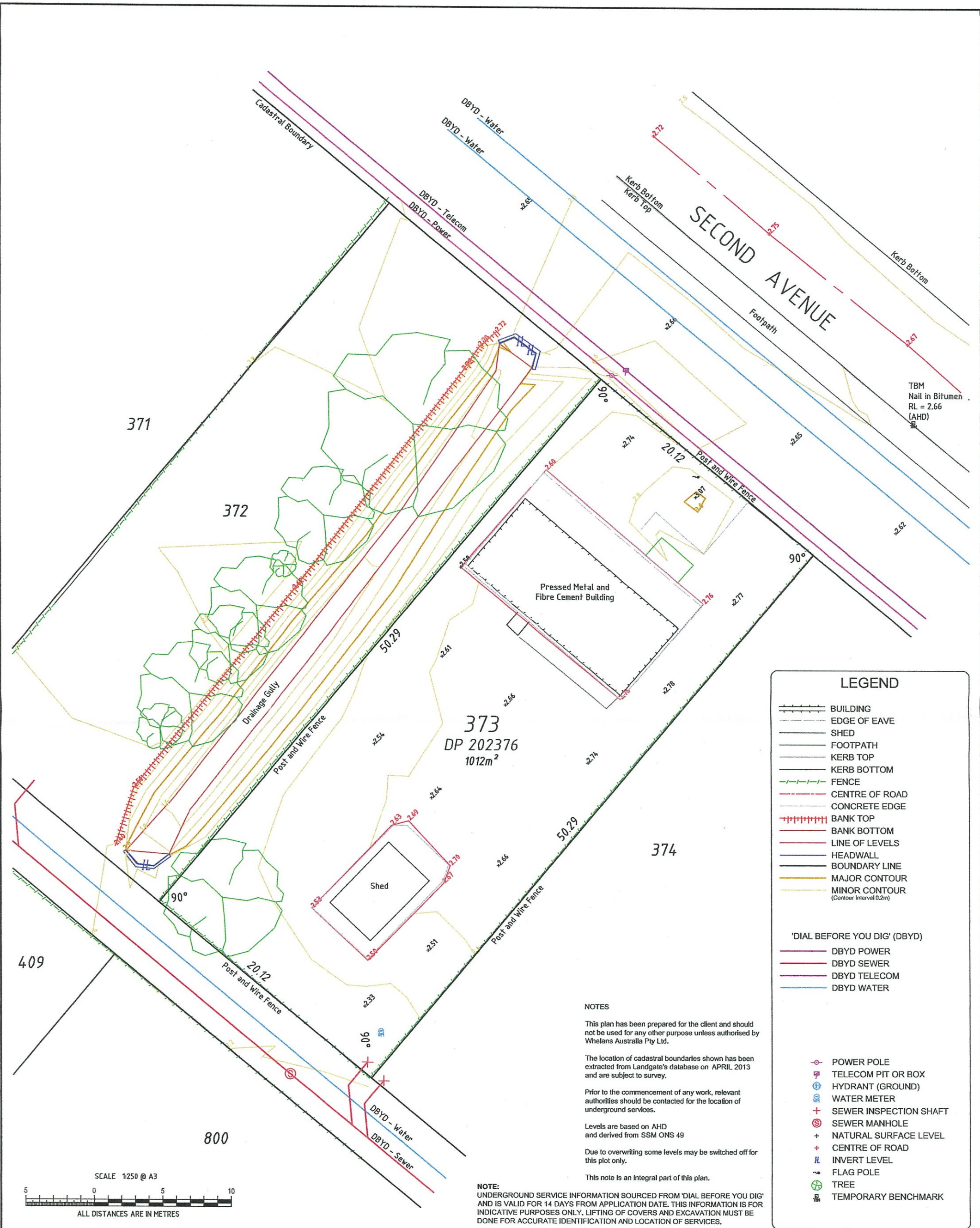
Should you require any further information or would like to discuss in more detail, please contact Jeanette Zubac at WA Limestone on the above number or by email at [jeanette.db@walimestone.com](mailto:jeanette.db@walimestone.com).

Yours faithfully



Jeanette Zubac  
WA Limestone





### LEGEND

- BUILDING
- EDGE OF EAVE
- SHED
- FOOTPATH
- KERB TOP
- KERB BOTTOM
- FENCE
- CENTRE OF ROAD
- CONCRETE EDGE
- BANK TOP
- BANK BOTTOM
- LINE OF LEVELS
- HEADWALL
- BOUNDARY LINE
- MAJOR CONTOUR
- MINOR CONTOUR (Contour Interval 0.2m)

'DIAL BEFORE YOU DIG' (DBYD)

- DBYD POWER
- DBYD SEWER
- DBYD TELECOM
- DBYD WATER

- POWER POLE
- TELECOM PIT OR BOX
- HYDRANT (GROUND)
- WATER METER
- SEWER INSPECTION SHAFT
- SEWER MANHOLE
- NATURAL SURFACE LEVEL
- CENTRE OF ROAD
- INVERT LEVEL
- FLAG POLE
- TREE
- TEMPORARY BENCHMARK

**NOTES**

This plan has been prepared for the client and should not be used for any other purpose unless authorised by Whelans Australia Pty Ltd.

The location of cadastral boundaries shown has been extracted from Landgate's database on APRIL 2013 and are subject to survey.

Prior to the commencement of any work, relevant authorities should be contacted for the location of underground services.

Levels are based on AHD and derived from SSM ONS 49

Due to overwriting some levels may be switched off for this plot only.

This note is an integral part of this plan.

**NOTE:** UNDERGROUND SERVICE INFORMATION SOURCED FROM 'DIAL BEFORE YOU DIG' AND IS VALID FOR 14 DAYS FROM APPLICATION DATE. THIS INFORMATION IS FOR INDICATIVE PURPOSES ONLY. LIFTING OF COVERS AND EXCAVATION MUST BE DONE FOR ACCURATE IDENTIFICATION AND LOCATION OF SERVICES.

Survey Date: 12/06/13	Surveyor: SB
Drawn Date: 19/06/13	Drafter: DIW
Checked Date: 19/06/13	Checker: SJ
Hor Datum: BI094	Vert Datum: AHD
Data File: 130612 sb.acs	
CAD File: 130612_Lot373_Second_FS.dwg	
Path: S:\Projects\16\16505\Items\Item01-Detail	

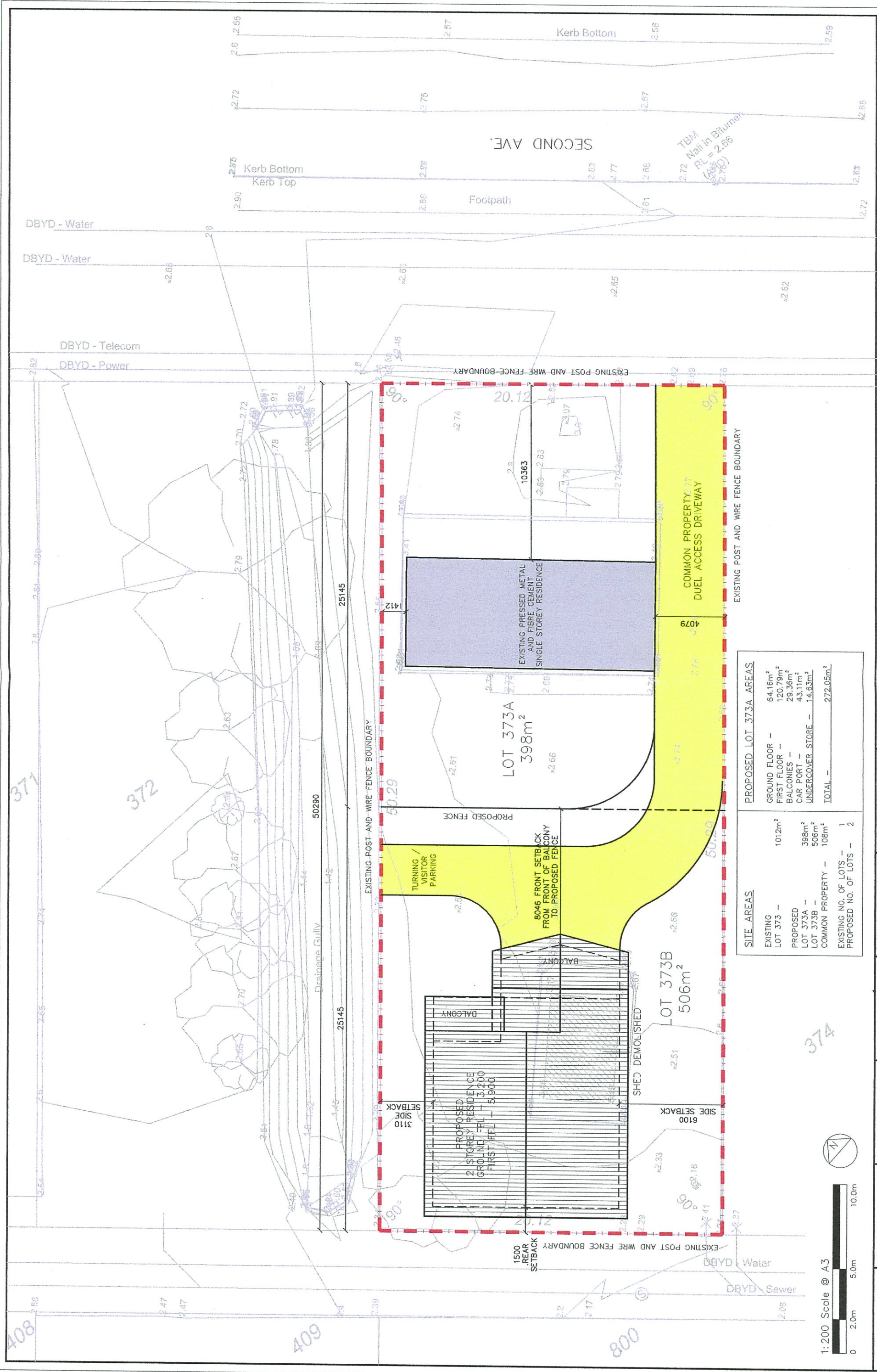
Suite 4, First Floor, 40 Hasler Road, Osborne Park WA 6017  
 PO Box 99, MOUNT HAWTHORN WA 6915  
 T: 08 6241 3333 F: 08 6241 3300  
 E: whelans@whelans.com.au W: www.whelans.com.au

Client: SRM CONSTRUCTIONS

**FEAUTRE SURVEY**  
 LOT 373 on DP 202376  
 #75 SECOND AVENUE  
 ONSLOW

o This plan must not be reproduced without the permission of WHELANS

<b>16505 - 001 - 001 - 00</b>	<b>1 of 1</b>
Job No Item No Plan No Rev	Sheet



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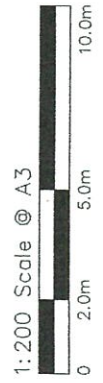
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 Fax: +61-8-94060215  
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PROJECT & CLIENT	PROPOSED SUBDIVISION, SRM CONSTRUCTION
SITE ADDRESS	LOT 373, 75 SECOND AVENUE, ONSLOW

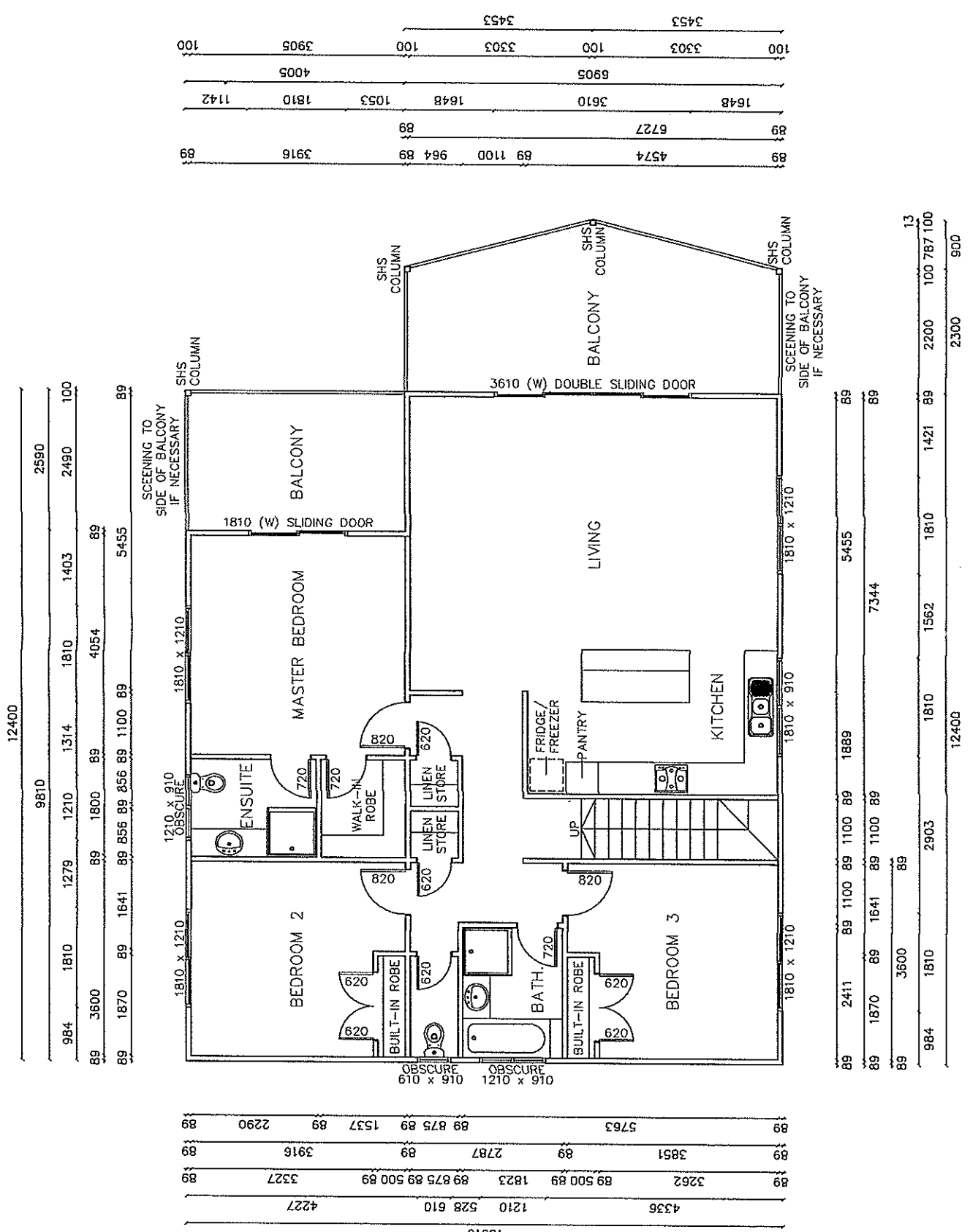
DRAWING NO.	1765-A001	SCALE	1:200 @ A3
DESCRIPTION	SITE PLAN	DRAWN BY	KC

CONSULTANT	DATE	DRAWING NO.	SCALE	PROJECT & CLIENT
	MAY 2013	1765-A001	1:200 @ A3	PROPOSED SUBDIVISION, SRM CONSTRUCTION
ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO COMMENCING WORK. WRITTEN DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALING DRWGS.			DESCRIPTION	SITE ADDRESS
			SITE PLAN	LOT 373, 75 SECOND AVENUE, ONSLOW

SITE AREAS		PROPOSED LOT 373A AREAS	
EXISTING LOT 373	1012m <sup>2</sup>	GROUND FLOOR	64.16m <sup>2</sup>
PROPOSED LOT 373A	398m <sup>2</sup>	FIRST FLOOR	120.79m <sup>2</sup>
LOT 373B	506m <sup>2</sup>	BALCONIES	29.36m <sup>2</sup>
COMMON PROPERTY	108m <sup>2</sup>	CAR PORT	43.11m <sup>2</sup>
EXISTING NO. OF LOTS	1	UNDERCOVER STORE	14.63m <sup>2</sup>
PROPOSED NO. OF LOTS	2	TOTAL	272.05m <sup>2</sup>







NOTE  
DIMENSIONS SHOWN RELATE TO STRUCTURE

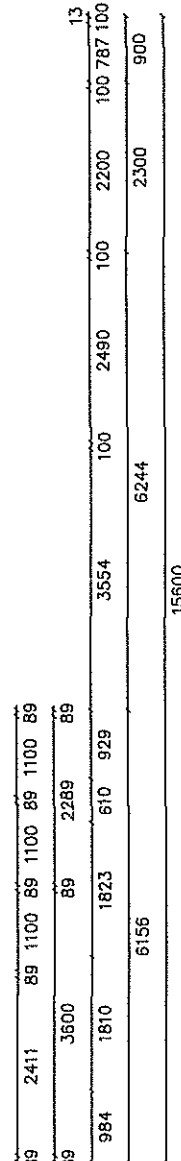
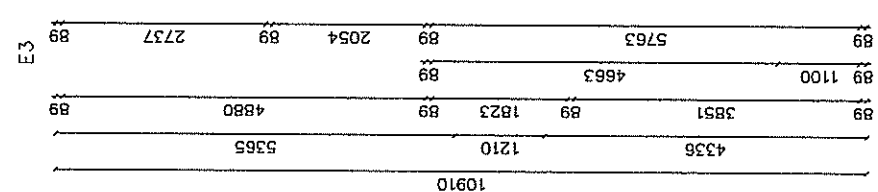
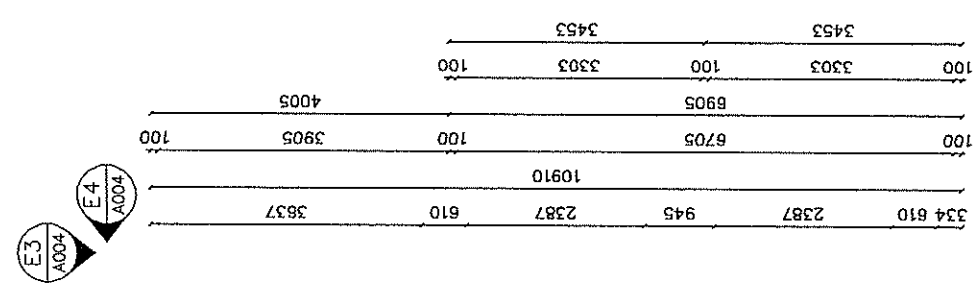
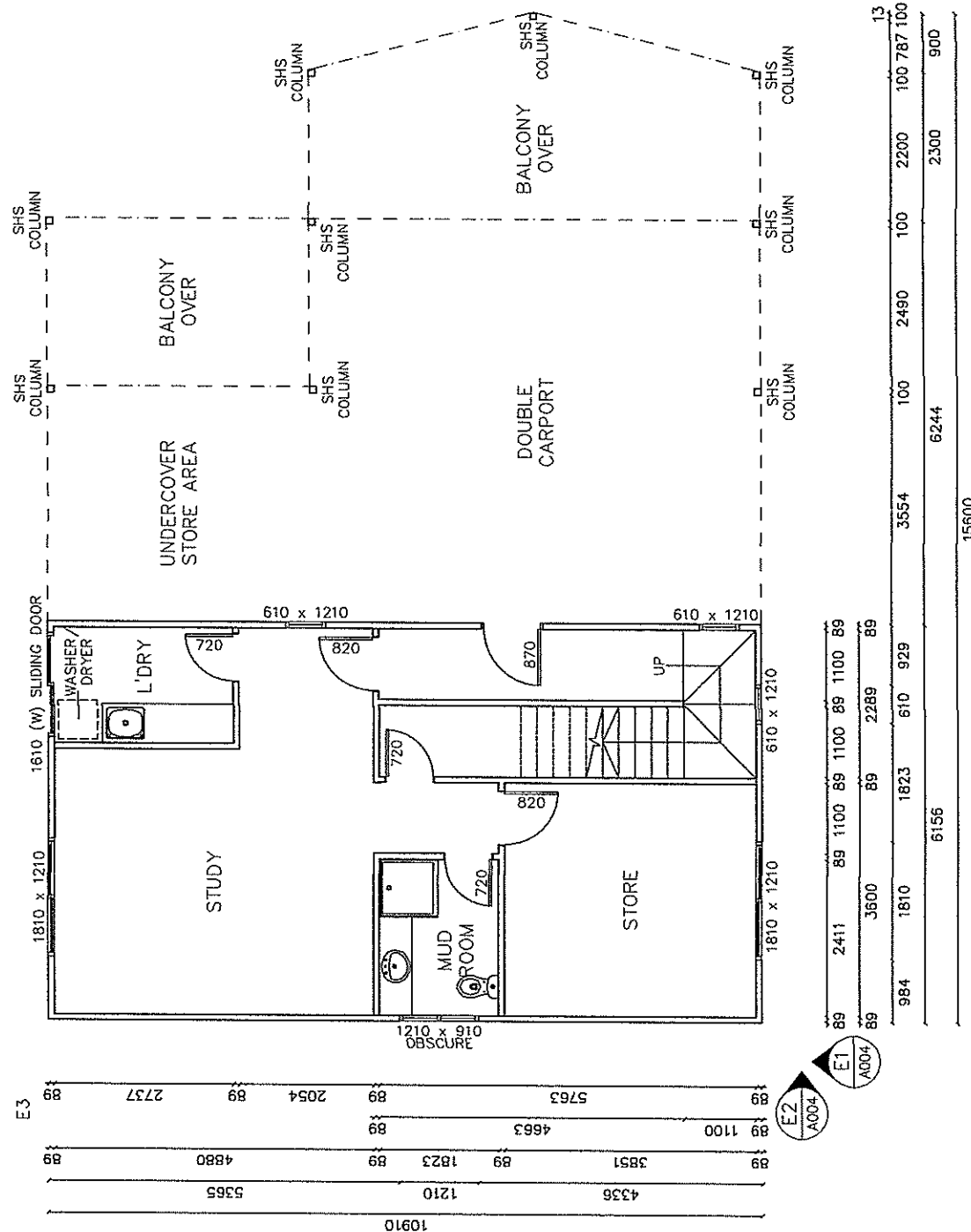
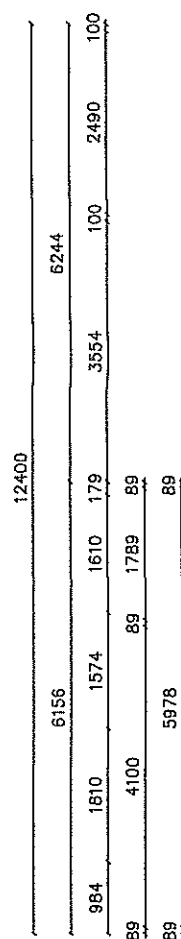


A		CONSULTANT	DATE	DRAWING NO.	DRAWN BY	SCALE	PROJECT & CLIENT
			MAY 2013	1765-A003	KC	1:100 @ A3	PROPOSED SUBDIVISION, SRM CONSTRUCTION
		ALL DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR PRIOR TO COMMENCING WORK. WRITTEN DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALING DRWGS.		DESCRIPTION		SITE ADDRESS	
				FIRST FLOOR GENERAL ARRANGEMENT PLAN		LOT 373, 75 SECOND AVENUE, ONSLOW	

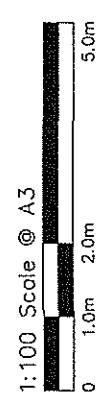


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NOTE  
DIMENSIONS SHOWN RELATE TO STRUCTURE



CONSULTANT	DATE	DRAWING NO.	SCALE	PROJECT & CLIENT
	MAY 2013	1765-A002	1:100 @ A3	PROPOSED SUBDIVISION, SRM CONSTRUCTION
DESCRIPTION		SITE ADDRESS		
GROUND FLOOR GENERAL ARRANGEMENT PLAN		LOT 373, 75 SECOND AVENUE, ONSLOW		

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PROUDLY WA OWNED

## Residential Design Codes 2010

## Dwelling Assessment

Date	10/07/2013
Assessor	Craig Stocks
Client	SRM Constructions
Location	Lot 373 Second Avenue, Onslow
Local Authority	Shire of Ashburton
Development Type	Single Dwelling
Approval Type	Development Approval
Zoning	Residential
R-Code	R 20
Lot Area	506m <sup>2</sup>
Number of Lots Proposed	2

## Legend

FSA	Front Setback Area	<	Less than	NGL	Natural Ground Level
ST	Street	>	Greater than	GD	Grouped Dwelling
POS	Public Open Space	✓	Complies	SH	Single House
Site	Or LOT	✗	Doesn't Comply	MD	Multiple Dwelling
ROW	Right Of Way	NA	Not Applicable	m	Metre
PAW	Pedestrian Access Way	DAP	Detailed Area Plan	FFL	Finished Floor Level

## 6.1 Housing Density

## 6.1.1 Site Area Requirements

Lot	Area	Min. Lot Size	Potential Lots	Complies
Lot 373	1012m <sup>2</sup>	440m <sup>2</sup>	2	✓

Site/s	Reqd Area	Proposed Area	Complies
Lot B	440m <sup>2</sup>	506m <sup>2</sup>	✓

Site/s	Reqd Plot Ratio	Proposed Plot Ratio	Complies
Lot B			✓

Site/s	Min Lot Frontage	Proposed Lot Frontage	Complies
Lot B			✓

### 6.1.2 Additional Site Area Requirements and Concessions Acceptable Development Requirements

Corner Lots and Battleaxe site	Site	Required m <sup>2</sup>	%	Provided m <sup>2</sup>	%	Complies
Max 20m <sup>2</sup> of truncation included in lot area	Lot B	N/A				✓
Access leg <20% of site area		202m <sup>2</sup>	20%	201m <sup>2</sup>	20%	✓
or effective area > 80% of site area		810m <sup>2</sup>	80%	811m <sup>2</sup>	80%	✓
abuts ROW, POS, etc		YES				✓

### 6.1.3 Variation to minimum Site Area

Acceptable Development Requirements		Site	Reqd	Provided	Complies
Aged Care Dependents or single bedroom	reduced by 1/3	N/A			✓
Subdivision approved by WAPC		N/A			✓
Area fronting a public road	as per Table 1	N/A			✓
Grouped Dwelling	min ave area	N/A			✓
Existing Approved Grouped Dwelling	as per RDC	N/A			✓

## 6.2 Streetscape

### 6.2.1 Site Area Requirements

Corner Lots and Battleaxe site		Site	Reqd Setback	Floor	Provided	Complies
Buildings setback from the primary street in accordance with Table 1		Lot A	6m	GF	10.3m	✓
Corresponding to the average setbacks of existing dwellings on each side fronting the same street		Lot A	6m	GF	10.3m	✓
Reduced by up to 50% provided area of any building (+ carport/garage) compensated by open space double the required setback into the lot		Lot A				✓
m <sup>2</sup> of building in FSA	m <sup>2</sup> of open space in double FSA					
nil	nil					✓
R15 or higher	GD main frontage to secondary street	Lot B	N/A			✓
	SH from subdivision of corner lots front secondary street	Lot B	N/A			✓
	SH/GD main frontage to communal st, ROW or shared ped/vehicle access	Lot B	6m	GF	8.0m	✓
	ST setback reduced to 2.5m, or 1.5m	Lot B	N/A			✓
To provide registered easement for essential services		Lot B				✓
Buildings setback from the secondary ST in accordance with Table 1		Lot B				✓

### 6.2.2 Minor Incursions into Street Setbacks

Acceptable Development Requirements		Site	Reqd	Provided	Complies
Porch, Balcony, Verandah	No more than 1m into ST setback area	Lot B			✓
	<20% of frontage at any level	Lot B			✓
	eaves <1m into ST s/back for full width of SH/GD	Lot B			✓
	No more than 1m into ST setback area	Lot B			✓
	No more than 1m into ST setback area	Lot B			✓

### 6.2.3 Setbacks of Garages and Carports

Acceptable Development Requirements		Site	Reqd	Provided	Complies
Garages and Carports behind ST setback line		Lot B			✓
Garages and Carports abutting private ST or ROW not principal frontage allow 6m manoeuvring		Lot B			✓
Garages 1.5m from Secondary ST		Lot B			✓
Carport in street setback area		Lot B			✓
Garages	Setback 4.5m from ST	Lot B			✓
	Reduced when 0.5m behind dwelling	Lot B			✓
	Setback 3m parallel from street alignment	Lot B			✓

### 6.2.4 - 6.2.9 - Streetscape Requirements

Acceptable Development Requirements		Site	Reqd	Provided	Complies
Surveillance of the street	1 habitable room window view of street and approach to dwelling				✓
	Battle-axe allotments - 1 habitable room window view of approach to dwelling	Lot B	1	2	✓
Street walls and fences	Front walls and fences within Primary ST setback visually permeable 1.2m above NGL				✓
Site Lines at vehicle access points and street corners	Walls and fences truncated <0.75m within 1.5m where they adjoin vehicle access points, meets a public street and two streets intersect				✓
Building Design	Design of garages and Carports, colour, scale, materials, roof pitch including outbuildings & retaining walls as per LGA				✓
Garage Doors	Garage and supporting structures located in front of house (or with 1m) facing the primary street < 50% of frontage	N/A			✓
Appearance of retained dwelling	GD development requires existing house to be upgraded equivalent standard of rest of development				✗





### 6.3.2 Building on the Boundary

Acceptable Development Requirements		Complies
Boundary wall behind street setback line		✓
Wall abuts an existing or simultaneously constructed wall of similar dimension		✓
R20 and R25, walls < 3.0m in height, ave height of 2.7m up to one side boundary		✓
R30 and higher walls <3.5m height total, ave height of <3m for 2/3 the length of the balance of the boundary		✓
Where a DAP applies over the land		N/A
Subject site and the affected adjoining site are created in a plan of subdivision submitted concurrently		✓
R-IC Code	Walls not higher than 3.5m - no limit in length	✓
	Walls not higher than 6.5m - 2/3 length of boundary or <12m	✓
Notes	Up to the boundary refer to on the boundary or lesser than the setback in table 1. Where the subject site and the adjoining site are subject to different R-Codes the lower density code will be used for boundary wall height and length	✓

### Boundary Wall Assessment Table

Site	Location	Floor	boundary length /m	Max length	Proposed Length	Complies	Max height	Proposed Height	Complies
Lot B	nil								✓

### 6.3.3 Setback of Retaining Walls

Acceptable Development Requirements	Complies
Setback from common boundary in accordance with Table 1 , Table 2a & 2b and Figure 3	✓

### Retaining Wall Assessment

Site	Retaining wall facing	Height (ave)	Length	Reqd Setback	Proposed Setback	Complies
Lot B	nil					✓

## 6.4 Open Space

### 6.4.1 Open Space requirement

Acceptable Development Requirements	Reqd	Provided	Complies
Complies with Table 1 and design elements 3.2 and 3.3			✓
Verandah, Patio, or covered alfresco less than 50m <sup>2</sup> or 10% which ever is lesser			✓

### Open Space Assessment

Site	Lot Area m <sup>2</sup>	Site Cover m <sup>2</sup>	Required		Proposed		Complies
			%	m <sup>2</sup>	%	m <sup>2</sup>	
Lot B	512	120m <sup>2</sup>	50	256	23	120	✓

#### 6.4.2 Setbacks of Garages and Carports

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Table	Lot B	4.0	8.0	✓
Behind the ST setback line	Lot B			✓
Accessible from a habitable room	Lot B			✓
Minimum Dimension	Lot B			✓

#### 6.4.3 Balconies for Multiple Dwellings

Acceptable Development Requirements	Site	Reqd	Provided	Complies
At least one balcony or similar opening directly from a habitable room minimum dimension 4m	Lot B	4.0	31.0	✓

#### 6.4.4 Comunal Open space

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Table 1	Lot B	NA		✓
COS in GD have legal and direct access to that open space	Lot B	NA		✓
COS in GD reduced by up to 20% of the required open space provided aggregate of deducted area < COS and outdoor not reduced in area	Lot B	NA		✓

#### 6.4.5 Landscaping Requirements

Acceptable Development Requirements	Site	Reqd	Provided	Complies
50% hard surface within street setback area	Lot B			✓
Visitors bays only in setback area	Lot B			✓
Separate pedestrian path for wheelchair access to all buildings	Lot B	N/A		
Landscaping between each 6 parking bays	Lot B	N/A		
Lighting to pathways, communal areas and carparks	Lot B			✓
Bin store area screened and easy to locate	Lot B			✓
Existing trees above 3m retained	Lot B			✓
Sightlines for pedestrians and vehicles	Lot B			✓
Clear sight between COS and habitable spaces	Lot B			✓
Unroofed visitor bays screened from view	Lot B			✓

## 6.5 Access and Parking Requirements

### 6.5.1 On-site Parking Requirements

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Carparking (may be tandem)	Lot B	2.0	2.0	✓
Ancillary Accommodation	Lot B	N/A		✓
Aged person accommodaion (<100m <sup>2</sup> )	Lot B	N/A		✓
1 bed dwelling (<60m <sup>2</sup> )	Lot B	N/A		✓
Visitor Parking 1 space per 4 dwellings	Lot B		1	✓
Zoned R-IC, 1 space (or as per LPS)	Lot B	N/A		✓

### 6.5.2 Off-street Parking Provisions

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Complies with relevant Local Council Policy				✓

### 6.5.4 Vehicle Access

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Access provided solely from ROW				
Access provided from primary / Secondary street	Servicing < 4 dwellings > 3m at street frontage	N/A		
	Not occupy more than 40% of frontage			✓
	Single driveways < 6m at street frontage			✓
	< 9m in aggregate			✓
Formed Driveways (1-4 Dwellings)	No closer than 0.5m to side boundary / street pole			✓
	No closer than 6m to a street corner / road deviation			✓
	Aligned at right angles to street			✓
	Located to avoid existing landscaping on verge			✓
Formed Driveways (5 or more dwellings)	All access to enter and exit in fwd gear	N/A		
	15m separation from crossover to car space	N/A		
	direct access onto a primary street	N/A		
Formed Driveways (GD & MD - 5 or more dwellings)	Min. width of 4m (reduced to 3m to retain existing dwelling)	N/A		
	Entering and exiting vehicles to pass in 1 or more points	N/A		

## 6.6 Site Works Requirements

### 6.6.1 Excavation or Fill

Acceptable Development Requirements	Site	Reqd	Provided	Complies
Excavation/Fill between street & building or within 3m of street	Lot B	500	nil	✓
Excavation/Fill in perimeter of external walls bound by building height limits	Lot B	500	nil	✓
Onsite excavation and behind street setback unconfined	Lot B	500	nil	✓
Fill being setback from street and within 1m of common boundary no more than 0.5m above NGL	Lot B	500	nil	✓

### Fill Assessment

Site	Location	Nat GL	FFL		FFL above	Complies
			Reqd	Provided		
Lot B	N/A					✓

## 6.7 Building Height Requirements

### 6.7.1 Building Height

Acceptable Development Requirements		Site	Category	Reqd (m)	Provided (m)	Complies
Wall Heights	Top of External Wall above roof		B	6.0	6.2	✓
	Gabled walls above eaves height		< 9m is exempt		7.4	✓
			Greater than 9m long - add 1/3 of the height of the gable between the eaves and the gable apex of the gable wall, to the eaves height			
	Top of external wall (concealed roof)					
	Top of pitched roof			< 9.0	9.8	✗

## 6.8 Privacy Requirements

### 6.8.1 Visual Privacy

Acceptable Development Requirements	Site	Location	Reqd (m)	Provided (m)	Complies	
FFL>0.5m above NGL which overlook any part of any other residential site behind street setback	4.5m for bedrooms / study	Lot B	Study	4.5	3.1	✗
			Master	4.5	3.1	✗
			Bed 2	4.5	3.1	✗
			Bed 3	4.5	6.1	✓
	6m habitable rooms	Lot B	Living	6.0	11.2	✓
			Living	6.0	6.1	✓
	7.5m unenclosed outdoor habitable space	Lot B	Bal 1	7.5	8.0	✓
		Lot B	Bal 2	7.5	4.2	✗
	Provided with permanent vertical screens from active habitable space					✓
	Provided with permanent vertical screens if >25m to habitable space of adjoining property					✓

## 6.9 Design for Climate Requirements

### 6.9.1 Solar Access for Adjoining Sites

Acceptable Development Requirements	Proposed	Complies
Structures in climatic zones 4, 5, and 6 do not cast a shadow at midday 21 June exceeding	<R25 - 25% of adjoining site area R30-R40 - 35% of adjoining site area R-IC / higher than R40 - 50% of adjoining site	Lot B 11% ✓

### Solar Access Assessment

Adjoining Site	Permitted Area of adjoining site shaded %		Adjoining site area	Shadow width	Setback Provided	Area of adjoining site shaded %		Complies
Lot 374	25	253	1012	3	6.0	11	111	✓

### 6.9.2 Stormwater Disposal

Acceptable Development Requirements	On-site detention Proposed	Complies
Stormwater discharge offsite shall not be increased post development	Onsite detention proposed	✓

## 6.10 Incidental Development Requirements

### 6.10.1 Outbuildings

Acceptable Development Requirements		Proposed	Complies
Structures in climatic zones 4, 5, and 6 do not cast a shadow at midday 21 June exceeding	not attached to dwelling	N/A	✓
	non-habitable	N/A	✓
	the lesser of <60sqm GFA or 10% in aggregate of site area	N/A	✓
	wall height < 2.4m	N/A	✓
	wall height < 4.2m	N/A	✓
	not within primary ST setback	YES	✓
	not reduce OS	YES	✓
	comply with siting and design requirements	YES	✓

### 6.10.2 External Fixtures

Acceptable Development Requirements		Complies
Permitted Fixtures	Solar Collectors Located to achieve max efficiency	✓
	TV aerials and Essential Plumbing fixtures	✓
	Other fixtures not visible from the primary street	✓
	Antennae/Satellite dish not visible from primary street	✓

### 6.10.3 Essential Facilities

Acceptable Development Requirements		Site	Proposed	Complies
Storage Area (GD & MD only)	enclosed	Lot B	NA	✓
	lockable	Lot B	NA	✓
	compatible material and design matching dwelling where visible from the street	Lot B		✓
	dimension (min 1.5m)	Lot B		✓
	area min 4m <sup>2</sup>	Lot B		✓
Refuse collection point located on Primary street				✓
Communal pick up area conveniently located for residents and collections screened from streetscape				✓
Provided with open air/clothes drying facilities, screened from streetscape				✓



Government of Western Australia  
Department of State Development

17 June 2013

Frank Ludovico  
A/Chief Executive Officer  
PO Box 567  
Tom Price WA 6751

Attention: Frank Ludovico

Dear Frank

**Wheatstone Project – Critical Services Infrastructure – Letter of Intent for Stage One of the Onslow Waste Management Facility Upgrade Project – Site Selection and Feasibility Study**

On 9 September 2011, the State of Western Australia acting through the Department of State Development (DSD) entered into the Ashburton North State Development Agreement (Wheatstone Project) (SDA) with Chevron Australia Pty Ltd (CAPL) and others.

The SDA requires CAPL to contribute funding towards, amongst other things, the building of critical services infrastructure improvements in and around the town of Onslow, as set out in the SDA.

The principles and procedures governing the payment and application of funding for critical services infrastructure projects are set out in Appendix 2 to Schedule 4 of the SDA.

The *Onslow Waste Management Facility Upgrade Project* is a critical services infrastructure project.

For each of these projects, Appendix 2 to Schedule 4 requires (amongst other things):

- a project implementation plan (PIP) to be prepared, for approval by the Governance body referred to in Appendix 2; and
- DSD to sign a Letter of Intent with the relevant delivery agency attaching the approved PIP and recording the agreed arrangements for carrying out the project.

I now attach the PIP for Stage One of the *Onslow Waste Management Facility Upgrade Project* (PIP 1), as approved by the Governance body (Attachment 4).

The Shire of Ashburton (Shire) is the delivery agency for the Project.

This letter, together with the Schedule and the approved PIP 1 will form the Letter of Intent referred to in Appendix 2 to Schedule 4 of the SDA and will become effective from the date that this letter is signed.

If there is any inconsistency between the Schedule and the approved PIP 1, the Schedule will prevail.



Please confirm your agreement to these terms by signing and dating the acknowledgement below and returning this letter to me.

Yours sincerely



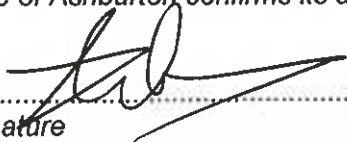
Gail McGowan

Deputy Director General

17 June 2013

Encl

*In consideration of the funding to be provided by CAPL for Stage One of the Project, the Shire of Ashburton confirms its agreement to comply with the terms of this letter:*

  
.....  
Signature

.....  
[name & job title] FRANK LUDOVICO H/CEO

10/7/13  
.....  
Date

**SCHEDULE FOR STAGE ONE OF THE ONSLOW WASTE MANAGEMENT FACILITY UPGRADE PROJECT**

**Item 1 Funding for Stage One**

CAPL Funding Contribution	\$300,000 (plus GST)
---------------------------	----------------------

**Item 2 Stage One Milestone Payments**

Milestone Payment number	Estimated start Date	Budget Description	Deliverables	Milestone Payment amount	Milestone Payment Prerequisites
1	<del>June 2013</del> July 2013 10/1/2013	Appoint Project Manager	Scope of Work of Studies to be endorsed by Onslow CSIWG.  Preferred Consultant identified for Onslow CSIWG endorsement.	\$10,000	Project Manager selected for appointment for Onslow CSIWG endorsement.
2	<del>Mid-July 2013</del> Mid September 2013 10/7/2013	Site Selection Study	Consultant appointed.  Site selection study report completed for Onslow CSIWG endorsement.	\$145,000	Approval by Onslow CSIWG of Consultant Scope of Work and of Independent Consultant.  Approval by CSIWG of timeframe for Site Selection Study.
3	Mid-September 2013	Feasibility Study and Procurement Study	Feasibility study report completed for Onslow CSIWG endorsement.	\$145,000	Compliance with reporting requirements and timeframe for Site Selection Study.
<b>Total = \$300,000 (plus \$30,000 GST)</b>					

Note: CSIWG – Critical Services Infrastructure Working Group

**Item 3 Funding Conditions and Payment Arrangements**

<p><b>Funding Conditions</b></p>	<ul style="list-style-type: none"><li>(a) CAPL will not be required to contribute funding for Stage One in excess of the CAPL Funding amount stated in <u>Item 1</u> above.</li><li>(b) The Shire is responsible for meeting any Project costs in excess of the CAPL Funding.</li><li>(c) If necessary, any cost differences between the actual Project costs and the amount of the CAPL Funding must be either met by the Shire or managed by the Shire through adjustments to project scope and corresponding variations to the approved PIP 1, which will be subject to approval by the Onslow CSIWG.</li><li>(d) The CAPL Funding will only be released to the Shire on achievement of milestones in accordance with the payment schedule set out in <u>Item 2</u> above and subject to the payment arrangements set out below.</li><li>(e) The Shire undertakes to:<ul style="list-style-type: none"><li>(1) carry out the tasks described in Section 6 of PIP 1 in accordance with the timeframes approved by the Onslow CSIWG;</li><li>(2) carry out those tasks in accordance with accepted project management principles, procedures and standards of probity;</li><li>(3) use its best endeavours to deliver those tasks to scope, within budget and on time; and</li><li>(4) comply with the reporting requirements in <u>Item 4</u> below.</li></ul></li><li>(f) The Shire must apply the CAPL Funding solely towards payment of the Project costs.</li><li>(g) The Shire must exercise diligence in the administration of the CAPL Funding, having due regard to economy and efficiency and the need to uphold the highest standards of integrity in the administration of funds by local government.</li><li>(h) The Shire must return any unspent portion of the CAPL Funding to DSD's special purpose</li></ul>
----------------------------------	---

	account within 60 days of the Stage One completion date.
<b>Payment Arrangements</b>	<p>(a) The CAPL Funding will be received into the special purpose account set up and administered by DSD in accordance with Appendix 2 to Schedule 4 of the SDA.</p> <p>(b) The Shire must ensure that each of its payment requests for a milestone payment is accompanied by the following:</p> <ol style="list-style-type: none"> <li>(1) a valid tax invoice for the payment in question, stating the milestone to which it applies;</li> <li>(2) a completed Milestone Completion Report in the form of <u>Attachment 2</u>; and</li> <li>(3) substantiation that the relevant milestone has been achieved.</li> </ol> <p>(c) Subject to the Shire complying with paragraph (b) above, DSD will issue a tax invoice to CAPL for each milestone payment.</p> <p>(d) DSD will release the CAPL Funding by instalments as set out in <u>Item 2</u> above, subject to:</p> <ol style="list-style-type: none"> <li>(1) DSD receiving the associated funding contribution from CAPL and being in funds to meet the payment request;</li> <li>(2) satisfactory completion of the relevant milestone; and</li> <li>(3) The Shire's compliance with the documentation and reporting requirements set out in this letter.</li> </ol>
<b>Special Conditions (if any)</b>	

#### **Item 4          Project Monitoring - Reporting Requirements**

The Shire agrees to provide the following reports to DSD, for submission to the Onslow CSIWG:

1. A Quarterly Progress Report in the form of Attachment 1, to be submitted two (2) weeks prior to each quarterly meeting of the Onslow CSIWG;
2. A Milestone Completion Report in the form of Attachment 2, to be submitted on completion of each PIP 1 milestone;
3. A Project Completion Report in the form of Attachment 3, to be submitted by the Shire on completion of PIP 1.

**Attachment 1 – Quarterly Progress Report Template**



Government of **Western Australia**  
Department of **State Development**

**QUARTERLY PROGRESS REPORT  
ASHBURTON NORTH CRITICAL SERVICES INFRASTRUCTURE**

<b>PROJECT NAME:</b>			
<b>DATE OF REPORT:</b>			
<b>REPORTING PERIOD:</b>		to	inclusive
<b>FUNDING LIMIT:</b>	\$		
<b>FUNDS EXPENDED TO DATE:</b>	\$		(including GST)

**PROJECT UPDATE (PIP 1):**

<b>Activities undertaken during Reporting Period:</b>			
<b>Milestones achieved during Reporting Period:</b>			
<b>Contracts entered into during Reporting Period:</b>			
<b>Milestone</b>	<b>Percentage</b>	<b>%</b>	

Completed:

Expected Dates for Milestone 1:  
Achieving Milestones  
(insert milestones as Milestone 2:  
required):  
Milestone 3:

PIP 1 Completion Date:

**PROJECT RISKS IDENTIFIED:**

Description of risk	Action taken to manage the risk

Report submitted on behalf of the Shire of Ashburton by:

Signature:	
Name:	
Title/Position:	
Telephone No:	

**Attachment 2 – Milestone Completion Report Template**



**Government of Western Australia  
Department of State Development**

**MILESTONE COMPLETION REPORT  
ASHBURTON NORTH CRITICAL SERVICES INFRASTRUCTURE**

**PROJECT NAME:**

**DATE OF REPORT:**

**MILESTONE NUMBER:**

**MILESTONE DESCRIPTION:**

**MILESTONE                      PAYMENT    \$  
AMOUNT:**

On behalf of the Shire of Ashburton I certify that:

1. Milestone number [#] as identified in section 9 of the approved Project Implementation Plan (PIP 1) has been achieved, as verified by the attached documentation; and
2. As at the date of this report, a total of \$[total of CAPL Funding received to date of report] has been applied towards the costs of the Project.

The Shire of Ashburton now requests DSD to release the milestone payment described above, as per the invoice attached.

Signature:

Name:

Title/Position:

Project Director

Telephone No:



**Attachment 3 – Project Completion Report Template**



Government of **Western Australia**  
Department of **State Development**

**PIP 1 COMPLETION REPORT  
ASHBURTON NORTH CRITICAL SERVICES INFRASTRUCTURE**

<b>PROJECT NAME:</b>	
<b>DATE OF REPORT:</b>	
<b>FINAL MILESTONE PAYMENT:</b>	\$

On behalf of the Shire of Ashburton, I certify that:

1. all tasks under PIP 1 have been completed in accordance with all applicable statutes, regulations and local laws;
2. the CAPL Funding received through DSD for PIP 1 has been applied in full towards the costs of the Project; and
3. PIP 1 has been completed in accordance with its terms.

Unless previously paid, the Shire of Ashburton now requests DSD to release the final milestone payment described above, as per the invoice attached.

<b>Signature:</b>	
<b>Name:</b>	
<b>Title/Position:</b>	Chief Executive Officer – Shire of Ashburton

**Attachment 4 – Approved PIP 1**



# Interface Agreement

## *Rail Safety Act 2010*

---

# Public Road and Rail Crossing

## At Grade or Grade Separated Interface

### **BETWEEN**

The Pilbara Infrastructure Pty Ltd

### **AND**

Shire of Ashburton

### **AND**

Main Roads Western Australia

**March 2013**

## EXECUTION PAGE

This Interface Agreement is signed and witnessed on behalf of The Pilbara Infrastructure Pty Ltd by the following authorised representative:

SIGNED: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

This Interface Agreement is signed and witnessed on behalf of the Shire of Ashburton by the following authorised representative:

SIGNED: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

This Interface Agreement is signed and witnessed on behalf of Main Roads Western Australia by the following authorised representative:

SIGNED: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_



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## PURPOSE

Road Managers and Rail Infrastructure Managers are required under sections 64 and 65 of the *Rail Safety Act 2010* to identify and assess risks to safety associated with interfaces and enter into an *Interface Agreement* for the purpose of managing those risks.

The parties to the Agreement recognise the need for an open and collaborative approach to identify, assess and manage risks to safety associated with road-rail crossings and commit to fully co-operate in all aspects of that need.

This Agreement:

- Provides a framework within which the parties shall commit to co-operatively manage the identified safety risks.
- Describes the responsibilities of the parties relating to the interface.
- Provides the mechanism to jointly manage risks for the safe operation of rail and road movements at the interface.

## DEFINITIONS

The following definitions shall apply to this Agreement:

<b>ALCAM</b>	Australian Level Crossing Assessment Model – a tool used in the risk assessment of a level crossing.
<b>At-grade crossing</b>	Means where a road, pedestrian path or cycle path crosses a rail line at the same level.
<b>Corrective Action Report</b>	A report that details specific actions designed to reinstate or maintain safety at a crossing and identifies which entity is responsible for the identified actions.
<b>Grade-separated crossing</b>	Means where a road, pedestrian path or cycle path crosses a rail line at different levels because of a bridge, tunnel or overpass.
<b>Interface</b>	For the purposes of this Agreement, an interface is the point where a rail line intersects or interacts with a road, pedestrian path or cycle path whether it be at-grade or grade-separated.
<b>Interface Agreement</b>	An agreement between two or more parties (at least one of which is a rail infrastructure manager and one is a road manager) that details the responsibilities of each party for managing risks associated with safety at a rail crossing interface.
<b>Infrastructure boundary</b>	The point either side of which each party is responsible for infrastructure maintenance.
<b>Mid-block crossing</b>	An at-grade or grade-separated pedestrian crossing not associated with a road.
<b>Pedestrian crossing</b>	An at-grade pedestrian rail crossing adjacent to a public road level crossing.



<b>Public Road</b>	<p>A public road includes:</p> <p><b>Local Road</b> is a road under the care and control of a Local Government.</p> <p><b>State Road</b> is a road (being a highway or main road) under the care and control of Main Roads WA.</p> <p><b>National Highway</b> is a road under (being a national road) under the care and control of Main Roads WA.</p>
<b>Rail Infrastructure</b>	<p>The infrastructure that forms part of the railway lines including the stations, signalling systems and level crossings. Bridge, tunnels and other physical structures that contain railway lines also form the railway infrastructure.</p>
<b>Rail Infrastructure Manager</b>	<p>In relation to rail infrastructure of a railway, means the person who has effective management and control of the rail infrastructure, whether or not the person —</p> <ol style="list-style-type: none"> <li>a) Owns the rail infrastructure; or</li> <li>b) Has a statutory or contractual right to use the rail infrastructure or to control, or provide, access to it.</li> </ol>
<b>Road Infrastructure</b>	<p>The infrastructure which forms part of a road, footpath or shoulder, including —</p> <ol style="list-style-type: none"> <li>i. Structures forming part of the road, footpath or shoulder; or</li> <li>ii. Materials from which a road, footpath or shoulder is made;</li> </ol> <p>The road-related infrastructure including infrastructure which is installed or constructed to —</p> <ol style="list-style-type: none"> <li>i. Facilitate the operation or use of the road or footpath; or</li> <li>ii. Support or protect the road or footpath;</li> </ol> <p>All bridges, viaducts, tunnels, culverts, grids, approaches and other things appurtenant to the road or footpath or used in connection with the road or footpath;</p>
<b>Road Manager</b>	<p>In relation to a public road means a Local Government or the Commissioner of Main Roads.</p> <p>In relation to a road other than a public road means the owner of, or person responsible for the road.</p>
<b>Types of Rail Crossing</b>	<p><b>Public</b> – Crossings at public roads.</p> <p><b>Private</b> – Crossing provided at the discretion of the railway owner/operator where a proponent seeks access across the railway for any purpose.</p> <p><b>Occupational</b> – Crossing provided for the purpose of access across the rail line by the property owner or user (occupant) where a railway/railway reserve divides a property (title). [Refer to Section 102 of <i>Public Works Act 1902</i>]</p> <p><b>Service</b> – Crossing located within a designated rail corridor or railway yard or complex where usage is restricted to the Rail Infrastructure Manager.</p>

## SCOPE OF THE AGREEMENT

This Agreement applies to the management of risks at rail crossings on public roads as specified in Schedule 1 and includes provisions for:

- Implementing and maintaining measures to manage risks;
- Evaluating, testing and revising those measures;
- Identifying the respective roles and responsibilities of each party to the Agreement in relation to those measures;
- Identifying procedures by which each party shall monitor compliance with the obligations under the Agreement; and
- Identifying a process to review the Agreement every five years.

The parties may amend Schedule 1 at any time by written agreement between the parties.

The Agreement constitutes an administrative arrangement between the parties in accordance with legislative requirements.

## RESPONSIBILITIES OF PARTIES

### **Railway Crossing Protection in Western Australia – Policy and Guidelines**

The Main Roads WA Railway Crossing Protection in Western Australia – Policy and Guidelines outline the levels of control, and approvals required at all railway level crossings in Western Australia.

### **Responsibilities for approving the level of control on public roads on all rail networks**

Under Regulation 297(1) of the *Road Traffic Code 2000* the Commissioner of Main Roads Western Australia is empowered to *erect, establish or display, and alter, take down any road sign, traffic control signal or road marking* on a public road. In the context of railway level crossings this includes approval for the level of control of the regulatory GIVE WAY and STOP signs at passive crossings; and regulatory traffic control signals including Flashlights or Boom Barriers at active crossings; all warning signs including static and active advance warning signs, all road marking including holding line, barrier centre lines and yellow box markings, and other complimentary signing such as speed zones, adjacent regulatory signs or traffic signals on roads.

### **Responsibilities for new road/rail interfaces or interfaces due to land-use-improvements**

MRWA or the Rail Infrastructure Manager or the developer shall meet the costs for installing, improving or modifying railway crossing controls, including pedestrian facilities, required as a result of specific road, rail or land-use improvements or developments.

The Rail Infrastructure Manager shall meet the cost of removing vegetation inside the rail reserve.

The Road Manager shall meet the cost of removing vegetation and other visibility obstructions outside the rail reserve to provide adequate sight distances for drivers approaching a public road crossing (and adjacent private property if required).

### **Responsibilities for crossings on public roads**

Where not otherwise subject to separate agreements and subject to the approval of the Commissioner of Main Roads as empowered under Regulation 297 of the *Road Traffic Code 2000*, operational responsibilities for railway crossing protection are as follows:

- **Main Roads WA**

The Commissioner of Main Roads is responsible for the following:

- Approving the level of control on public roads as empowered under Regulation 297 (1) of the *Road Traffic Code 2000*.
- Displaying, installing and maintaining the appropriate regulatory signs, warning signs, road markings on the approaches to crossings on public roads outside 3 metres from the external rail. (This excludes signing affixed to railway hardware, which are the responsibility of the Rail Infrastructure Manager).

- **Rail Infrastructure Manager**

The Rail Infrastructure Manager is responsible for operating and maintenance costs to manage risk in relation to the level crossing in accordance with any maintenance agreement with Main Roads WA, including:

- Displaying, installing and maintaining flashing lights at crossings; and include any signing affixed to these devices within 3 metres of the external rail.
- Maintaining line-of-sight by clearing vegetation and/or removing other physical obstructions within the railway reserve to provide adequate driver visibility on the approaches to railway crossings within 3 metres of the external rail.
- Maintaining in good order and condition all traffic signs, road markings and other devices provided for railway crossing protection within 3 metres of the external rail.
- Erecting gates in accordance with the Government of Railways Act 1904.
- Maintaining rail over road bridges.

- **Road Manager – Local Government**

The Road Manager (Local Government) shall:

- Notify the Rail Infrastructure Manager of any road works planned, either of a temporary or permanent nature, in the vicinity of a crossing.
- Maintain the approaching local road surface in a reasonable condition beyond the rail reserve in accordance with normal maintenance scheduling in context of the entire local road network.
- Maintain adequate line-of-sight distances for approaching drivers on local roads by removing vegetation and other visibility obstructions within the road reserve (and adjacent private property if required).
- Report damaged and unserviceable line marking and signage associated with a rail crossing to MRWA identified during inspection in accordance with normal maintenance regimes.

- **Road Manager – Main Roads WA**

The Road Manager (Main Roads WA) shall

- Maintain the approaching state and national road surface in a reasonable condition beyond three metres of the rail line.
- Maintain adequate line-of-sight distances for approaching drivers on state and national roads by removing vegetation and other visibility obstructions within the road reserve (and adjacent private property if required).
- Maintain line marking and signage associated with a rail crossing on national, state and local roads.

- **Road Manager – Private road owner** (Responsibilities as negotiated with the Rail Infrastructure Manager)

Not applicable

## AGREEMENT OF PARTIES

Each party agrees to:

- Commit to the highest standards of safety in performing its functions or conducting its business so far as is reasonably practicable;
- Work co-operatively with the other party(s), and with third party entities whose activities may give rise to risks at or near road-rail crossings, to identify and assess risks at road-rail crossings, and develop, implement and monitor measures to manage the risks;
- Carry out the identification, assessment, allocation and management of risk in accordance with accepted risk management practice;
- Commit to continued management of the interface;
- Conform to the appropriate standards, policies and guidelines relevant to their respective operations some of which are listed at Appendix B; and
- Provide funding in accordance with current agreements for existing rail crossings and in accordance with any future agreements for future rail crossings.

### Interfaces to which this Agreement applies

The Interfaces to which this Agreement applies are:

- Specified in Schedule 1; and
- Such other interfaces as the parties may identify from time to time

## IDENTIFICATION, ASSESSMENT AND MANAGEMENT OF RISK

The parties shall identify and assess risks to safety, so far as is reasonably practicable, that may arise in relation to the rail/road crossing(s) subject to this Agreement:

- a. During the life cycle of the rail or road crossing infrastructure.
- b. Arising from change in the use or application of rail or road crossing infrastructure.

The parties shall audit or cause an audit of the rail and road crossing(s) subject to this Agreement. The audit report shall, among other things:

- Identify the location of the rail and road crossing(s);
- Identify the risks to safety at the crossing;
- Identify measures to mitigate the identified risks; and
- Assign responsibility to each of the parties to ensure the risks to public safety are minimised or eliminated via a Corrective Action Report or similar.

For the purpose of identifying and assessing the risks to safety at an interface, the parties may:

- a. By itself identify and assess those risks; or
- b. Identify and assess those risks with the other party; or
- c. Adopt the identification and assessment of those risks carried out by the other person.

## INCIDENT MANAGEMENT

Rail Infrastructure Managers and Road Managers shall manage incidents wholly within their area of responsibility in accordance with each party's incident management plan.

The established information sharing protocols shall be followed during an emergency incident.

## ROAD WORKS

Road works conducted in the vicinity of level crossings can adversely affect the level of safety at the crossing.

In any case where road works are likely to impact on the safety of rail operations, the Road Manager shall notify the Rail Infrastructure Manager of road works planned, either of a temporary or permanent nature, in the vicinity of a level crossing.

The need for such notification will depend on the level of risk of the work to be undertaken and the proximity of the work activity to the crossing. As a general guide, the following table shows the minimum distances from the railway within which any road works should not proceed without prior notification to the Rail Infrastructure Manager. Contact details are provided in the Rail Infrastructure Manager Specific Information section.

Speed Limit Km/h	Distance from railway (m)
<70	150
70 to 90	200
>90	300

## CHANGE OF OWNERSHIP

A party to the Agreement undergoing a change in ownership shall notify the other parties as soon as practicable.

The change of ownership of either a Rail Infrastructure Manager or Road Manager shall require the re-negotiation of the Agreement to identify the new owners and inform them of their responsibilities.

Rail Infrastructure Managers are obliged to meet all regulatory requirements including those in the *Rail Safety Act 2010* in particular sections 56, 57 and 58.

## AUDITING AND COMPLIANCE

### Responsibility for Maintaining and Monitoring Compliance

The parties shall be jointly responsible through their nominated representatives for maintaining and monitoring compliance with this Agreement.

In the event of an emergency, and it is not possible to comply with this Agreement, every effort shall be made by the non-complying party to consult with other parties to the Agreement to determine the best course of action to ensure the safest conduct of activities at the interface.

### Register of Interface Agreements

Each party shall register an Interface Agreement to which they are a party using their existing internal information and/or document management systems in accordance with the requirements of section 70 of the *Rail Safety Act 2010*.

## **Reporting Instances of Non-Compliance**

Instances of non-compliance shall be brought to the attention of relevant compliance officers of each party to be dealt with in accordance with their internal procedures.

## **Safety Auditing Compliance**

The Rail Infrastructure Manager shall conduct regular safety audits to ensure compliance with its requirements for accreditation.

The Road Manager shall conduct regular safety audits to ensure the safety performance of the approach roads to an interface are assessed as part of maintenance responsibilities.

The parties shall jointly reassess the risk to safety of a road and rail crossing after a major incident or as requested by either party.

## **Review of Compliance Requirements**

Review of compliance requirements shall be conducted in association with a review of this Agreement.

## **Reciprocal Inspections and Audits**

In the event the parties agree there is an issue adversely affecting interface safety, the parties shall allow the conduct of relevant reciprocal inspections or audits to facilitate remedial action.

## **COMMUNICATION AND MEETINGS**

The parties shall promptly notify each other of any occurrence or incident in connection with safety of the interface(s) subject of this Agreement.

The parties shall meet annually or at such other times as agreed to review the provisions of this Agreement and the adequacy of safety risk identification, assessment and management concerning the rail/road interface subject of this Agreement. Agendas and minutes of such meetings shall be kept by the party hosting the meeting. Meeting minutes shall be circulated to other parties within ten working days of the meeting.

## **DISPUTE RESOLUTION**

Parties agree to resolve all disputes in good faith.

Should a dispute arise between the parties in connection to this Agreement, a party may issue a written notice of dispute to the other party.

Within a reasonable period of receipt of a dispute notice, senior officers or their nominated representatives of each party shall meet or communicate to resolve the dispute.

If the senior officers are unable to resolve the dispute, Chief Executive Officers or their nominated representatives of the parties shall meet or communicate as soon as is practicable to attempt to resolve the dispute.

This Agreement remains in force until the dispute is resolved.

## **RAIL INFRASTRUCTURE MANAGER SPECIFIC INFORMATION**

Nil

## **ROAD MANAGER SPECIFIC INFORMATION**

<In this section the Road Manager can detail any specific information relevant to their needs associated with the Interface Agreement>

## SCHEDULE 1

### LIST OF RAIL AND ROAD INTERFACES

No	Name of rail or road crossing	Road Name and MRWA SLK and number	Rail Line and km of Level Crossing or Bridge	Description of crossing	Rail Infrastructure Manager responsible	Road Manager responsible	Risk Assessment report available (YES/NO)	Corrective Action Report or other documents available (YES/NO)
1	Fortescue Valley Road	Fortescue Valley Road 278.291km	TPI Hamersley line, Chainage 278.291km	Passive Stop sign	The Pilbara Infrastructure Pty Ltd	Shire of Ashburton	Yes	Yes

## SCHEDULE 2

### AUSTRALIAN LEVEL CROSSING ASSESSMENT MODEL (ALCAM) REPORT

(Contact MRWA for further information regarding a specific ALCAM report subject to this Interface Agreement)



# APPENDIX A

## AREAS OF DEMARCATION AND EXPLANATORY NOTES

AREA OF RESPONSIBILITY				ACCESS
Main Roads WA Local Government Authority Private owner as applicable				Free access
The Pilbara Infrastructure Pty Ltd				Appropriate track access permit is required in this area by all persons for any purpose.
Main Roads WA Local Government Authority Private owner as applicable				Persons operating machinery in this area require a flag person to attend during operations  Free access

**PUBLIC ROAD LEVEL CROSSINGS**

Level Crossings located on local roads, main roads and highways

AGENCY	RESPONSIBILITIES	LEVEL CROSSING PROTECTION	FACILITATORS
Main Roads WA	<p>(a) Installing and maintaining the appropriate regulatory signs, warning signs, road markings and advance flashing warning panels on public road approaches to level crossings – excludes signing affixed to railway hardware.</p> <p>(b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions on public roads (including on adjacent private properties if required) to provide requisite driver visibility sightlines on the approaches to railway level crossings.</p> <p>(c) Maintaining the roadway outside the rail reserve of greater than three metres (3m) from the outside running rail if a highway or main road.</p>	<p>a) Determines/approves levels of protection.</p> <p>b) Interface Agreement signatory on state and federal roads.</p> <p>c) Assists Interface Agreements preparation on Local Government roads or public roads under control of private companies.</p> <p>d) Undertakes field assessments.</p> <p>e) Maintains and distributes the ALCAM model software.</p> <p>f) Develops and maintains level crossing database.</p>	<p>Road Safety Manager</p> <p>Regional Manager</p>
The Pilbara Infrastructure Pty Ltd	<p>a) Installing and maintaining flashing lights and boom barriers, warning bells and pedestrian mazes, gates and paths at crossings including any signing affixed to these devices. Providing control devices for advance warning signs.</p> <p>b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions within the rail reserve to provide adequate visibility on the approaches to railway level crossings.</p> <p>c) Maintaining the roadway within the rail reserve of within three metres (3m) of the outside running rail.</p> <p>d) Erecting gates in accordance with the Government of Railways Act 1904.</p> <p>e) Maintaining rail over road bridges.</p>	<p>a) Determines/approves levels of protection.</p> <p>b) Undertakes field assessments.</p> <p>c) Develops and maintains level crossing database.</p>	<p>Manager Planning and Projects Development</p>
Local Government Authority	<p>a) Maintaining the roadway outside the rail reserve or greater than three metres (3m) from the outside running rail if a local road.</p> <p>b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions on public roads (including on adjacent private properties if required) to provide requisite driver visibility sightlines on the approaches to railway level crossings.</p>	<p>a) Sightline vegetation clearance</p>	<p>Local Government Authority, Road Manager</p>

## APPENDIX B

### REFERENCE DOCUMENTS

Reference documents include, but are not limited to:

*Rail Safety Act 2010*

*Rail Safety Regulations 2011*

*Government Railways Act 1904*

AS 1742.7: 2007 – Manual of Uniform Traffic Control Devices - Railway Crossings

AS 1742.3: 2009 – Manual of Uniform Traffic Control Devices – Traffic control for works on roads

AS 4292.2: 2006 – Railway Safety Management – track, civil and electrical infrastructure

Main Roads WA – Railway Crossing Protection in WA – Policy and Guidelines

*Road Traffic Code 2000*

*Road Traffic Act 1974*

*Main Roads Act 1930*

*Public Works Act 1902* – Section 102

AS/NZS ISO 31000: 2009 – Risk Management – Principles and guidelines

ALCAM assessment

AS/NZISO 4801:2001 - OSH

Main Roads WA – Traffic Management for Works on Roads – Code of Practice

Rail Infrastructure Manager Operating Rules

Copies of most documents are available from the State Law Publisher website or from the Road Safety Branch, MRWA – phone 9323 4111.

## APPENDIX C

### CONTACT DETAILS

#### Rail Infrastructure Manager

TPI			
Train Control	Train Controller	9259 3334	0439 476 864
Superintendent Signals	Lincoln Tavo	0400 191 950	9158 5252
Superintendent Track Maintenance	Mick Bourke	0438 976 410	9158 5248
Rail Safety Manager	Norm Kenny	0439 913 942	9158 5240
Safety Advisor	Elisabeth Schwarz/Marcel Pikkert	0408 014 835	9158 5127 / 9158 5227
Emergency Services	Andrew Vuckovich	0447 841 335	9158 5225

#### Road Manager

Executive Manager, Technical Services

Shire of Ashburton

Lot 246 Poinciana Street

Tom Price WA 6751

Telephone: 9188 4444

# TOM PRICE VOLUNTEER BUSHFIRE BRIGADE

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**BRIGADE No: 6985**

## AGM AGENDA

**Held at BFB Shed August 4 0900hrs**

**MEETING OPENED:** 0905

**ATTENDANCES:** M Jones (CBFCO), Darren Tottle, Ian Ireland, Lisa Shields, Glynn Potter, Craig Mackrell, Steve Eames, Chris O'Connell, Dave Darling, Paul Madden, Darryl Hannah, Robyn Street, Steve Thomson

**APOLOGIES:** Geoff Harrison ( Leave of Absence), Grant Street, Kris Thomson, Maxine O'Connell, Niki Kelly, Wayne Cooke (DFES)

**SPECIAL GUEST:**

**PREVIOUS MINUTES:**

Moved as correct and accurate record    **Moved:** Chris O'Connell    **Seconded:** Darryl Hannah

**ESL FUNDING:**

Tom Price VBFB has been granted an operating budget of \$19,710 for the 2013/14 financial year. These funds cover operational, training expenses and maintenance costs associated with the brigade.

**DECLARE ALL POSITIONS VACANT:**

Morgwn called for nominations prior to the meeting

Any other nominations

**NOMINATIONS:**

**IN THE EVENT THAT A VOTE NEEDS TO BE CAST FOR A POSITION, THIS WILL BE DONE BY BLIND BALLOTT**

Terms of Office are 2 years

**CAPTAIN:** Darryl Hannah    **Nominated:** Chris O'Connell    **Second:** Dave Darling

**Lt:** Glynn Potter    **Nominated:** Darryl Hannah    **Second:** Paul Madden

**Lt:** Dave Darling    **Nominated:** Darryl Hannah    **Second:** Glynn Potter

**Lt:** Paul Madden    **Nominated:** Chris O'Connell    **Second:** Darryl Hannah

**Lt:** Glen Smith    **Nominated:** Darryl Hannah    **Second:** Chris O'Connell

**Lt:** Craig Mackrell    **Nominated:** Robyn Street    **Second:**

**Equip Officer:** Ian Ireland    **Nominated:** Chris O'Connell    **Second:** Paul Madden

**Captain:** Darryl Hannah elected unopposed

**1<sup>st</sup> Lt:** Glynn Potter

**2<sup>nd</sup> Lt:** Dave Darling

**3<sup>rd</sup> Lt:** Paul Madden

**\*4<sup>th</sup> Lt:** Glen Smith

\*The vote for 4<sup>th</sup> Lt between G Smith & C Mackrell was tied at 6 votes apiece. CBFCO M Jones had the casting Vote

**Equipment Officer:** Ian Ireland elected unopposed

**BRIGADE RESOLUTION: Secretary / Treasurer**

The Shire of Ashburton continues to provide administration duties and grant funding requirements through CBFCO M Jones.

R Street to continue as Tom Price VBFB Social Club Treasurer

**NEW LIGHT TANKER:**

As we know the new LT is here. A formal handover is still to be done with DFES, Morgwn to organise this with Area Manager Wayne Cooke. The LT is to be housed inside the turnout room.

Ian to go over the vehicle and pump and provide a list of parts that should be stocked at the Shed to Morgwn .

Morgwn to seek permission from DFES to install Sat Phone hands free and inlay over tank for storage of jerry cans due to the fact that the LT carries only 85ltrs of diesel.

**PPE:**

A stock take of PPE to be carried out and replacement stock to be ordered.

**Meeting Closed 1025 hrs**

SHIRE OF ASHBURTON



BUSH FIRE POLICY  
2012



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# 1. BUSH FIRE ADVISORY COMMITTEE MEETINGS

## 1.1 INTRODUCTION

The Shire of Ashburton Bush Fire Service comprises one Brigade whose members are all trained volunteers. Council seeks input from these members and other key stakeholders on matters relating to relating to bush fire prevention and control through the Shire of Ashburton Bush Fire Advisory Committee.

This Policy specifies when Bush Fire Advisory Committee Meetings are to be held, and the minimum issues Council seeks the Advisory committee to address.

## 1.2 OBJECTIVE

1. To specify a minimum number of Bush Fire Advisory Committee Meetings to be held in any year.
2. To specify what items are required to be considered at these meetings, except general agenda items.
3. To specify the membership of the Bushfire Advisory Committee and the numbers of members required to constitute a quorum.

## 1.3 POLICY STATEMENT

The Bush Fire Advisory Committee shall meet a minimum of two times per year with the meetings being held in April or May and November. The Chairperson shall be the Shire of Ashburton President or in their absence the Chief Bushfire Control Officer will act as the Chairperson.

The following items shall be considered at the April or May meeting of the Bush Fire Advisory Committee each year:

1. The report of the Brigade Equipment Officer required under Clause 3.7 of the Bush Fire Brigades Local Law.
2. The draft Bush Fire Order for the ensuing fire season.
3. Nominations for the National Medal.



The following items shall be considered at the November meeting of the Bush Fire Advisory Committee each year:

- a) Budget requests from Brigades.
- b) The draft Bush Fire Brigades Budget for DFES ESL Funding.

**Membership of the Bush Fire Advisory Committee shall comprise of:**

**Membership:**

One Councilor  
Chief Bush Fire Control Officer  
Deputy Chief Bush Fire Control Officers  
Captain of the Tom Price Bush Fire Brigade  
(Ranger West, Capt. Tom Price VBFB)  
Bush Fire Control Officer (Pastoralist)  
Bush Fire Control Officer (Ranger)  
Chief Executive Officer  
Executive Manager Technical Services  
Captain of the Tom Price PVFRS or Deputy (FCO)  
Captain of the Paraburdoo PVFRS or Deputy (FCO)  
Captain of the Pannawonica PVFRS or Deputy (BFCO)  
Rio Tinto Representatives  
(EMA Tom Price, Greater Paraburdoo, Greater Brockman)  
Captain or Delegate Tom Price Volunteer Bushfire Brigade Representative

**Ex Officio**

CBFCO Shire of Roebourne (FCO)  
CBFCO Shire of East Pilbara (FCO)  
CBFCO Shire Town of Port Headland (FCO)  
CBFCO Shire of Exmouth (FCO)  
FESA Area Manager  
DEC Representatives  
(Regional Fire Coordinator, Karijini Senior Ranger, Millstream Senior Ranger)

All of whom (except Ex Officio representatives) shall have equal voting rights except in the case of a tied vote, here the Chairperson shall also exercise a casting vote in addition to a deliberative vote.

Minutes and recommendations from the Advisory Committee will be presented to for discussion and referral to Council as soon as practicable after each meeting.



Quorum shall be 50% of membership plus 1.

### **Terms of Office**

- a. Each committee member will be nominated annually by the committee for Council's ratification.
- b. The Council may accept the resignation in writing of, or remove any member of the committee.

### **Appointment of Committee Members**

- c. The Council shall endorse the appointment of new Committee members or when a vacancy occurs in the office of a member of the Committee.

### **District Committees**

The Chief Bush Fire Control Officer his/her delegate is to represent Council, in relation to their Bush Fire obligations, at Local Emergency Management Committee (LEMC) meetings and District Operations Advisory Committee (DOAC) meetings or other district meetings as required.



## 2. STANDARD OPERATING PROCEDURES

### 2.1 INTRODUCTION

DFES has a set of Standard Operating Procedures relevant to the everyday operation of Bush Fire Brigades. The Standard Operating Procedures have been widely accepted and adopted by most local governments in Western Australia.

### 2.2 OBJECTIVE

The objective of this Policy is to adopt the Standard Operating Procedures as Council's Bush Fire Brigades Standard Operating Procedures.

### 2.3 POLICY STATEMENT

That the Shire of Ashburton adopts the Standard Operating Procedures relating to Brigades and Local Authorities as outlined in the DFES Standard Operating Procedures Manual as Council's Bush Fire Brigades Standard Operating Procedures.



## 3. BUSH FIRE CONTROL OFFICER APPOINTMENTS

### 3.1 INTRODUCTION

Within Bushfire Brigades, there are various officers appointed by Council to undertake various roles and responsibilities. The persons occupying these positions, although volunteers, are nonetheless officers of the Council and are appointed by the Council (under section 38 of the Bush Fires Act 1954) upon their nomination by the Brigade and endorsement by the Bush Fire Advisory Committee.

This policy provides the eligibility criteria for a person to be appointed as a Bush Fire Control Officer.

### 3.2 OBJECTIVE

1. To ensure that a person has the relevant qualifications necessary to hold the position of Fire Control Officer.
2. To ensure that these qualifications are maintained by the appointed Bush Fire Control Officer.

### 3.3 POLICY STATEMENT

1. To be eligible for appointment as a Bush Fire Control Officer a person must have completed the Bush Fire Control Officer Training Program.
2. Notwithstanding Item 1 above, a person will be eligible for appointment as a Bush Fire Control Officer if they complete the Bush Fire Control Officer Training Program within 12 months of appointment.
3. For a person to continue as a Bush Fire Control Officer they must complete the Bush Fire Control Officers Course or a Refresher Course at intervals of no more than every 2 years.
4. Yearly notification is made to Council of Brigade Officers to be appointed as Fire Control Officers.
5. A Fire Control Officer shall not issue a Permit to Burn without consultation from the Chief or Deputy Chief Bush Fire Control Officer.



## 4. AUTHORITY OF CHIEF & DEPUTY CHIEF BUSH FIRE CONTROL OFFICERS

### 4.1 INTRODUCTION

Within the Shire of Ashburton Fire Services, a formal hierarchy exists in accordance with the Bush Fires Act 1954 to provide a chain of command at multi brigade incidents. The 2 most senior positions are those of Chief and Deputy Chief Bush Fire Control Officer.

This Policy recognises the need for the Chief and Deputy Chief Bush Fire Control Officer to act quickly in an emergency wild fire situation where that wild fire is beyond the resources of the Shire of Ashburton Fire Services.

### 4.2 OBJECTIVE

1. To specify which persons may incur expenses on behalf of Council;
2. To specify the extent of the authority to expend Council funds.

### 4.3 POLICY STATEMENT

1. The Chief Bush Fire Control Officer, Deputy Chief Bush Fire Control Officer and Captain plus First, Second, Third Lieutenants and Fourth lieutenants of the Tom Price Volunteer Bush Fire Brigade are authorised to engage contractors or incur expenses of up to \$5,000 on behalf of Council;
2. Item 1 of the Policy above only applies to incidents where the Shire of Ashburton is the Controlling Agency and the incident is beyond the resources of the Shire of Ashburton; and
3. Expenditure of an amount likely to exceed \$5,000 requires the approval of one of the following Council Employees:
  - a. Chief Executive Office
  - b. Executive Manager Technical Services



## 5. FIREBREAK ORDER – EXEMPTIONS

### 5.1 INTRODUCTION

In accordance with the provisions of Section 33 of the Bush Fires Act 1954, the Shire of Ashburton adopts an annual Firebreak Notice specifying the minimum standards of fire prevention measures to be undertaken by land owners.

For varying reasons of terrain, natural water courses stands of significant vegetation or other reasons, it may not be possible or desirable for the land owner to meet Councils requirements.

In order to avoid receiving an infringement notice for failing to comply with the requirements of the Firebreak Order, the land owner, in accordance with the Order, needs to obtain the approval of the Shire for an exemption from, the requirements of the Order.

This Policy is intended to provide a procedure to deal with applications for firebreak exemptions to the annual Firebreak Order.

### 5.2 OBJECTIVE

To specify which persons are authorised to approve applications for firebreak exemptions and variations to the annual Firebreak Order.

### 5.3 POLICY STATEMENT

1. The Chief Executive Officer or Chief Bush Fire Control Officer are authorised to approve or refuse applications made for Firebreak Order exemptions.
2. Exemptions so granted shall be issued in writing by the Shire of Ashburton.





## 6. PERSONAL PROTECTIVE EQUIPMENT

### 6.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that they are suitably equipped and protected to carry out their roles as fire fighters.

This Policy provides for the issue of personal protective equipment to brigade members.

### 6.2 OBJECTIVE

1. To specify what personal protective equipment will be supplied by the Shire of Ashburton.
2. To specify when brigade members can wear the personal protective equipment.
3. To specify that a register of personal protective equipment issued to brigade members must be kept by the relevant Chief Bush Fires Control Officer.

### 6.3 POLICY STATEMENT

1. The Shire of Ashburton shall issue all volunteers DFES Level 1 Personal Protective Equipment.
2. Chief Bush Fire Control Officer or Captain shall require that a brigade member completes the attached form acknowledging that they have received the personal protective equipment and that they undertake to return the equipment if they cease to be an active member of the Brigade.
3. Personal Protective Equipment shall only be worn at fire incidents and bona fide Brigade activities.



## 7. FIRE APPLIANCES – REPAIRS, SERVICING & MODIFICATIONS

### 7.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that all equipment provided for Brigade use is maintained to the correct standard and that any modifications do not compromise the operational safety of the equipment.

This policy seeks to specify the procedures to be followed when Council owned fire appliance require repairs, servicing or modifications.

### 7.2 OBJECTIVE

1. To provide an interpretation for the following terms:
  - a. minor repair
  - b. major repair
  - c. minor modification
  - d. major modification.
2. To specify the procedure to be followed when fire appliances require repairs or modifications.
3. To specify the frequency of routine scheduled servicing of fire appliances.

### 7.3 POLICY STATEMENT

In this policy:

**“minor repair”** means to restore to good condition, renovate, mend, remedy or set right again any part of a fire appliance as approved.

**“major repair”** means to restore to good condition, renovate, mend, remedy or set right again any part of a fire appliance, where the repair work as approved.

**“minor modification”** means to change or alter a component of a fire appliance where the modification will not affect the specifications of the fire appliance and where the modification work as approved.

**“major modification”** means to change or alter a component of a fire appliance where the modification will affect the specifications of the fire appliance and the modification work as approved.



1. A Purchase Order for all repairs and modification shall be obtained from the Chief Executive Officer or Chief Bush Fire Control Officer prior to the work being undertaken.
2. Minor and major modifications shall be authorised by the Chief Executive Officer and/or Chief Bush Fire Control Officer after consultation with DFES Pilbara Operations Karratha.
3. All Council owned fire appliances are to be serviced by an appropriately qualified company as required.



## 8. DUTIES OF RANGERS AT FIRES

### 8.1 INTRODUCTION

Pursuant to Section 38(1) of the Bush Fires Act 1954 Shire of Ashburton Rangers are appointed as authorized Fire Control Officers.

It is the function of Volunteer Bush Fire brigades to suppress wild fires within the Shire of Ashburton. However, in performing this function, the Officer in control of the fire may enlist other services or agencies as required.

This policy seeks to specify when the Shire Rangers are requested by the Incident Controller or Chief Executive Officer or delegate to attend fire emergencies and the role of that officer at same.

### 8.2 OBJECTIVE

1. To specify when the Shire Ranger is to attend fire services incidents.
2. To specify the Shire Ranger's role at fire services incidents.

### 8.3 POLICY STATEMENT

1. The Shire Ranger shall attend fire emergencies only at the request of the Incident Controller or Chief Executive Officer or delegate.
2. At fire emergencies the role of the Shire Ranger is to:
  - a) assist the Incident Controller in establishing a forward control point.
  - b) provide essential communications assistance.
  - c) provide forward reconnaissance.
  - d) provide the Incident Controller with logistical support.
  - e) ensure that communications obligations to all other agencies are met.



## 9. HAZARD REDUCTION WITHIN THE GAZETTED SHIRE OF ASHBURTON TOWNSITES

### 9.1 INTRODUCTION

The Shire of Ashburton is responsible for the reduction of fire hazards on land under its control. This land includes road and drainage reserves as well as public open space. This Policy provides for the burning of road and drainage reserves within the Shire of Ashburton for fire hazard reduction and maintenance purposes.

### 9.2 OBJECTIVE

1. To specify who can conduct burning on road and drainage reserves under the care, control and maintenance of the Shire of Ashburton.
2. To ensure that persons involved in burning are trained to do so, in a safe manner.
3. To ensure that adequate appliances and/or machinery are available to facilitate the safe burning of road and drainage reserves.

### 9.3 POLICY STATEMENT

1. All hazard reduction burns identified within the Shire of Ashburton Townsites are to be carried out in consultation with the Chief Bush Fire Control Officer and the Captain of the Private Fire and Rescue Service Brigades in Tom Price, Paraburdoo and Pannawonica and the Onslow Volunteer Emergency Services Unit.
2. Officers so authorised under the shall issue permits to burn verge/drainage reserves to the following organisations only:
  - a) Private Fire and Rescue Service Brigades in Tom Price, Paraburdoo and Pannawonica and the Onslow Volunteer Emergency Services Unit.
  - b) Council's Bush Fire Brigades;
  - c) Authorised Shire Officer
3. A Fire Control Officer shall not issue a Permit to Burn without consultation from the Chief or Deputy Chief Bush Fire Control Officer.
4. In this Policy, Authorised Shire Officer, means Shire Rangers.
5. The Chief I Bush Fire Control Officer shall be notified of a burn under this Policy.



## 10. FIRES OUTSIDE THE SHIRE OF ASHBURTON

### 10.1 INTRODUCTION

Bush Fire brigades across the region operate in an environment of “mutual support”, where Brigades in areas not under immediate threat from wild fire will assist at incidents which are beyond the capacity of the controlling agency.

This Policy recognises the need for the Shire of Ashburton to be able to assist other local authorities and emergency services where they request our assistance with an incident that is outside of the local government area of the Shire of Ashburton.

### 10.2 OBJECTIVE

1. To specify that the Shire of Ashburton is available to assist at incidents outside of the Shire of Ashburton.
2. To specify which officers are delegated to approve the response of Shire of Ashburton to incidents outside of the Shire of Ashburton.

### 10.3 POLICY STATEMENT

1. The Shire of Ashburton shall be available to attend incidents outside the Shire of Ashburton where their assistance is requested by the controlling agency for that incident.
2. A Bush Fire Brigade shall not attend an incident outside of the Shire of Ashburton unless their response is authorised by the Chief or Deputy Chief Bush Fire Control Officer and Chief Executive Officer.
3. The Chief Bush Fire Control Officer shall be notified as soon as a fire appliance is dispatched to an out of district fire.



# 11. USE OF COUNCIL PLANT – FIRE EMERGENCIES

## 11.1 INTRODUCTION

It is the function of Volunteer Bush Fire brigades to suppress wild fires within the Shire of Ashburton. However, in performing this function, the Officer in control of the fire may enlist other services or agencies as required

This Policy provides that Council plant may be used to assist at an incident and specifies which officers can approve the use of the plant.

## 11.2 OBJECTIVE

1. To specify when plant may be used at a fire emergency.
2. To specify which employees can authorize the use of Council Plant at fire emergencies.
3. To specify that plant operators have a minimum level of training before attending fire service incidents/civil emergencies.
4. To specify who will be responsible for costs associated with the use of Council plant at fire emergencies.

## 11.3 POLICY STATEMENT

The Shire of Ashburton, where practicable, shall make its plant available for use at fire emergencies.

Council Employees authorised to permit the use of Council plant at fire incidents/civil emergencies are:

- a. Chief Executive Officer
  - b. Executive Manager of Operational Services
  - c. Chief/Deputy Chief Bush Fire Officer
  - d. Brigade Officers; and
  - e. Rangers
1. Council employees operating the plant in accordance with clause 1 above, shall have completed introduction to Bush Fire Fighting.

Where Council plant is utilised in accordance with clause 1 above, expenses are to be met by Council unless the expenses can be recovered by insurance procedures or Bush Fire Financial Assistance DFESSAP 3.1.A) as approved by DFES Pilbara Operations Karratha.







## 12. TRAINING ARRANGEMENTS

### 12.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that they are suitably equipped and trained for their task.

This Policy is to ensure that volunteer fire fighters are properly trained by making available suitable venues, catering and by encouraging fire fighters to attend courses.

### 12.2 OBJECTIVE

Chief Bush Fire Control Officer coordinates all training requirements.  
To make available suitable venues for training; and  
To specify when catering will be organised for course participants.

### 12.3 POLICY STATEMENT

1. The Shire of Ashburton shall make available, any suitable venue for the training of fire fighters.
2. It shall be the responsibility of the Chief Bush Fire Control to arrange for the booking of such venues;
3. The Shire of Ashburton shall pay via Emergency Services Levy for catering at courses that are organized by the Chief Bush Fire Control;
4. The Chief Bush Fire Control shall make available to all Brigades within the Shire of Ashburton notices of upcoming training courses and they shall encourage suitable candidates to attend these courses;



## 13. FIRE FIGHTERS MEALS – FIRE SERVICES INCIDENTS

### 13.1 INTRODUCTION

At incidents of major fires, the welfare, including sustenance, of fire fighters must be considered and planned for.

This policy seeks to specify where and when meals will be provided to personnel present at fire services incidents.

### 13.2 OBJECTIVE

1. To make available suitable meals and catering for persons attending fire services incidents;
2. To provide guidelines as to when meals will be made available; and
3. To specify who is authorised to incur expenditure in this regard.

### 13.3 POLICY STATEMENT

Implementation of meals and refreshments will be done in consultation between the Chief Bush Fire Control and the Incident Controller.

The Shire of Ashburton will supply meals to personnel attending fire services incidents if:

- a. The personnel are attending a fire a fire emergency within the local government area of the Shire of Ashburton.
- b. The Shire of Ashburton is the controlling agency for that particular incident.

Where personnel have been called to an incident at least two hours prior to a meal period (i.e. breakfast, lunch or tea) and it has been established that they will be required at the incident for at least two hours after that meal period, Council will supply the required meal and drinks not including alcoholic beverages. For continuation of firefighting duties after this period, refreshments will be supplied at the various meal periods (with hydration being available at all times).



## 14. USE OF FUEL CARDS BY BUSH FIRE BRIGADES

### 14.1 INTRODUCTION

Bush Fire Brigade appliances are provided and maintained by the Shire of Ashburton. As part of the maintenance of these appliances, Fuel Cards are issued to bush fire brigades for:

- Purchase of fuel and oil appropriate to the fire appliance

### 14.2 OBJECTIVE

To ensure the secure and proper use of fuel cards by bush fire brigade personnel.

### 14.3 POLICY STATEMENT

The Shire of Ashburton shall issue a fuel card for each Bush Fire Brigade appliance provided by the Shire of Ashburton, for use in the following manner:

1. Fuel cards are specific to each fire appliance and as such are to be kept on the relevant fire appliance in a secure place at all times;
2. The fuel card must be presented to the cashier when a purchase is made. It is incumbent on the person signing the receipt to ensure that details of the purchase are correct;
3. Volunteer Fire Services personal must sign the receipt.
4. If at any time a fuel card is found to be missing or stolen, it must immediately be reported to the Chief Bush Fire Control or Captain so that the fuel card can be cancelled. In this instance it would be helpful if an approximate date of the loss/theft of the fuel card could be reported.
5. If a purchase is attempted that is not a valid type of expenditure for that card the purchase will be rejected. Misuse of the fuel cards will render the offender liable to disciplinary and/or legal action.



# 15. MINIMUM DRIVER TRAINING SHIRE OF ASHBURTON FIRE APPLIANCES

## 15.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that they are suitably trained to carry out their roles as fire fighters.

This Policy has been developed to recognise potential duty of care issues in relation to the training standards of persons who are required to operate Shire of Ashburton Fire Appliances

## 15.2 OBJECTIVE

The driver of any Council fire Fighting appliances will hold a current driver's license appropriate for the appliance being driven and be either:

1. A council employee
2. A registered member of a Volunteer Fire Brigade
3. Any person instructed by the Bush Fire Captain or Chief Bush Fire Control Officer or any other authorized person

The objective of this Policy is to specify a minimum training standard for all drivers of Shire of Ashburton Fire Appliances.

## 15.3 DEFINITIONS

In this Policy, unless the contrary appears:

1. "*approved driving course*" means Drive Vehicles Under Operational Conditions DFES Introduction to Driving or equivalent.
2. "*authorised training*" means driver training on appliances that is conducted and supervised by a brigade officer or training officer, who has completed an approved driving course.
3. "*learner driver*" means a driver who is issued with a learners permit under Section 48C of the Road Traffic Act 1974.
4. "*probationary driver*" means a diver who is issued with a probationary license under Section 45 of the Road Traffic Act 1974.
5. "*volunteer firefighter*" means a registered member of a bush fire brigade formed under the Bush Fires Act 1954 and includes any bush fire control officer, officer,



office bearer, firefighter, probationary firefighter, probationary firefighter and auxiliary member of a brigade.

#### 15.4 POLICY STATEMENT

1. A volunteer firefighter shall not drive any fire appliance owned by the Shire of Ashburton in an emergency situation unless they have completed an approved driving course;
2. Other Brigade members may drive appliances in non-emergency situations subject to their holding the necessary motor vehicle drivers license; and
3. A volunteer firefighter who is a probationary driver or a learner driver shall not drive any fire appliance owned by the Shire of Ashburton unless that volunteer firefighter is involved in authorised training.



## 16. USE OF BRIGADE APPLIANCES

### 16.1 INTRODUCTION

Council provides appliances to Volunteer Bush Fire Brigades for the protection of property and the community in the event of fire. The immediate availability of these appliances, subject to maintenance down time, for the purpose for which they are provided, is essential for Brigades to carry out their commitment to the community

### 16.2 OBJECTIVE

To stipulate the use which may be made of Council owned fire appliances thus ensuring the appliance is available for the purpose for which it was provided.

### 16.3 POLICY STATEMENT

1. To ensure that Bush Fire Brigade appliances provided by Council are readily available, the following uses only will be permitted:
  - Attending call outs to wild fires;
  - Carrying out hazard reduction burning;
  - Brigade training activities;
  - Travel associated directly with refueling or vehicle maintenance;
  - A 30 minute maintenance run, twice a month, during the off fire season.
2. Any use of a Brigade Appliance for a purpose other than that described in 1. above shall only occur if approved by the Brigade Captain or Chief Bush Fire Control Officer or any other authorised persons.



# 17. PURCHASE OF EQUIPMENT FOR BUSH FIRE BRIGADES

## 17.1 INTRODUCTION

Bush Fire Brigades are established by the Shire of Ashburton under powers conferred upon the Council by the Bush Fires Act 1954. As the Brigades are creatures of the Council, it is the responsibility of the Shire to ensure the Brigades are provided with the level of equipment necessary to, and suitable for, the performance of their roles.

## 17.2 OBJECTIVE

To ensure that any equipment/appliances purchased:

1. Is suited to the task for which it is intended,
2. Has the endorsement of the Shire of Ashburton Bush Fire Advisory Committee and
3. Is in the best interests of the Shire of Ashburton Emergency Services as a whole.

## 17.2 POLICY STATEMENT

For the purposes of this policy, grant funds also includes corporate sponsorship.

1. Individual Brigades, or members thereof, shall not apply for funding or purchase firefighting equipment or appliances;
2. In order that grant funds may be pursued for the best overall strategic benefit of the Shire of Ashburton Bush Fire Brigades and grant funds will only be applied for by the Shire;
3. Any equipment/appliances required by Bush Fire brigades will only be purchased on behalf of the Brigade by the Shire of Ashburton;
4. Equipment will not be purchased, other than to replace an existing item, unless the Bush Fire Advisory Committee has determined:
  - a. the need to purchase the item
  - b. the item meets all current DFES and Shire of Ashburton standards
  - c. provision for the insurance/maintenance of the item can be made within the existing operating budgets.



## 18. BRIGADE MEMBERS – COMPETENCE AT FIRE GROUNDS

### 18.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that they are suitably equipped and trained for their task.

This Policy seeks to ensure that volunteer fire fighters have attained the necessary level of competence prior to their attendance on the fire ground in a wildfire situation.

### 18.2 OBJECTIVE

The intent of this policy is to stipulate the level of training required to be undertaken by volunteer Bush Fire brigade members before they can be considered by the Council to be competent to be present on the fire ground.

### 18.3 POLICY STATEMENT

1. A volunteer member of a Shire of Ashburton Bush Fire brigade shall not be permitted on to the fire ground until they have demonstrated their competence in this regard; and
2. The attainment of competence shall be demonstrated by the member having completed the following modules of the DFES Bush Fire Fighters Course:
  - a. Induction to Fire Fighting
  - b. Introduction to Fire Fighting
  - c. Bush Fire Fighting





## 19. USE OF WARNING LAMPS AND AUDIBLE WARNING SYSTEMS

### 19.1 INTRODUCTION

The Road Traffic Code 2000 permits the use of Warning Lamps and Electric Siren Warning Systems for vehicles providing active response to an emergency.

To guard against incorrect use and to avoid possible detracting from the significance of flashing warning lamps and sirens, their use is limited to particular vehicles and particular circumstances.

The following extracts are taken from the publication "**Warning Lamps – A guide for installation and operation**" issued by the Western Australian Department of Planning and Infrastructure.

#### **Definitions:**

#### **Priority Degree of Urgency Level of Risk**

1. Most urgent Life and/or Serious Property threat
2. Urgent - High Risk Personal or Property Risk

**Priority One** Emergency Service role is of the highest priority usually involving life threat, serious injury or significant property damage. Also the service is in constant alert and may be required at any time with minimal notice.

Vehicles used in this category will usually provide active response that may involve high speed and continual contravention of the normal road rules (at times at increased risk) under special emergency exemption provisions during the period of operation.

**Priority Two** Usually attends dangerous situations, which are generally not first response or do not require a very high level of urgency. Public are not exposed to the same danger as for Priority One although there may on occasions be the risk of life and serious property damage.

Vehicles used in this category will usually provide active response that may involve some speed and regular contravention of the normal road rules under special emergency exemption provisions during the period of operation.

All Priority 1 and 2 operators require fully accredited training. Correct legal use and Duty of Care issues must be addressed before operators are permitted to operate the relevant vehicle.



### **Responsibilities of Service Providers**

The organisation owning or operating the vehicle shall keep a register of all vehicles fitted with flashing warning lamps. They shall also maintain details of each training course, those operators that are accredited and any other information that is necessary to support use of a certain priority lamp on a vehicle. All of this information shall be readily available for inspection, by a third party, in particular for instances such as crash investigation or law enforcement.

### **Training**

Operators of vehicles fitted with flashing warning lamps must be trained in the correct usage of these lamps. Any organisation operating the vehicle shall be responsible for ensuring that all operators have been provided with the appropriate training. As mentioned previously details of all operators should be readily available for inspection.

Priority one and two categories

As vehicles in these categories are normally rapid response emergency vehicles their drivers are generally exempt from the normal requirements of the Road Traffic Code provided that it is safe and reasonable in the circumstances to proceed contrary to the regulations. Organisations operating these vehicles must ensure that their personnel have passed an appropriate driving course that is relevant to the operation of the particularly vehicle in emergency situations.

### ***objective***

1. To specify the circumstances, and by whom flashing warning lamps and sirens may be activated.
2. To guard against incorrect use and to avoid possible distraction from the significance of flashing warning lamps.

### ***policy statement***

1. All Shire of Ashburton Bush Fire Service Vehicles responding to wildfire emergencies will use their emergency beacons when:
  - Responding to incident
  - During incident
  - Whilst obeying all road rules at all times
2. Sirens shall only be used when responding to a Priority 1 emergency or if prevailing traffic conditions warrant their use.
3. Lights and sirens shall not be used when the vehicle is operating under normal road conditions.



4. Only persons who are trained in accordance with Council Policy 15 Minimum Driver Training – Shire of Ashburton Fire Appliances are permitted to operate a vehicle using warning devices.
5. Notwithstanding Policy statement 2 above, the use of lights for reasons of Occupational Health and Safety, if appliances are being refilled on the side of the road or that mopping up/blackout operations are also being conducted from the roadside, is permitted.



## 20. BRIGADE OFFICER QUALIFICATIONS

### 20.1 INTRODUCTION

Bush Fire brigades are created by Council pursuant to Section 41 of the Bush Fires Act 1954. As Brigades are under the control of the Shire of Ashburton, the Shire has a duty of care to Brigade members to ensure that they are suitably equipped and trained for their task.

This duty of care extends to the qualifications of Brigade Officers to ensure they have the necessary combination of formal qualification and experience to perform their roles and provide for the safety of those whose activities they direct.

The Policy also seeks to provide a pathway for members to follow should they aspire to fill more senior roles within the Brigade and Ashburton Shire Bush Fire Services.

#### **objective**

The intent of this policy is to stipulate the level of training and experience to be attained by persons seeking to become officers within volunteer bush fire brigades within the Shire of Ashburton.

### 20.2 POLICY

In addition to the qualifications required under Policy 19.24 - Brigade Members – Competence at Fire Grounds, Council requires that all persons seeking to hold the position of officer of a brigade within the Shire of Ashburton Bush Fire service shall attain, as a minimum, the following combination of qualifications and experience:

#### **Captain**

1. Be a competent fire fighter with operational experience at this level and,
2. Have completed the following courses as a minimum standard:
  - Fire and Incident Operations
  - Sector Commander
  - Machine Supervision.
  - Australasian Inter-Service Incident Management System (AIIMS) Awareness

#### **Lieutenant**

1. Be a competent fire fighter with operational experience; and
2. Have completed the following courses as a minimum standard:
  - AIIMS Awareness
  - Crew Leader



### **Fire Control Officer**

1. Be a competent Fire Fighter with operational experience at this level;
2. To be eligible for appointment as a Bush Fire Control Officer a person must have completed the Bush Fire Control Officer Training;
3. Notwithstanding Item 2 above, a person will be eligible for appointment as a Bush Fire Control Officer if they complete the Bush Fire Control Officer Training Program when next available.
4. For a person to continue as a Bush Fire Control Officer they must complete the Bush Fire Control Officers Course or a Refresher Course at intervals of no more than every five years.

### **Chief/Deputy Chief Bush Fire Control Officer**

1. Demonstrated competence as a Fire Control Officer; and
2. Experience as a Fire Control Officer.

#### *Implementation*

*This policy shall have effect for all appointments as a brigade officer made after  
**Insert date here***

# SHIRE OF ASHBURTON



# BUSH FIRE MANAGEMENT PLAN

**NOTE:**

Only amendments to the contact list and resource list should be made, any amendments that change the intent and purpose of this plan must be submitted to the LEMC in your area



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## **PURPOSE**

The purpose of this Plan is to document and evaluate the SoA's Bush Fire Management Plan against the following criteria;

The Emergency Management Act 2005  
Bush Fires Act 1954  
Westplan Bushfire 2012

## **ENDORSEMENT**

The SoA Bush Fire Management Plan has been prepared by the Chief Bush Fire Control Officer in conjunction with the SoA's Bushfire Advisory Committee and DFES Country Operations Pilbara

This Plan has been endorsed by the SoA's Local Emergency Management Committees (LEMC).

---

Morgwn Jones  
Chief Bush Fire Control Officer SoA  
Chairperson SoA Inland LEMC  
Onslow LEMC  
Pannawonica LEMC

Date: \_\_\_\_\_



## SUMMARY

Planning for bushfires means ensuring the resources, information and communication methods used in fighting fires are established, reliable and current. It also means establishing emergency management procedures for managing, bushfires, evacuations, road closures and the dissemination of information to the public and key stakeholders.

Planning is not only essential to provide an effective response to a local bushfire emergency; they also underpin the State level plan [WESTPLAN Bushfire](#) (available on the DFESwebsite) for dealing with a bushfire emergency.

The SoA plays a major role in ensuring that all emergency management activities pertaining to the Prevention, Preparedness, Response & Recovery (PPRR) from bushfires is undertaken. This plan has been developed to ensure that the threat and impact from bushfires is managed to provide protection of life, property and the environment within the SoA.



## AMENDMENT RECORD

Amendments to these arrangements will be issued periodically. Any suggestions for amendments can be forwarded to:

Chief Bush Fire Control Officer  
PO Box 567  
Tom Price WA 6751

## AMENDMENT RECORD

Proposals for amendments or additions to this Plan should be forwarded to the Chief Bush Fire Control Officer

AMENDMENT		DETAILS OF AMENDMENT	AMENDED BY
VERSION	DATE		
1	12 Sept 2006	Re Write Contacts and Resources	M. Jones
	9 Nov 2007	Update Contacts & Resources Remove WESTPLAN Bushfire & give as separate document	M. Jones
	30 Oct 2008	Review of Wittenoom Policy 3.3 The use of fire in Preparedness & Suppression Update Contacts & Resources	M. Jones
	11 Sept 2009	Update FCO's & Shire Contacts Contacts & Resources	M. Jones
	30 Nov 2009	Wittenoom Policy (new) Remove "Stay & Go " Advice , Replace with Prepare Act & Survive Remove Bushfires Board SOP 10 & 12, Replace with FESA SAP 12	M. Jones
	Sept 2010	Contacts & Resources	M. Jones
2	Dec 2011	Complete Review & Re Write	M. Jones
	Dec 2012	Finalise Review & Re Write	M. Jones
	August 2013	Change of FESA & DEC Acronyms	M. Jones

## FEEDBACK



Suggestions and comments can help improve this document and subsequent amendments. Photocopy the relevant section, mark your comments and/or proposed changes and send it to:

LEMC Chairperson  
In your locality  
C/- SoA  
PO Box 567  
Tom Price WA 6751  
[soa@ashburton.wa.gov.au](mailto:soa@ashburton.wa.gov.au)

Feedback may include:

- What you do and don't like about the document
- Unclear or incorrect expression
- Out of date practices
- Errors, omissions or suggested improvements



## DISTRIBUTION LIST

TITLE	ORGANISATION	COPIES
Records	SoA	1
Chairpersons	SoA's LEMC	1
Local Emergency Coordinators	WA Police	4
Public Copies	SoA Offices	4
Public Copies	SoA Libraries	4
Captain	Tom Price Volunteer Bushfire Brigade	1
Captain	Tom Price Private Volunteer Fire & Rescue Service	1
Captain	Pannawonica Private Volunteer Fire & Rescue Brigade	1
Unit Manager	Onslow Volunteer Emergency Services	1
Unit Manager	Tom Price SES	1
Emergency Management Advisor	Rio Tinto Iron Ore Tom Price / Marandoo Operations	2
Emergency Management Advisor	Rio Tinto Iron Ore Greater Paraburdoo Operations	1
Emergency Management Advisor	Rio Tinto Iron Ore Greater Brockman Operations	2
Emergency Management Advisor	Rio Tinto Iron Ore Pannawonica / Robe Valley Operations	1
CBFCO's	Shires of Roebourne, East Pilbara, Exmouth & Town of Port Headland	4
FCO's	SoA	9
Senior Ranger Karijini National Park	Department of Environment & Conservation	1
DEC Regional Fire Coordinator	Department of Environment & Conservation	1
Emergency Management Officer	Fortescue Metals Group (Solomon Project)	1
Manager of Main Roads WA	MRWA Pilbara	1
FESA District Office	Fire & Emergency Services Authority Karratha	1
Pastoral Stations	Pastoralists	29



## GLOSSARY

**BUSH** - Includes trees, bushes, plants, stubble, scrub, and undergrowth of all kinds whatsoever whether alive or dead standing or not standing and also part of a tree, bush, plant, or undergrowth, and whether severed there from or not so severed. The term does not include sawdust and other waste timber remains upon the premises of a sawmill in which sawmilling is carried on.

**BUSH FIRE** - A fire or potential fire, however caused, and includes a fire in a building. (Bush Fires Act 1954)

**BUSH FIRE HAZARD** - Concerned with the condition of the fuel and takes into consideration several factors including vegetation type (land use), quantity of fuel (fuel load), arrangement of fuel, seasonal conditions, moisture content, and topography.

**BUSH FIRE PREVENTION** - the planning and implementation of measures necessary to minimise and alleviate the occurrence and effect of bush fires. This includes firebreak and access maintenance, fire detection and education.

**BUSH FIRE PROTECTION** – A combination of bush fire prevention (planning, fuel reduction) and response.

**BUSH FIRE RISK** - The likelihood of a fire starting and the probability that it will burn out of control to become a bush fire. It is important to identify causes of bush fires (eg. arson, machinery, escape from controlled burn, etc.).

**BUSH FIRE THREAT** - The combination of bush fire risk and hazard. Bush fire threat is greatest where the likelihood of fires starting is high and where fuels are adjacent to developments or assets

**CONSEQUENCE** - The outcome of an event or situation expressed qualitatively. In the emergency risk management context, consequences are generally described as the effects on persons, society, the environment and the economy.

**CONTROLLING AGENCY**- An agency nominated to control the response activities to a specified type of emergency.

**EMERGENCY** - Is the occurrence or imminent occurrence of a hazard of such a nature or magnitude that it requires a coordinated response.

**FIRE BREAK** – Any natural or constructed discontinuity in a fuel bed used to segregate, stop, and control the spread of a bush fire, or to provide a fire line from which to suppress a fire.



**HAZARD** – The features and conditions affecting fire behaviour, size of bushland area, topography, vegetation types adjoining properties, wind conditions summer weather patterns.

**HAZARD MANAGEMENT AGENCY (HMA)** – The organisation which, because of its legislative responsibility or specialised knowledge, expertise and resources is responsible for ensuring that emergency management activities pertaining to the prevention of, preparedness for, response to and recovery from a specific hazard are undertaken. Such organisations are either designated by legislation or detailed in State level emergency management plans.

**INCIDENT CONTROLLER-** The person designated by the relevant Controlling Agency, responsible for the overall management and control of an incident within an incident area and the tasking of agencies in accordance with the needs of the situation. [Note: Agencies may use different terminology however the function remains the same].

**INCIDENT MANAGEMENT TEAM (IMT)** – A group of incident management personnel comprising the incident controller, and he or she appoints to be responsible for the functions of planning, operations and logistics.

**INCIDENT SUPPORT GROUP (ISG)** – a group of agency/organisation liaison officers, including the designated Emergency Coordinator, convened and chaired by a person appointed by the Controlling Agency to provide agency specific expert advice and support in relation to operational response to the incident.

**LIKELIHOOD** - Used as a qualitative description of probability or frequency based on the description of hazards, and the degree of vulnerability of the community and environment.

**LIFELINES** – Systems or networks that provide for the circulation of people, goods, services and information upon which health, safety, comfort and economic activity depend.

**OCCUPIER OF LAND** – A person residing on the land or having charge or control of it, whether the person is the owner or tenant or a bailiff, servant, caretaker, or other person residing or having charge or control of the land and includes a person who as mortgagee in possession has possession of the land, while the land is unoccupied, and also a person who has the charge or control of two or more separate parcels of land, although the person resides on only one of the parcels.

**OPERATIONAL AREA (OA)** – the area defined by the Operational Area Manager for which they have overall responsibility for the strategic management of an emergency. This area may include one or more Incident Areas.

**OPERATIONAL AREA SUPPORT GROUP (OASG)** - a group of agency / organisation liaison officers, including the designated Emergency Coordinator, convened by the





Operational Area Manager/Incident Controller to provide agency specific expert advice and support in relation to strategic management of the incident/s.

**PREVENTION** – Measures to eliminate or reduce the incidence or severity of emergencies.

**PREPAREDNESS** – Measures to ensure that should an emergency occur, communities' resources and other services are capable of coping with the effects.

**RESPONSE** – Actions taken in anticipation of, during, and immediately after an emergency to ensure that people affected are given immediate relief and support.

**RECOVERY** - Measures which support emergency-affected individuals and communities in the reconstruction of the physical infrastructure and restoration of emotional, economic, environmental and physical well being.

**RESTRICTED BURNING TIMES** – The times of the year during which it is declared by the Authority under Section 18 to be unlawful to set fire to the bush within a zone of the State except in accordance with a permit obtained under that section and with the conditions prescribed for the purposes of that section and, in relation to land in such a zone;

- (a) Includes any extension of those times made, or any further times imposed, under that section in respect of the whole of that zone or in respect of the part of that zone, or the district or part of a district, in which that land is situated; but
- (b) Does not include any period by which those times are reduced, or for which those times are suspended, under that section in respect of the whole of that zone or in respect of that part of that zone, or the district or part of a district, in which that and is situated.

**RISK** - Risk is now defined in terms of the effect of uncertainty on objectives.

NOTE 1 An effect is a deviation from the expected — positive and/or negative.

NOTE 2 Objectives can have different aspects (such as financial, health and safety, and environmental goals) and can apply at different levels (such as strategic, organization-wide, project, product and process).

NOTE 3 Risk is often characterized by reference to potential events and consequences or a combination of these.

NOTE 4 Risk is often expressed in terms of a combination of the consequences of an event (including changes in circumstances) and the associated likelihood of occurrence. *AS/NZS ISO 31000:2009*





## ACRONYMS

The following acronyms are used throughout these arrangements

<b>AIIMS</b>	Australasian Inter-service Incident Management System
<b>BFAC</b>	Bush Fire Advisory Committee
<b>BFLO</b>	Bush Fire Liaison Officer
<b>BOM</b>	Bureau of Meteorology
<b>CBFCO</b>	Chief Bush Fire Control Officer
<b>COMCEN</b>	FESA Communication Centre
<b>DCP</b>	Department of Child Protection
<b>DCBFCO</b>	Deputy Chief Bush Fire Control Officer
<b>DEMC</b>	Pilbara District Emergency Management Committee
<b>DOAC</b>	Pilbara District Operations Advisory Committee
<b>DPAW</b>	Department of Parks and Wildlife
<b>ECC</b>	Emergency Co-Ordination Centre
<b>FCO</b>	Fire Control Officer
<b>FCP</b>	Forward Control Point
<b>FESA</b>	Fire & Emergency Services Authority
<b>HAZMAT</b>	Hazardous Material
<b>HMA</b>	Hazard Management Agency
<b>IC</b>	Incident Controller
<b>ICV</b>	Incident Control Vehicle
<b>ISG</b>	Incident Support Group
<b>IMT</b>	Incident Management Team
<b>LEC</b>	Local Emergency Coordinator
<b>LEMC</b>	Local Emergency Management Committee
<b>OASG</b>	Operations Area Support Group
<b>OIC</b>	Officer in Charge
<b>PVFRS</b>	Private Volunteer Fire & Rescue Brigade
<b>SoA</b>	SoA
<b>SAP</b>	Standard Administration Procedure
<b>SES</b>	FESA State Emergency Services
<b>SEMC</b>	State Emergency Management Committee
<b>SOP</b>	Standard Operating Procedures
<b>WAPOL</b>	Western Australian Police
<b>WESTPLAN</b>	West Australian Emergency Management Plan
<b>VBFB</b>	Volunteer Bush Fire Brigade
<b>VES</b>	Volunteer Emergency Service



## **1.0 INTRODUCTION**

### **1.1 TITLE**

These arrangements are to be referred to as the “**Shire of Ashburton Bush Fire Management Plan**”.

### **1.2 AIM**

The aim of the Bush Fire Management Plan is to identify and document fire management strategies used to ensure the prevention of, preparedness for, response to and recovery from the impact of bushfires on life, property and the environment within the Shire of Ashburton (SoA).

### **1.3 AUTHORITY**

The SoA Bush Fire Management Plan has been prepared and produced under the authority of the SoA.

DFES is the designated Hazard Management Agency (HMA) for the emergency management aspect of response to fire, for the whole of the State, with the SoA being the Controlling Agency for all land outside DPAW controlled land and DFES controlled areas and for Unmanaged Reserves (UMR) and Unallocated Crown Land (UCL) outside townsites (Gazetted Fire Districts).

Responsibilities are allocated as follows (WESTPLAN Bushfire 2012)

- Prevention: DFES, DPAW and LG for their areas.
- Preparedness: DFES, DPAW and LG for their respective areas.
- Response: DFES statewide; DPAW and Local Government: Controlling Agencies for their respective areas.
- Recovery: Local Government.

Day to day responsibilities for fire management is shared between DFES, DPAW and local Government, within their respective jurisdictions as follows:

### **DFES**

Prevention:

- For unallocated Crown lands (UCL) and other unmanaged reserves (UMR) within all townsites, regional centres and the Perth metropolitan area.
- The declaration of restricted and prohibited burning times for the whole of the state, and approval of suspensions and exemptions.
- The declaration of Total Fire Bans.
- The facilitation of statewide arson prevention programs in conjunction with WA Police, DEC and Local Government.
- The development and implementation of statewide community engagement and education programs.



#### Preparedness and Response:

- For all lands within prescribed Fire Districts declared under the *Fire Brigades Act 1942* or where a Fire Service brigade or Volunteer Emergency Service unit is established under the *FESA Act 1998*.
- Under Section 13 of the *BF Act*, FESA may, in writing, authorize a bush fire liaison officer or another person to take control of all operations at a fire.
- The dissemination of public information and warnings.

#### **DPAW**

##### Prevention:

- For all DPAW managed land such as State Forest, Timber Reserves, National Parks, Conservation Parks and Nature Reserves.
- For UMR and UCL outside townsites, regional centres and the Perth metropolitan area.

##### Preparedness and Response:

- For all DPAW managed land outside FESA controlled areas.

##### Recovery:

- As identified in Westplan-Recovery.

#### **LOCAL GOVERNMENT**

##### Prevention:

- For all their own lands.
- Prescription and enforcement of bushfire prevention measures on all private lands and leaseholds within their local government district.
- Imposition of harvest and movement of vehicle bans.
- Issuing permits to use fire.
- Varying the declared restricted and prohibited burning times in response to local conditions.
- Enforcement of *BF Act* offences within the local government district.

##### Preparedness and Response:

- For all land outside DPAW controlled land and DFES controlled areas and for UMR and UCL outside townsites, regional centres and the Perth metropolitan area.

##### Recovery:

- Within all the local government areas.



## 1.4 SCOPE

This Plan covers the geographical boundaries of the SoA. The scope of these arrangements is limited to and includes:

- Existing legislation, plans and local laws.
- Statutory or agreed responsibilities.
- Support to and interface with other Emergency Management Plans.

## 1.5 OBJECTIVES

The objectives of this plan are:

- To provide bush fire management arrangements for the overall protection of the communities in the SoA.
- To detail the community context, for any arrangements to apply, including contacts and response resources.
- To detail community elements at risk from fire, likely causes of this risk and triggers for escalation of response efforts to manage fire.

To provide arrangements for incident management, including facilities, personnel and inter-agency cooperative arrangements.

## 1.6 AREA COVERED

The SoA, at nearly half the size of Victoria (105 647 square km), boasts some of the world's largest open cut mines, largest pastoral leases and cattle stations, fishing industry and a thriving tourism industry set against a beautiful and ancient arid tropical landscape with a resident population of around 9,500 divided between four (4) towns, Tom Price, Paraburdoo, Onslow and Pannawonica with the majority of the population being located in Tom Price.

The Shire is also a gateway to a number of natural attractions in the region, most notably Karijini National Park in the inland part of the Shire and the Mackerel Islands off the Onslow coast. The SoA experiences high levels of tourists on a seasonal basis. The major transport routes in the Shire are via the North West Coastal Highway or via the Great Northern Highway. There is a private railway line, which runs from Dampier to Tom Price, Marandoo, Paraburdoo, and Pannawonica. A sealed road connecting the towns of Tom Price and Karratha is partially completed.

The Shire has one major airport at Paraburdoo, which operates 717's. The airport services daily commercial flights to and from Perth; Onslow Aerodrome is a small regional aerodrome which services local air traffic and RFDS operations. The aerodrome operates a 1600m bitumen runway, crossed with a smaller 730m gravel runway. The sealed runway is an all weather strip and has PAL lighting.

Volunteer personnel primarily provide emergency Services in the Shire. The volunteer services in the Shire are generally well resourced and trained.

These arrangements apply to the whole of the SoA.



## 1.7 TOPOGRAPHY

The general topography of the Shire varies from flat to undulating with steep slopes in and around the Onslow area in the West, to the Hamersley Range System in the East and the Chichester Rangers in the North of the Shire.

Drainage throughout the Shire is affected by the Ashburton & Fortescue Rivers and a complex system of large creeks and other water ways feeding these systems.

Arid grasses and shrubs are found widely over the region. Due to the variable rainfall, grasses are adapted to long periods of drought, with hammock grasses (Spinifex) being the main type of grass prevalent. The coastal strip consists of grasslands and low open woodlands. Coastal flats have fringing mangroves scrub. High shrub lands and low woodlands occur along major river valleys and southern flanks of the Hamersley Range.

## 1.8 CLIMATE

The climate throughout the Shire can be extreme, ranging from 0 degrees on a winter's night to the very high 40's on a summer's day. During the summer, hot clear days are experienced, with an average temperature of approximately 35 degrees. Winter months prove to be very pleasant with daytime temperatures varying from the low to mid 20s. The majority of rainfall is experienced during the summer months (wet season) and is dependent a lot upon the cyclone activity off the coast. Mean Averages 1981 – 2010 (Bureau of Meteorology)

	TOM PRICE	PARABURDOO	ONSLOW	PANNAWONICA
Max	31.4' C	33.5' C	31.2' C	34.6' c
Min	15.6' C	18.1' C	19.4' C	19.5' c
Rainfall	383.7mm	319.2 mm	291.9mm	406.6MM

## 1.9 FIRE HISTORY

The SoA experiences a number of bush fires every year. With the growth of industry and an increase in construction and accommodation camps, a greater number of people are being exposed to the risk of bushfire than previously has been the case.

Historically, bush fires have always been a major problem within the Shire. The fires are usually very large, inaccessible and generally out of control.

Some of the difficulties that are encountered include:

- Severe local weather conditions
- Extreme temperatures
- Fire inaccessibility
- Remoteness
- Limited firefighting resources
- Limited human resources
- Limited funding



The whole of the Shire is under risk and constantly under threat. Fire statistics show the main causes of fire as escapes from burning-off operations, deliberately lit fires and lightning strikes. The Shire is extremely large but is very limited in available human and equipment resources, particularly when fires occur in remote inaccessible locations.

### **1.10 HAZARD REDUCTION BURNING**

Although the SoA is under high risk from bush fires it must be noted that the use of fire within the SoA plays its role in Preparedness and Response.

The SoA as well as DPAW and pastoralists carry out extensive pre-season burning projects to try and minimise the threat of bush fire effecting populated areas. Pastoralists also use controlled burning to maximise pastoral growth during the Wet Season (summer) when thunderstorms bearing rain are more prevalent. Back burning is used by Fire Agencies to combat large bush fires where access is limited or where the main fire is inaccessible as a means of suppressing bush fires.

This is done under the strictest of control and can only be authorised by the Incident Controller of that bush fire.

### **1.11 FIREWORKS**

Any person using fireworks within the SoA must do so in accordance with regulation 39E of the *Bush Fires Regulations 1954*, including following any directions given by the SoA and/or the CBFCA.

Advanced approval must also be obtained from the Department of Mines and Petroleum.

### **1.12 RELATED DOCUMENTS**

To enable coordinated delivery of emergency management within the SoA, this plan is consistent with State Emergency Management Policies and State Emergency Plans (WESTPLANS)

Other related documents include:

- SoA Inland LEMC Local Emergency Management arrangements
- SoA Inland LEMC Local Evacuation Plan
- SoA Inland LEMC Local Recovery Arrangements
- Department of Community Development
- "Local Welfare Emergency Management Support Plan"
- State Recovery Emergency Management Plan (*WESTPLAN – RECOVERY*)
- State Welfare Emergency Management Support Plan (*WESTPLAN – WELFARE*)
- State Health Emergency Management Support Plan (*WESTPLAN – HEALTH*)
- Pilbara Regional Bushfire Command & Control Arrangements





### **1.13 TESTING, EXERCISING AND REVIEWING**

These arrangements will be reviewed annually prior to the commencement of the bush fire season. The Chief Bush Fire Control Officer will initiate the review.

These arrangements may be exercised as part of the Local Emergency Management Committees established within the SoA as their requirement to hold exercises as designated under State Emergency Management Policy 2.5



## 2.0 PREVENTION

### 2.1 FIREBREAKS AND INSPECTIONS

Pursuant to the powers contained in *Section 33* of the *Bush Fires Act 1954*, the owner or occupier of land is required to clear firebreaks and reduce the fuel load from the land owned or occupied by them from the 1st day of October, up to and including the 30th day of April.

Where the area of land is 2000 square metres (approximately 1/2 an acre) or less, all flammable material should be reduced over the whole of the land. Grasses can be slashed, to a height no more than 75 mm.

Where the area of land exceeds 2000 square metres, firebreaks of at least three (3) metres in width should be cleared of all flammable material immediately inside and along the boundaries of the land. Where there are buildings on the land additional firebreaks three (3) metres in width shall be cleared immediately surrounding each building.

Where that land is outside the gazetted fire district, two (2) firebreaks should surround all buildings, not less than three metres wide and cleared of all flammable material. The inner firebreak is to be not more than twenty metres from the perimeter of the building or group of buildings and the outer firebreak not less than 100 metres from the inner firebreak. The fuel load between the two (2) firebreaks must be reduced to height of no more than 75mm.

The Shire's Ranger Services will inspect properties during this period.

The SoA will publish in the local print media and distribute to households within the Shire a copy of their Firebreak Notice issued in accordance with *Sec 33* of the *Bush Fires Act 1954* in September of each year.

*Attachment 1*



### **2.1.1 UNALLOCATED CROWN LAND (UCL)**

DPAW is responsible for the risk management and inspection of Unallocated Crown Land within their Gazetted boundaries.

DPAW is responsible for the planning and implementation of Unallocated Crown that lay outside of DFES Gazetted boundaries.

### **2.1.2 LAND UNDER THE CONTROL OF THE DEPARTMENT OF CONSERVATION AND ENVIRONMENT (DEC)**

To provide a fire control system capable of protecting recognised forest and conservation values in line with the management plans and objectives of the Department.

- To co-ordinate fire protection measures taken on this land with measures taken on adjacent lands.
- To co-ordinate fire protection measures taken on lands under the care and control of DEC with measures taken on neighbouring lands.

Each year the Regional Fire Coordinator will make available to the Shire's CBFCCO, a map of fire protection works for land under the Department's control and in particular for the Karijini and Millstream National Parks.

## **2.2 FIRE DANGER RATINGS**

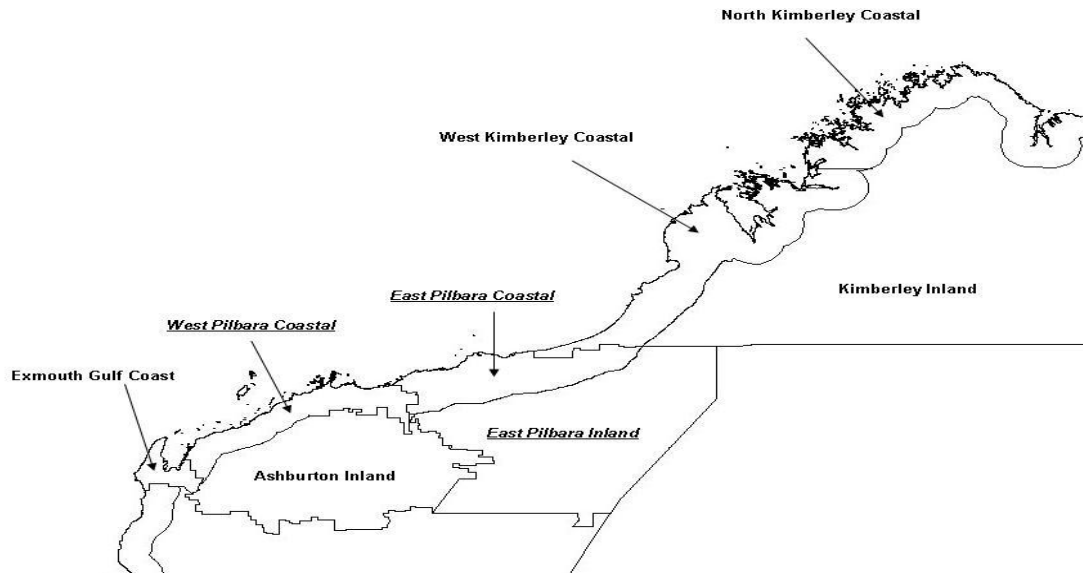
Wind, temperature, humidity and rainfall all combine to affect the behaviour of bushfires. In Australia there is a system of assessing these in conjunction with the state of the available fuels to determine a measure of "fire danger", or the difficulty of putting out any fires which may occur. The Bureau of Meteorology issues two types of product to alert the public when conditions are likely to be dangerous - Fire Weather Warnings and Total Fire Ban Advices.

This information can be obtained from the Bureau of Meteorology's website at <http://www.bom.gov.au/wa/forecasts/kimberleypilbarafireratings.shtml>



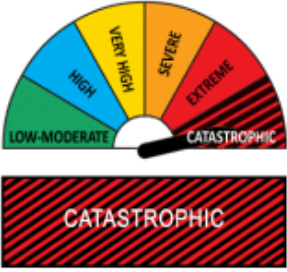
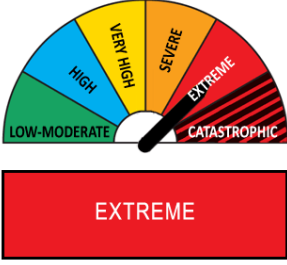

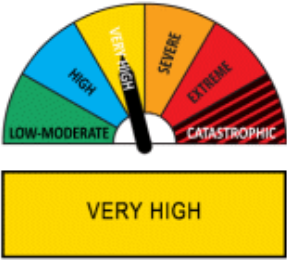
The SoA is split into two (2) fire sub-districts;

- **West Pilbara Coastal;** Encompassing the town of Onslow, surrounding Pastoral Stations, from the coast line, south to the boundary of Shire of Exmouth, north to



the Shire of Roebourne –Pt Headland Boundary.

- **SoA Inland;** Encompasses the remainder of the Shire, including the towns of Pannawonica, Tom Price and Paraburdoo and extends to the Shire's boundaries shared with the Shire of Roebourne, Town of Pt Headland, Shire of East Pilbara and the Shire of Exmouth.
- A new nationally agreed Fire Danger Rating scale was developed in 2009 to help communities understand information about fire danger. This new scale recognises the significant increase in severe bushfire conditions over the past decade and the subsequent greater level of danger to the community, as experienced on Saturday 7th February 2009 (Black Saturday).

FIRE DANGER RATING	WHAT DOES IT MEAN
	<ul style="list-style-type: none"> <li>• These are the worst conditions for a bush or grass fire.</li> <li>• If a fire starts and takes hold, it will be extremely difficult to control and will take significant firefighting resources and cooler conditions to bring it under control.</li> <li>• Spot fires will start well ahead of the main fire and cause rapid spread of the fire. Embers will come from many directions.</li> <li>• Homes are not designed or constructed to withstand fires in these conditions.</li> <li>• The only safe place to be is away from bushfire risk areas.</li> </ul>
	<ul style="list-style-type: none"> <li>• These are very hot, dry and windy conditions for a bush or grass fire.</li> <li>• If a fire starts and takes hold, it will be unpredictable, move very fast and difficult for fire fighters to bring under control.</li> <li>• Spot fires will start and move quickly. Embers may come from many directions.</li> <li>• Homes that are prepared to the highest level have been constructed to bushfire protection levels and are actively defended may provide safety.</li> <li>• You must be physically and mentally prepared to defend in these conditions.</li> <li>• The only safe place to be is away from bushfire risk areas.</li> </ul>
	<ul style="list-style-type: none"> <li>• These are hot, dry and possibly windy conditions for a bush or grass fire.</li> <li>• If a fire starts and takes hold, it may be hard for firefighters to control.</li> <li>• Well prepared homes that are actively defended can provide safety.</li> <li>• You must be physically and mentally prepared to defend in these conditions.</li> </ul>
	<ul style="list-style-type: none"> <li>• These are hot, dry and possibly windy conditions for a bush or grass fire.</li> <li>• If a fire starts and takes hold, it may be hard for firefighters to control.</li> <li>• Well prepared homes that are actively defended can provide safety.</li> <li>• You must be physically and mentally prepared to defend in these conditions.</li> </ul>

	<ul style="list-style-type: none"> <li>• If a fire starts, it is likely to be controlled in these conditions and homes can provide safety.</li> <li>• Be aware of how fires can start and reduce the risk.</li> <li>• Controlled burning may occur in these conditions if it is safe – check to see if permits apply.</li> </ul>
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### 2.3 RESTRICTED BURNING TIMES

Restricted burning times are enforced throughout the SoA all year round. **No** fires are to be lit without a permit on any given day, unless that fire is for the purpose of camping and cooking. On days of “Very High”, “Severe”, “Extreme”, or “Catastrophic” fire danger ratings no fires are permitted.

### 2.4 PERMITS

Bush Fire Permits are utilised during the Restricted Burning Period in an effort to prevent the escape of controlled burns and to ensure property owners safely plan and carry out their burning. Examples of the restrictions and requirements that may be included on permits cover factors such as:

- Informing local fire services and neighbours before commencing the burn.
- Restricting burning to coincide with the appropriate weather conditions.
- Implementing precautions to prevent the escape of the burn.
- Having sufficient water and personnel to control and extinguish the burn.
- Providing a time limit in which the burn can be carried out.

Bush Fire permits are issued exclusively by the Chief Bush Fire Control Officer and / or the Deputy Bush Fire Control Officers who are gazetted as Fire Control Officers under the *Bush Fires Act 1954* for the SoA.

Permits are not valid during days of “Very High”, “Severe”, “Extreme”, or “Catastrophic” fire danger and may be revoked or suspended by a bush fire control officer if, in his opinion, the fire, if lit, would become a source of danger.

During the Fire Danger Period the CBFCO or his delegate will check the Fire Danger Rating for the SoA on the Bureau of Meteorology (BOM) WA web site daily. The Shire’s



CBFCO will be responsible for passing on all fire weather warnings, cancellation of permits and stand-by support to Fire Control Officers

A bush fire control officer is not compelled to inspect an area to be burnt before issuing a permit to burn. The onus lies on the person not only to comply with the provisions of the *Bush Fires Act 1954*, but also to ensure there is no danger of the fire escaping. The issue of a permit in no way affects that responsibility.

## **2.5 TOTAL FIRE BAN**

Under *Section 21* of the *Bush Fires Act 1954* the Commissioner of DFES may declare a total fire ban for the whole of the state or an area of the state. Total Fire Bans are declared because of extreme weather conditions or when widespread fires are seriously stretching resources.

They are declared on days where fires are most likely to threaten lives and property and consider local conditions such as how moist the soil is or the amount of trees and bush in an area that could burn during a fire.

When a Total Fire Ban is declared it is illegal to do anything that is likely to start a fire. That means if you live in a location where a Total Fire Ban is in place you must not:

- cook outside using an open fire
- move vehicles or equipment across a paddock
- undertake 'hot work' such as metal work, grinding or the like unless you have an exemption

During a Total Fire Ban you will still be able to:

- Use a gas cooker or barbecue with an enclosed flame or an electrical stove at home or in a designated area. Many recreation sites within local government areas have gas or electric barbecues installed, which may be used at any time
- Smoke but must put out your cigarettes or cigars properly and safely dispose of the butt
- Undertake any work covered by a current exemption as long as you meet any special conditions that apply.

An exemption may be granted if you can show you are taking proper steps to prevent any fire spreading and can control and put out any fire that might start. Exemptions can cover specific times and locations and can be changed or cancelled at any time.

To apply for an exemption permit call the DFES regional office in Karratha 91591400.



## 2.6 COMMUNITY EDUCATION

The whole of the SoA is considered to be in a 'high fire risk area' and the entire community is subject to the potential dangers of bushfire. Therefore, community education is a vital step toward maintaining an effective fire management and prevention plan and receiving the cooperation of the entire community.

The Shire uses prevention as its main defence against bushfires and a general community education program and some other more group specific fire education programs are needed to ensure a satisfactory outcome.

The high natural attrition rate of the population which is unique to the Northwest creates an influx of new people to the area each year. Education is the key to overcoming the difficulties associated with this phenomenon. All community groups are considered to be at some level of risk, and therefore are in need of an effective community education program, these groups include:

- Aboriginal communities and groups that live in remote locations
- Tourists and travellers that are not accustomed to the harsh conditions that are unique to the Northwest
- Pastoralists and their employees
- Mining operations and mining camps personnel
- Fire fighting volunteers
- All other residents and visitors to the Shire

In conjunction with posting of firebreak notice the SoA will endeavour to make all residents within the SoA aware of the Prepare, Act and Survive programme.

The DFES Regional Office in Karratha will provide support to the Shire in providing education programs to the community by assisting with the organisation of training courses held in the Shire and providing information to the public.

The public can obtain information on bush fires from the following locations:

- SoA website; <http://www.ashburton.wa.gov.au>
- FESA Website – <http://www.fesa.gov.au>

**PREPARE. ACT. SURVIVE.**

- SoA Ranger Services
- Tom Price Volunteer Bush Fire Brigade
- Onslow Volunteer Emergency Services Unit
- Private Fire & Rescue Brigades, in Tom Price, Paraburdoo & Pannawonica



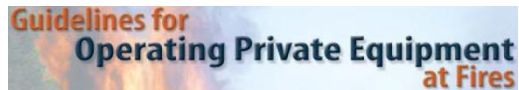


## **2.7 TRAINING**

The CBFCCO with the assistance of the DFES is to ensure that all Brigade members and FCO's are adequately trained, and in accordance with council policy that all outside employees receive bush fire training, with Introduction to Bush Fire Fighting being the minimum requirement.

## **2.8 OPERATION OF PRIVATE EQUIPMENT**

The SoA will endeavour to make all Contractors & Pastoralists within the SoA aware of the Guidelines for Operation of Private Equipment at Fires.





## 3.0 PREPAREDNESS

### 3.1 FIRE BRIGADES

The following Fire Brigades are located within the SoA. DPAW has appliances on site within Karijini & Millstream National Parks should assistance be required.

#### **Tom Price Volunteer Bush Fire Brigade**

Boondaroo Rd Tom Price  
Ph: 08 9188 0806

CBFCO: Morgwn Jones  
Captain: Darryl Hannah  
Units: 3 light Tankers  
"BFB1"  
"BFB2"  
"BFB3"  
Mobile Command Unit – "Ashburton 1"

#### **Tom Price Private Volunteer Fire & Rescue Brigade**

Court Rd Tom Price  
Ph: 08 9188 1333

Captain: Chris O'Connell  
Units: Medium Pump – "MP1"  
3.4 – "Tom Price 3.4"  
2 Light Tankers  
"LT 1"  
"LT 2"  
Mobile Command Unit – "MCU"

#### **Paraburdoo Private Fire & Rescue Brigade**

McRae Avenue, Paraburdoo  
Ph: 08 9189 6926

Captain: Chris Shapter  
Units: Medium Pump – "Para 1<sup>st</sup>"  
3.4 – "Para 2<sup>nd</sup>"  
Mobile Command Unit – "Fire 1"





### 3.2 FIRE CONTROL OFFICERS

In accordance with *Section 38 Bush Fires Act 1954*, the SoA may appoint such persons as it thinks necessary to be it Fire Control Officers for the purposes of the *Bush Fires Act 1954*

The persons listed below are Bush Fire Control Officers for their respective areas with the Shire.

NAME	PHONE	POWERS	AREA of RESPONSIBILITY
Morgwn Jones	0417 754 846 08 9188 0806	CBFCO	SoA
Vacant	9184 6001 0417 949 661	DCBFCO	SoA
Chris O'Connell	0417 929 296	DCBFCO	SoA
Darryl Hannah	0409 114 369	FCO	SoA
Glyn Potter	0467 714 392	FCO	SoA
Paul Madden	0418 957 825	FCO	SoA
Dave Darling	0418 902 364	FCO	SoA
Glen Smith	0429 034 804	FCO	SoA
Rob Morgan	9189 8110	FCO	Shire East
Matt Campbell	0408 097 517	FCO	Shire West
Mike Booth	0429 370 573	FCO	Shared Shire Boundaries (Shire of Roebourne)
Andrew Norris	0400 25 660	FCO	Shared Shire Boundaries (Shire of East Pilbara)
Peter Wilden	0418 913 045	FCO	Shared Shire Boundaries (Town of Port Headland)
David George	0427 491 399	FCO	Shared Boundaries (Shire of Exmouth)



### 3.3 SAFETY PROTOCOLS

#### PERSONAL PROTECTIVE EQUIPMENT

On a Fire Ground all registered members of the Fire Brigades are **required** to wear the personal protective equipment issued. town staff and other contractors must comply with minimum standards being, long pants, long sleeve shirt (of which must be 100% cotton or wool, no synthetic material allowed), steel cap boots, riggers gloves and safety glasses.

#### Protective Clothing Matrix

Emergency Type		Protective Clothing Required
Bush Fire		Full protective (level 1) tunic & over trousers, (level 1) helmet, goggles, boots, gloves and respirators as required.
Structural Fire	Defensive	As above
	Offensive	Full protective (level 2) tunic & over trousers, structural helmet, flash hood, boots, gloves and breathing apparatus.

#### OCCUPATIONAL SAFETY, HEALTH & HARASSMENT

The SoA has an Occupational Safety & Health Policy and a Hazard Reporting Form which applies to the bush fire brigade at all times.

#### Attachment 2

### 3.4 FINANCIAL MANAGEMENT

#### RESPONSE COSTS

[SEMC Policy Statement 4.2](#) provides that the cost of responding and managing an incident lays with the Controlling Agency, in this case the Shire of Ashburton. For major wildfires, financial assistance may be available through the State Wildfire Fund. This is accessed via DFES in accordance with Standard Administrative Procedure No 12.

An application can be made for supplementary funding by application to the Minister. <http://www.dtf.wa.gov.au/cms/uploadedFiles/Treasury/Legislation/wafabjune2009.pdf>

The costs of fighting fires within the SoA can be great, as equipment and machinery may have to be moved long distances to access the fire.



Some factors that must be taken into consideration and that are relevant to the SoA are as follows:

- Long distances to be travelled by equipment , machinery and personnel
- Scarce water resources.
- Damage to vehicles and equipment due to rough terrain.
- High turnover of shire employees and trained volunteers results in loss of experience and proficient personnel.
- Preventative measures can be difficult and costly to put into place when the terrain and vegetation factors are considered.

When an emergency involves a multi-agency response, all costs associated with the Emergency shall be met by each individual emergency management agency, provided such costs are related to the delivery of services or resources which form part of the agencies Core functions or if, the agency has a bi-lateral agreement in either Plans or Memoranda of Understanding to provide such services and resources at its own cost.  
*SEMP 4.2*

## **INSURANCE**

*Section 37 of the Bush Fires Act 1954* requires the SoA is to maintain an insurance policy that covers (but not limited to – refer s37 for full detail);

- Volunteers for personal injury sustained in the course of their duties
- Appliances, equipment and apparatus belonging to the Brigade and any privately owned equipment operating at the direction of an FCO.

## **3.5 RULES GOVERNING BUSH FIRE BRIGADES**

### **POLICY**

The SoA has a Bush Fire Policy which administers the establishment, organisation and maintenance of the local volunteer Bush Fire Brigades.

### **STANDARD OPERATING PROCEDURES**

The SoA has adopted **all** of FESA's Standard Operating Procedures relevant to bushfires

<https://extranet.fesa.wa.gov.au/sites/volunteers/members/pages/home.aspx>

The SoA also has adopted its own Bushfire Operating Procedures

## **3.6 BUSH FIRE ADVISORY COMMITTEE (BFAC)**

The SoA has established a BFAC in accordance with section 67(1) of the *Bush Fires Act 1954* to advise 'on all matters relating to the prevention, controlling and extinguishing of bushfires. The committee meets as required.



### **3.7 DISTRICT OPERATIONS COMMITTEE (DOAC)**

The CBFCA represents the SoA and the local Volunteer Bush Fire Brigade at the DOAC on Regional matters.

### **3.8 PLANNING & LIAISON**

The Shire relies mainly upon its fire management capabilities and prevention strategies to combat the impact of bush fires. This means that there are usually many organisations and authorities involved in the fire prevention and fire control activities throughout the Shire.

Planning and liaison may involve one or all of the following agencies:

- DPAW has its own management plans and strategies in place for fire prevention and control on the considerable amount of DPAW land that is located within the shire. This can often impact upon the individuals/ organisations bordering these locations and close liaison is essential.
- Pastoralists control the majority of land within the shire and are nearly always involved in (or affected by) any bush fires that occur.
- The major mining companies operating in the Shire have their own plans and strategies in place for fire prevention and control, and are usually involved in any fire activities that occur near their operations.
- Aboriginal people are quite often affected by the fire activities that occur near their communities and are an important inclusion in the fire prevention strategies of the Shire.
- Shire employees, including the Chief Bush Fire Control Officer and the Shire's Rangers, are often involved in fire activities within the shire.
- DFES Regional office is located in Karratha, some distance from the SoA. Liaising for assistance and/or meetings can sometimes be a difficult process.

### **3.9 COMMUNITY EVACUATION**

Should an evacuation be necessary then this will be carried out in accordance with the Local Evacuation Plan relevant to the sub–district the fire emergency is in and [SEMC Policy 4.7 Community Evacuation](#).

The welfare of persons evacuated will be met, in accordance with the provisions of the relevant Local Emergency Welfare Arrangements.

As far as is practicable, community members should be involved in the decision to stay or evacuate when threatened by an emergency. The decision to evacuate will be made by the Controlling Agency when the members of the community at risk do not have the capability to make an informed decision or when it is evident that loss of life or injury is imminent.



### **3.10 WELFARE CENTRE**

Welfare Centres are established as an emergency facility to provide shelter, food, clothing and all other welfare services until alternative arrangements can be made. This centre is set up, staffed and maintained by Department for Child Protection Staff.

A list of local evacuation and welfare centres can be located in the Local Emergency Management Arrangements. The decision to open a Welfare Centre is made under consultation with the Incident Manager and authorised by DCP's Welfare Coordinator.

### **3.11 WATER RESOURCES**

A lack of water sources and long lead times for water carts is a major deficiency in combating bush fires within the SoA. Water must be used wisely when on a fire ground; it is recommended that Class A Bush Fire Fighting be used at all times when fighting bushfires.





## **4.0 RESPONSE**

### **4.1 REPORTING**

All fires must be reported through 000:

000 calls to DFES COMCEN for fires outside the gazetted fire districts, on Shire managed land or where assistance may be required by another Agency will be relayed to the Tom Price Volunteer Bush Fire Brigade using the Group Call System.

At the earliest opportunity, Brigades/Pastoral Stations responding to fires outside of the gazetted fire district will report their involvement to the nearest Shire office or direct to the CBFCO. Shire personnel receiving fire reports should get as much relevant information as possible and pass on report to the CBFCO.

All fires should be reported to DFES COMCEN to assist state-wide situational awareness

The CBFCO will report all fires burning within the Shire to FESA COMCEN and to the DFES Regional Office via the Duty Officer. The Chief Bush Fire Control Officer or Deputy Chief Bush Fire Control Officer will report to the District Office of the DEC, immediately when fires burn on or threaten land vested in that Authority,

Should a suspicious fire occur it should be reported to the DFES COMCEN or the Police via the Incident Controller. Where possible the area of ignition should be cordoned off and disturbance of the area should be avoided if possible

### **4.2 MUTUAL AID**

Mutual Aid will be required when the fire has potential or has developed beyond the control of the organisation or if specialised equipment is needed to achieve early suppression. Mutual Aid will be requested and administered through the Chief Bush Fire Control Officer, Deputy Chief Bush Fire Control Officer, or the Incident Controller.

### **4.3 FIRE SUPPRESSION STRATEGIES**

Fire protection strategies for all responders should reflect the following:

Protection of life.

- Protection of property.
- Protection of environmental/heritage values.
- Extinguishment of the fire.
- Containment of the incident within strategic firebreaks.
- Monitor Incident where fire is inaccessible

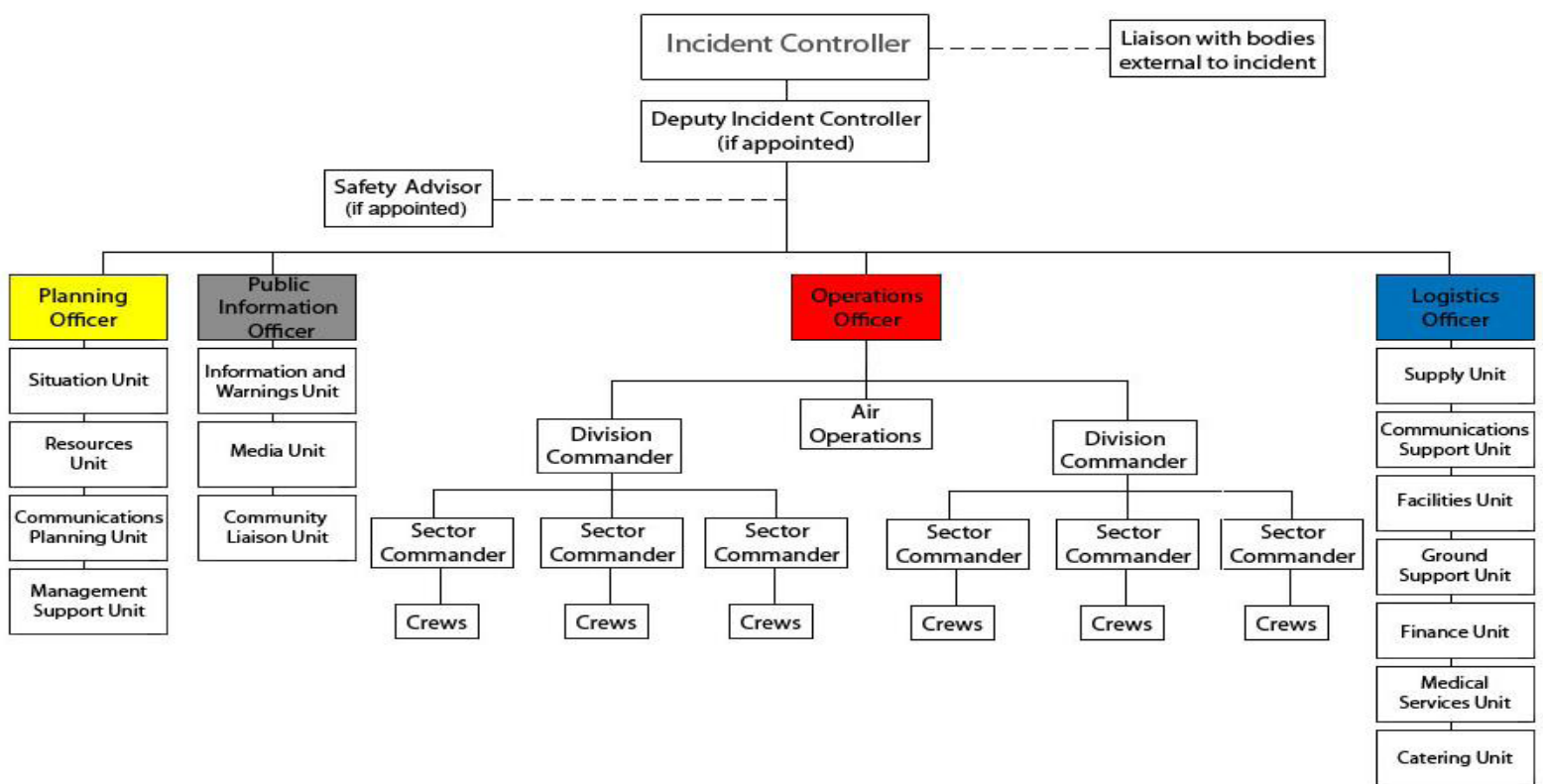
The application of these strategies will be determined by the IC having regard for the existing conditions and available resources.



Suppression of fire on an individual property (Pastoral Stations) is the responsibility of the occupier of that property. Should assistance be required, contact is to be made with the CBFCO or the DCBFCO.

#### 4.4 AUSTRALASIAN INTER-SERVICE INCIDENT MANAGEMENT SYSTEM (AIIMS)

The Bush Fire Brigades within the SoA utilise the Australasian Inter-Service Incident Management System (AIIMS) for incident management and [SEMP Policy 4.1 Operational Management](#)





#### **4.5 INCIDENT MANAGEMENT TEAM (IMT)**

The IMT comprises of the IC, Operations, Planning, Information and Logistics Officer. During level 1 incident the IC may fulfil all of these functions, however if the incident increases to a level 2 or 3 incident it is paramount that local people be used in key positions within the IMT to maintain local knowledge input to the decision making process. To make this effective this will require calling in outside resources to enable local people to move from frontline fire fighting to the IMT.

#### **4.6 INCIDENT SUPPORT GROUP (ISG)**

The ISG will be formed in support of the IMT and will be formed through consultation between the HMA and WA Police. It is likely to consist of members of the LEMC who are involved by virtue of their expertise. Other members may be co-opted, as required.

The main focus of the ISG is to ensure community interests are served and that they are informed of the situation, as required. The ISG is a coordination organisation, for the provision of effective support to an IMT (or multiple – within an area).

#### **4.7 FORWARD CONTROL POINTS**

Routine fire operations are generally controlled / managed through the provision of Forward Control Points (FCP). This may be the IC vehicle, or more formally, through the provision of a dedicated facility or vehicle (Incident Control Vehicle). Where the incident becomes more significant, it may be necessary to establish an Emergency Coordination Centre (ECC).

The specific location of the FCP will be dependent on the situation at the time however as a guide the location chosen should be;

- Close enough to the fire ground to act as an check point for people coming / going from the fire ground
- Located far enough away so that the location (preferably) should not have to move
- Located far enough away so personnel working at the FCP are not affected by heat, smoke etc.

#### **4.8 OPERATIONS AREA SUPPORT GROUP (OASG)**

In the event of a complex multi-agency bushfire emergency or numerous active bushfire incidents covering several jurisdictions within a designated operational area, the HMAs will consult and may appoint an Operations Area Manager (OAM).

The OASG will be convened by the OAM, in consultation with the relevant District Emergency Coordinator, to assist in the overall management of Incidents within the designated Operations Area. The OASG is comprised of representatives from relevant combat agencies and support organisations and will assist with the coordination of resources, personnel, telecommunications and community requirements.

Each OASG will have a defined operational area. Specifically, the OASG will ensure that combat agencies and support organisations are working together effectively to



achieve control objectives for each bushfire incident by reviewing priorities, resource needs and reporting systems. The OASG will convene in a nominated Emergency Coordination Centre (ECC).

#### **4.9 EMERGENCY COORDINATION CENTRES**

Refer to the Local Emergency Management Arrangements for the sub-district the incident is in for the appropriate Emergency Coordination Centre

#### **4.10 INCIDENT COMMAND AND CONTROL**

For small, low complexity incidents, the first arriving officer shall assume control of the incident and manage all functions of the AIIMS, delegating wherever necessary. They will also manage any escalation that may become necessary.

The CBFCO at his discretion shall be the IC at all major fires and will establish a Forward Control Point in close proximity to the fire ground. In the absence of the CBFCO, the IC shall be a Deputy CBFCO or a Senior Fire Brigade Officer.

The IC shall have overall management of the fire incident and any resources applied to incident management at that time



#### 4.11 INCIDENT LEVELS

Incident Levels as per *WESTPLAN Bushfire 2010*

INCIDENT LEVELS	DESCRIPTIONS & ACTION
<p><b>LEVEL 1</b> <b>(routine)</b></p>	<p>A Level 1 Incident is characterised by being able to be resolved through the use of local or initial response within a few hours. Being relatively minor, all functions of incident management are generally, undertaken by the one person.</p> <ul style="list-style-type: none"> <li>❖ DFES to be notified of the bushfire.</li> <li>❖ DPAW &amp; LG can transfer control of bushfires to one another</li> <li>DFES to be notified</li> </ul>
<p><b>LEVEL 2</b> <b>(extended)</b></p>	<p>Level 2 Incidents are more complex either in size, resources or risk. They are characterized by the need for:</p> <ul style="list-style-type: none"> <li>- deployment of resources beyond initial response</li> <li>- the need for the incident to be split into sectors</li> <li>- the establishment of functional sections due to the levels of complexity</li> <li>❖ DPAW &amp; LG can transfer control of bushfires to one another or to DFES – DFES to be notified</li> <li>❖ Preformed IMTs should be utilised</li> <li>❖ IAP to be developed within 4 hours of IMT assembly</li> <li>❖ Bushfire status to be regularly (by 1000 &amp; 1800 hours daily) reported to DFES</li> <li>❖ ISG to be considered, OASG to be established for multiple incidents</li> <li>❖ DFES ROC to be established</li> </ul>
<p><b>LEVEL 3</b> <b>(Major/Complex)</b></p>	<p>Level 3 incidents are protracted, large and resource intensive. They may affect the community and/or public infrastructure, and may require the establishment of divisions for effective management of the situation. These incidents will usually involve delegation of all the Incident Management functions.</p> <p>DFES to be notified of the IMT composition, its location and contacts</p> <p>Existing suppression arrangements will apply and if required.</p> <p>Preformed IMTs will be utilised</p> <p>IAP to be developed within 4 hours of IMT assembly</p> <p>DFES to be kept informed of IMT changes and incident status (by 1000 and 1800 hours daily)</p> <p>ISG must be established, OASG to be considered (i.e. WAPOL DCP, Health, Main Roads, Local Government)</p> <p>If criteria at 4.3.3 met, a Section 13 (<i>BF Act</i>) appointment should be recommended to FESA CEO</p> <p>OAM and OASG to be established for multiple Level 3 incidents</p> <ul style="list-style-type: none"> <li>❖ DEFS ROC and SOC to be established</li> </ul>



#### **4.12 DECLARATION OF INCIDENT LEVELS**

The Controlling Agency, through the Incident Controller, will make a determination as to the appropriate incident level as soon as practicable, upon arriving at the incident.

The Incident Controller will note the declared incident level in all communications (internal and external). This includes the Incident Controller's personal log and all Situation Reports sent through the command line.

It is important that any incident be continually monitored and re-assessed in order to ensure that any changes to its nature are identified and a revised incident level is appropriately communicated.

Full requirements Incident Level Declaration are detailed in *Operational Policy 23 – Incident Level Declaration*

#### **4.13 FESA MAY ASSUME CONTROL**

In accordance with *Sec 13* of the *Bush Fires Act 1954* if a fire is burning in the district of a Local Government or on DEC managed land, the Commissioner DFES may authorise a Bush Fire Liaison Officer (BFLO) or another person to take control of all operations in relation to that bushfire if requested by the controlling authority or because of the nature or extent of the fire DFES considers it appropriate to do so.

Appointment as an Authorised Person under *Sec 13* by the DFES Commissioner will be on the recommendation of the DFES Regional Director, who will if possible consult with SoA and DPAW.

*Attachment 3*

#### **4.14 COMMUNICATIONS**

Positive and reliable communications will be established and should be established as soon as practical. Due to the size of the SoA radio and mobile telephone communications can be unreliable. At times depending on location satellite telephone will be the only reliable source of communication.

Tom Price VBFB and Tom Price PVFRS vehicles have both WAERN and Rio Tinto Emergency radio capabilities, Onslow VES operate on WAREN, Paraburdoo and Pannawonica PVFRS operate on their respective Rio Tinto Emergency Radio network. FMG operate on a private CB UHF Channel

A communications plan should be in place for each bush fire incident to ensure good, uncluttered communication between those on the fire ground at all times



#### **4.15 FIRE GROUND MACHINERY**

In most cases machinery such as graders, bulldozers or loaders will be used to assist with the containment and suppression of the fire.

Where machinery is to be used it must be in good working order, sufficient to carry out the required tasks, be adequately insured and operators should have some level of fire ground experience and training.

#### **4.16 TRAFFIC MANAGEMENT**

Personnel need to be aware of their responsibility for the safety and welfare of themselves, their colleagues and the public on roadways while working on roads for any operational reasons.

SoA & DFES personnel have the legal power to restrict and/or close roadways affecting or affected by inclement operations. However these powers should be carefully considered should an officer not be familiar with their provisions.

In the case of fire or emergency activities, Fire Control Officers may cause roads to be shut in accordance with section 39(g) of the *Bush Fires Act 1954* and/or [SEMP Policy 4.8 Traffic Management during Emergencies](#), for the protection of fire-fighters and/or road users.

The Incident Controller (IC) shall ensure that the operational risks taken are acceptable; where it is deemed unsatisfactory they shall appoint or liaise with the following officers as necessary;

- Main Roads WA Pilbara
- Police or DFESSES to provide traffic control and road closures
- DEC (non-incident related)
- SoA (non-incident related).

The complete guidelines for road safety are indicated in FESA SOP 35, Safe Working on Roadways and/or [SEMP Policy 4.8 Traffic Management during Emergencies](#).

#### **4.16 MEALS & REFRESHMENTS**

In consultation with the IC the CBFEO will be responsible for the provision of food and refreshments. The information below is to be used as guideline.

When a fire crew has been called to a fire (at least 2 hours before a meal period and it has been established that they will still be required for at least 2 hours past the meal period) appropriate refreshments will be supplied (not including alcoholic beverages).

For continuation of fire fighting duties after this period, refreshments will be supplied at the various meal periods (with hydration being available at all times).



#### **4.17 MEDICAL ASSISTANCE**

Consideration should be made for the development of a medical plan for prolonged or significant operations. It is the Incident Controllers responsibility to consider and initiate this requirement where appropriate.

All requests for medical assistance should be made through DFES COMCEN where possible. If a severe medical emergency occurs communication should be done via telephone and not radio if possible.

#### **4.18 TRAUMA COUNSELLING / PEER SUPPORT**

Trauma counseling following an incident might be required, not only for Local Government and Brigade personnel, but for members of the public who might have been involved in the incident prior to the brigades arrival and directly affected by the incident.

During incident debriefs, officers should assess whether any of their crew members may require trauma counselling or peer support. DFES provides a Chaplin and a peer support program if required. This service may be requested via DFES COMCEN.

#### **4.19 DISSEMINATION OF INFORMATION TO THE PUBLIC**

The IC is responsible for the management and authorisation of media releases during an incident. The IC or the CEO of the SoA (or delegate) are the only people authorised to issue “media releases” on behalf of the SoA.

DFES Media and Public Affairs may assign a Media Liaison Officer (MLO) if requested to work for/on behalf of, the IC, in association with the SoA. Information provided to the media by the MLO is of an operational nature only.

- The IC will rely upon an officer from the SoA to provide local knowledge and expertise in the development and provision of media releases and community information bulletins, for dissemination to the public through the local government, or DFES Media, as agreed at the time of the incident;
- DFES may release media statements that reflect the Regional and multi agency perspective, of the status of fire incidents throughout the Region.
- DFES Media and Public Affairs may also be requested to release public information alerts through radio and television (in extreme circumstances) as well as updates on the DFES website and a recorded message dial in and dial out
- 

For Level 1 Incident a hot-debrief should occur in which any recommendations can be included in the fire report. This report is to be submitted to the SoA who in turn will, forward it to DFES COMCEN and the DFES District Office. Any recommendations need to be considered by the SoA and if appropriate, passed onto BFAC for their consideration.





For Level 2 incidents or above, consideration should be given to inviting FESA personnel to assist with the preparation and documentation of a Post Incident Analysis (PIA).

Where an accident, injury or near miss has occurred, a report must be lodged with the SoA.

#### *Attachment 2*

### **4.21 RESPONSE TO FIRES AT REFUSE SITES**

**It cannot be stressed too strongly that to act without specialist advice it is dangerous and that it is essential that safe Operating Procedures are adhered to in responding to all Refuse site fire incidents.**

#### **NOTIFICATION**

All fires occurring within a Refuse site in the SoA including garden refuse areas or bush area are to be reported to the CBFCO, and to DFES COMCEN.

#### **TYPE OF FIRE**

1. Fire within rubbish site boundary, but clear of dump area, ie; Bush, grass, garden waste or windblown papers.

#### **Response:**

Brigade response will be as for a rural type fire or as indicated in their brigade response plan.

2. Fire at or near a Refuse Site area, where known dangerous or unidentified dangerous substances are suspected. The SoA or CBFCO are to be notified.

#### **Response:**

- Fire & Rescue Service of WA to be requested to attend the incident.
- Brigade members to remain clear of danger zone, remain up-wind of incident. Attend to adjacent bush fires **if it is safe to do so.**

#### **NOTE**

If Refuse site involved includes a pit/trench area, Brigade members are to remain above ground level at all times.

If incident is confirmed to be hazardous, Brigade members will assist Fire & Rescue Service of WA who will assume the Lead Combat Authority Role.

Consideration will be given to evacuation of persons likely to be effected by burning material.

If incident is confirmed to be non-hazardous by the PVFRS or the Fire Control Officer present, Brigade members will become involved in Fire Suppression as directed by the Senior Brigade/CBFCO (Incident Controller).





## 5.0 RESPONSE TO FIRES IN WITTENOOM (WAHZ)

### 5.1 INTRODUCTION

The purpose of this section is to detail the asbestos exposure controls required to protect the health of FESA and Shire personnel attending incidents within the Wittenoom Asbestos Hazard Zone (WAHZ) in accordance with FESA SOP 72 SPECIAL RISK - Incidents in the WAHZ.

Asbestos is a hazardous material, which poses a health risk when airborne fibres are inhaled. Asbestos exposure is known to cause mesothelioma, asbestosis and lung cancer.

Due to the nature of activities still occurring in the vicinity of Wittenoom, including road transport and recreation, there remains a risk that people in the area may be exposed to life threatening accidents or incidents which require intervention by FESA volunteers.

The environs of the closed Wittenoom Township are known to be contaminated with blue asbestos. The Department of Industry and Resources (DoIR) and the Department of Local Government and Regional Development established the extent of contamination in 2006 (**the Twohig Report**). DoIR has produced a map delineating the area of asbestos contamination at Wittenoom. The area defined by DoIR has been adopted by FESA to delineate the WAHZ

From 2006, Western Australian Government policy on Wittenoom requires that:  
*“Pending the town’s closure, organisations with regulatory responsibilities should put in place a level of regulation which more appropriately balances their obligations for the health and safety of their staff and contractors with the significant health, safety and legal risks attendant upon their not discharging their regulatory responsibilities to residents of, and visitors to, the township”* <http://wa.gov.au/wittenoomgovernmentpolicy/>

### WAHZ Response Principles

The WAHZ presents peculiar circumstances to emergency response agencies where what would normally be considered safe SOP place the responders at risk of exposure to a potentially fatal condition. The presence of the asbestos hazard requires specific consideration of the WAHZ as a hazard in its own right, prior to assessing and mitigating the particular emergency at hand. These considerations bring forth the following operating principles:

- Risk assess before responding
- Plan to logistically support the response
- All responses are HAZMAT – with additional site layout considerations
- Emphasis on Decontamination



## First Action - Risk Assessment

When notified of an incident in, or likely to impact on, the WAHZ, FESA Regional staff or the Incident Controller (IC) are to initiate a risk assessment with the aim of determining whether the situation requires the deployment of personnel on-site in order to be resolved.

### Examples Requiring Response

FESA response would typically be required where persons are physically trapped or otherwise in need of rescue, ie. Road crash rescue and cliff rescue.

### Examples NOT Requiring Response

Emergencies could be adequately managed through strategies such as self-evacuation, advising a 'Prepare, Act, Survive' policy for bushfire threats or aerial reconnaissance for land search incident.

**Based on this Risk Assessment, neither SoA Staff nor Tom Price VBFB is allowed to enter the Exclusion Zone highlighted in WAHZ map.**

The SoA shall endeavour to make all information about "PREPARE ACT & SURVIVE" available to the remaining residents of the former townsite.

**PREPARE. ACT. SURVIVE.**

## Wittenoom Zones

### Hot Zone

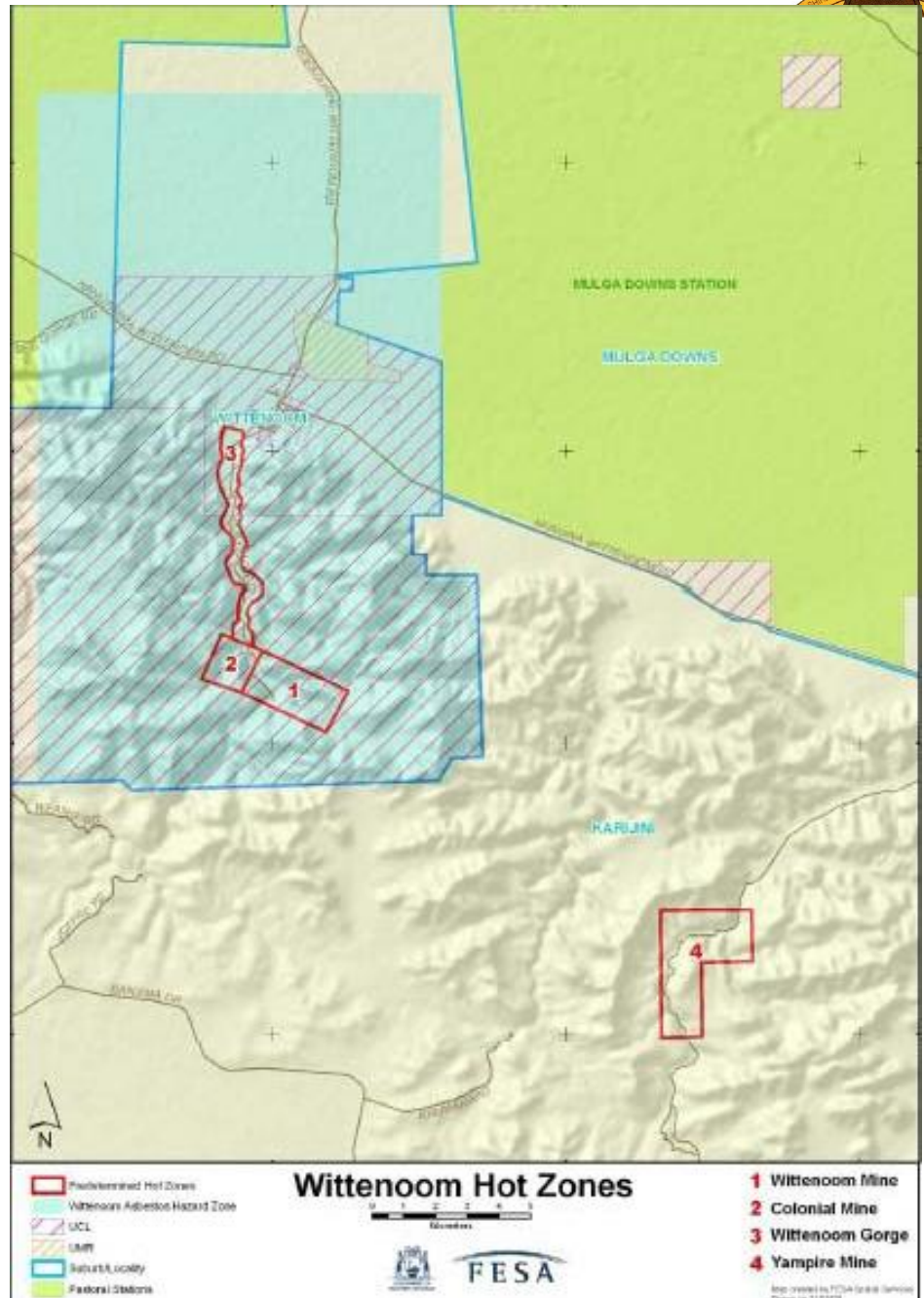
The Hot Zone represents a danger to life or health to people and entry should only be by trained personnel with the appropriate levels of protective clothing. The boundary of the Hot Zone must be indicated with demarcation tape. Movement from a Hot Zone to a Warm or Cold Zone must be accompanied by decontamination.

### Warm Zone

The Warm Zone is the area directly outside the Hot Zone where Hot Zone support takes place - Incident Control, personnel and equipment staging, BA Control and decontamination. It contains the entry points into the Hot Zone and optional exit points from the decontamination area. Entry to the Warm Zone is only for those involved in Hot Zone support and the boundary should be indicated with demarcation tape.

### Cold Zone

The Cold Zone is the area outside the Warm Zone, and is a safe, exclusion area for the Incident Controller and all other agencies, either in a combat or support role, to operate from safely with minimal PPE. The outer perimeter of the Cold Zone will be secured by police to exclude members of the public.





## 6.0 RECOVERY

### 6.1 COMMUNITY RECOVERY

The Emergency Management Act 2005 (*Section 36 (5)(b)*) legislates that it is a function of a Local Government to manage recovery following an emergency affecting the community in its district.

All recovery shall be conducted in accordance with the guidelines contained within the Local Recovery Management Plan relevant to the sub-district the emergency is in.

Recovery includes all activities intended to return the community to normal as soon as possible after the impact of a disaster or emergency.

Recovery Activities should begin to be planned and implemented during the incident, as soon as a community is identified as under threat.

Community Welfare and Recovery Plans should be prepared at the local level (through the Local Emergency Management Committee) with an established, prearranged structure that identifies the role of a coordinating recovery committee;

Post Fire Recovery Strategies	Responsible Organisation
Prompt Restoration of lifeline services (power, water, phone, gas)	Asset owner
Remove any dead animals away from public sight (tracks and fence lines)	SoA, DEC
If required, obtain carers for injured fauna	DEC
Clean up the fire site and appropriately rehabilitate areas adversely affected by the fire or fire suppression activities. Close and rehabilitate any unwanted firebreaks during fire suppression activities.	HMA
Inspect and assess Council road networks and associated infrastructure	SoA, Main Roads
Consider restricting public access to the area until safe to enter. Possible burning stumps, trees etc	Incident Controller
Check life lines for infrastructure in the fire area.	Horizon Power, Main Roads, Telstra, Water Corp, Rio Tinto Utilities
Emergency Payments	Centrelink



## **6.2 RESTORATION & REHABILITATION**

As part of the incident, the Incident Controller will arrange for affected land manager(s) to assess and report on damage to infrastructure and environmental damage, and make recommendations for rehabilitation and restoration. Assistance may be sought through Western Australian Natural Disaster Relief and Recovery Arrangements (WANDRRA). Combat agencies and support organisations are required to participate and assist with the environmental assessment.

Site clean ups will only commence once the associated risks are reduced to a point considered acceptable to the Incident Controller. The Incident Controller may, on the advice of technical or local advisory groups, permit recognised contractors to commence clean up operations. However, preservation of evidence must be considered prior to any restoration work commencing. The controlling agency remains the custodian of property until the owners or the Police arrive to take responsibility.

## **6.3 BUSHFIRE INVESTIGATION**

Should a suspicious fire occur it should be reported to the DFES COMCEN or the Police Arson Squad via the Incident Controller. Where possible the area of ignition should be cordoned off and disturbance of the area should be avoided if possible



## ATTATCHMENTS



## ATTACHMENT 1



### BUSH FIRES ACT 1954

### SHIRE OF ASHBURTON

#### NOTICE TO ALL OWNERS AND/OR OCCUPIERS OF LAND IN THE SHIRE OF ASHBURTON

Pursuant to the powers contained in Section 33 of the Bush Fires Act 1954, you are hereby required on or before the 1st day of October 20\_\_, (or within fourteen days of your becoming owner or occupier of land should this be after the 1st day of October 20\_\_), to clear firebreaks and reduce the fuel load from the land owned or occupied by you as specified hereunder and to have the specified land and firebreaks clear of all flammable material from the 1st day of October, up to and including the 30th day of April 20\_\_.

#### (1) Land in Townsites-

1.1 Where the area of land is 2000 square metres (approximately 1/2 an acre) or less, all flammable material should be reduced over the whole of the land. Grasses can be slashed, to a height no more than 75 mm.

1.2 Where the area of land exceeds 2000 square metres, firebreaks of at least three metres in width should be cleared of all flammable material immediately inside and along the boundaries of the land. Where there are buildings on the land additional firebreaks three metres in width shall be cleared immediately surrounding each building.

#### (2) Land outside Townsites-

2.1 Two firebreaks should surround all buildings on land that is outside townsites, not less than three metres wide and cleared of all flammable material. The inner firebreak is to be not more than twenty metres from the perimeter of the building or group of buildings and the outer firebreak not less than 100 metres from the inner firebreak.

- 2.2** If it is considered for any reason to be impractical to clear firebreaks or remove flammable material as required by this notice, you may apply to the Council or its duly authorised Officer no later than the 25th day of September 20\_\_, for permission to provide firebreaks in alternative positions or take alternative action to remove or abate fire hazards. If permission is not granted by Council or its duly authorised Officer, you must comply with the requirement of this notice.

“Flammable material” does not include green growing trees or green growing plants in gardens.

If the requirements of this notice are carried out by burning, such burning must comply with the relevant provisions of the Bush Fires Act.

The penalty for failing to comply with this notice is a fine of **\$1000**. A person in default is also liable, whether prosecuted or not, to pay cost of performing the work directed in this notice, if it is not carried out by the owner or occupier by the date required by this notice.

**NO FIRES TO BE LIT WITHIN THE  
SOA WITHOUT A PERMIT**

Jeff Breen  
Chief Executive Officer  
Shire of Ashburton

ATTACHMENT 2



**ACCIDENT/INCIDENT/NEAR MISS REPORT**

An original of this form must be submitted to your Supervisor as soon as practicable after the incident .If compensation is sought ensure Doctor issues First Medical Certificate and Workers Comp. claim form is completed.

Ensure a copy of this form is given to the Safety Officer (SO) within 24hrs

<b><u>Surname of employee</u></b>		<b><u>Given name(s)</u></b>	
<b><u>Occupation</u></b>		<b><u>Location</u></b>	
<b><u>Department &amp; town</u></b>		<b><u>Supervisor</u></b>	
<b><u>Time &amp; date of incident</u></b>		<b><u>Time &amp; date reported</u></b>	
<b><u>Surname of witness</u></b>		<b><u>Given name(s)</u></b>	
<b><u>Accident/Incident/Near Miss Type (please tick)</u></b>			
<b><u>Injury</u></b>	<input type="checkbox"/>	<b><u>Near Miss</u></b>	<input type="checkbox"/>
<b><u>Accident/Incident/Near Miss Severity (please tick at least one)</u></b>			
<b><u>Minor</u></b>	<input type="checkbox"/>	<b><u>Serious</u></b>	<input type="checkbox"/>
<b><u>Major</u></b>	<input type="checkbox"/>	<b><u>Lost Time</u></b>	<input type="checkbox"/>
<b><u>Accident/Incident/Near Miss Description – (attach additional details if required)</u></b>			
<b><u>Signature:</u></b>		<b><u>Date:</u></b>	
<b><u>Diagram</u></b>			
1	<b><u>Name the Streets</u></b>		
2	<b><u>Show direction of all vehicles</u></b>		North
3	<b><u>Show distances involved</u></b>		
4	<b><u>Show positions of all vehicles, pedestrians, equipment, objects etc involved in incident</u></b>		
5	<b><u>Show road signs, power poles and any other significant items.</u></b>		
<b><u>Workers comp. claim form –</u></b>			
	<b><u>Completed</u></b>	<input type="checkbox"/>	<b><u>Not required</u></b>
		<input type="checkbox"/>	

<b><u>Witness account – attach additional details if required</u></b>	
<b><u>Signature:</u></b>	<b><u>Date:</u></b>
<b><u>Supervisor’s comments – attach additional details if required</u></b>	
<b><u>Signature:</u></b>	<b><u>Date:</u></b>
<b><u>SO’s comments/remedial actions – attach additional details if required</u></b>	
<b><u>Signature:</u></b>	<b><u>Date:</u></b>
<b><u>Divisional Managers comments – attach additional details if required</u></b>	
<b><u>Signature:</u></b>	<b><u>Date:</u></b>
<b><u>CEO’s comments – attach additional details if required</u></b>	
<b><u>Signature:</u></b>	<b><u>Date:</u></b>
<b><u>Copy to HRO – check remedial action taken and file</u></b>	
<b><u>Date action completed:</u></b>	<b><u>Signature:</u></b>

### ATTACHMENT 3

#### TRANSFER OF CONTROL/ASSUMPTION OF CONTROL NOTIFICATION

In Accordance with sections 45 and 45A of the *Bush Fires Act 1954*, the control of all operations and resources at the fire(s) burning in:

The local government district of the Shire of Ashburton

and located at \_\_\_\_\_

have been assumed by (Name)\_\_\_\_\_

(Signature)\_\_\_\_\_

(1) Representing (Organisation)\_\_\_\_\_

With the agreement of (Name)\_\_\_\_\_

(Signature)\_\_\_\_\_

(2) Representing (Organisation) \_\_\_\_\_

At (time)\_\_\_\_\_ on (date)\_\_\_\_\_

(3)The DFES Communications Centre (1800 198 140 or 6IP, 6AR) has been advised accordingly at this time.

(Signature)\_\_\_\_\_

This document is to be sent to the DFESCOMCEN via radio, phone or fax 9321 2044 together with a DFES AIIMS Form 1 at the earliest opportunity. A copy of this document is to be retained by the Incident Management Team. All operational information and requests for additional resources or support will be progressed through the DFES Regional Operations Centre.

DFES COMCEN is to be advised immediately if a transfer of control is requested but not accepted by the agency indicated at (1) above. Item (3) is still required to be completed in this instance

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**DFES – OPERATIONS COMMAND  
COMMUNICATIONS PLAN – PILBARA REGION**

***INCIDENT AREA – REMOTE - SHIRE OF ASHBURTON***

**SATELLITE PHONES**  
 Morgwn Jones 0147 145 331  
 Chris O'Connell 0147 145 320  
 L/T BFB 1 0147 152 818  
 TP Police 0147 166 213  
 Paraburdoo Police 0147 166 215  
 Panna Police 0147 166 204

**IC**  
 Name:  
 Phone:

**HB 360**  
 Alt MB 99

**Ops O**  
 Name:  
 Phone:

**HB 360**  
 Alt MB 99

**KEY CONTACTS**  
 DFES ROC 91 591 400  
 DEC Regional Office 9182 2000  
 DEC Duty Officer 9182 2088  
 Tom Price VFBF 9189 3930  
 Morgwn Jones (CBFCO) 0417 754 846  
 COMCEN 1800 198 140  
 BOM – Fire Weather 9263 2260

**ADDITIONAL CHANNELS**  
 Simplex HB 354 – 359, 366 – 368  
 MB 96 -98

**AIR COMMUNICATIONS**  
 HB 369 or  
 Emergency Services A (UHF #171) or  
 UHF CB 35

**S/C Alpha**  
 Name:  
 Phone:

**HB 361 /  
UHF 5**

**S/C Bravo**  
 Name:  
 Phone:

**HB 362 /  
UHF 10**

**S/C Charlie**  
 Name:  
 Phone:

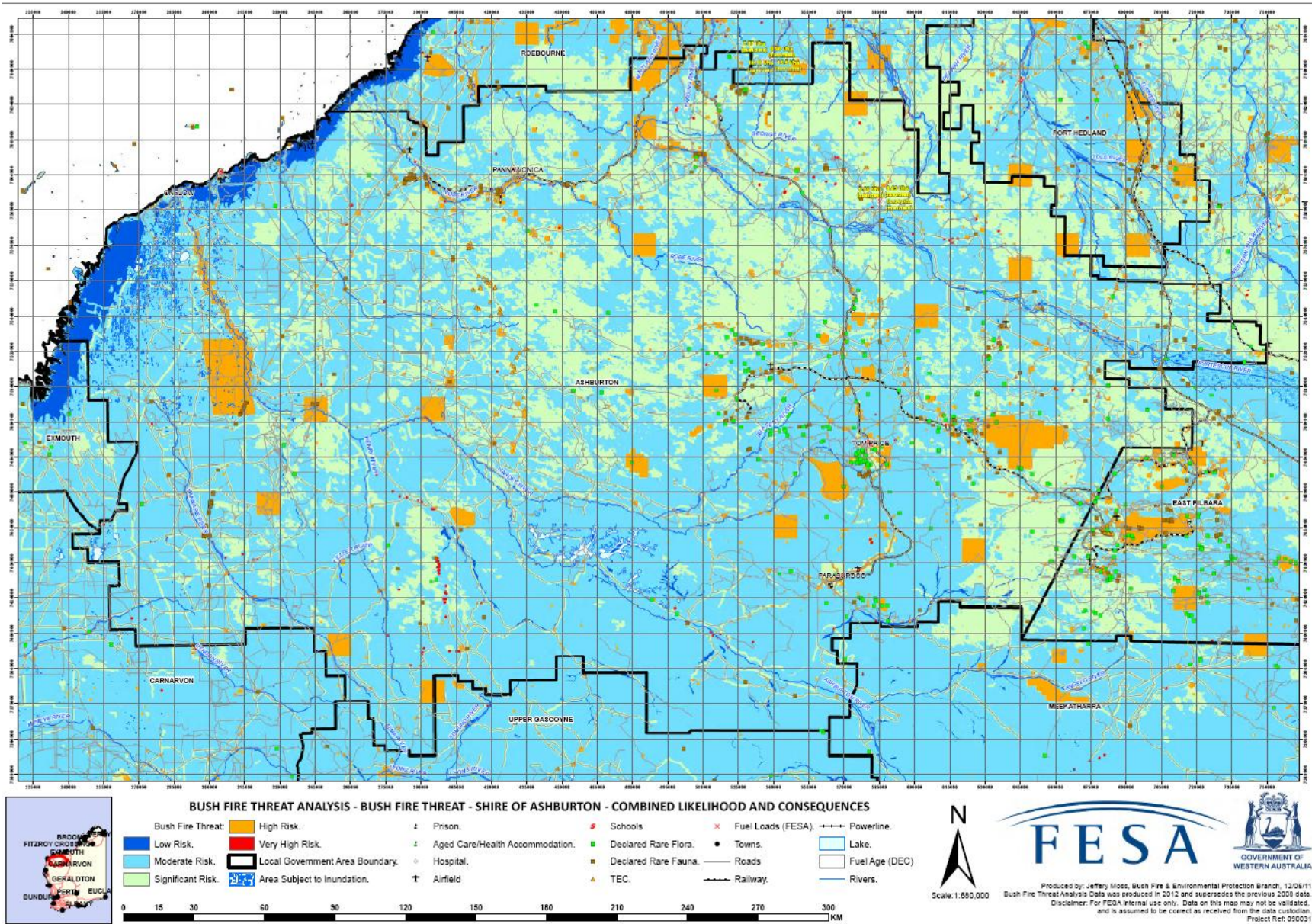
**HB 363 /  
UHF 15**

**S/C Delta**  
 Name:  
 Phone:

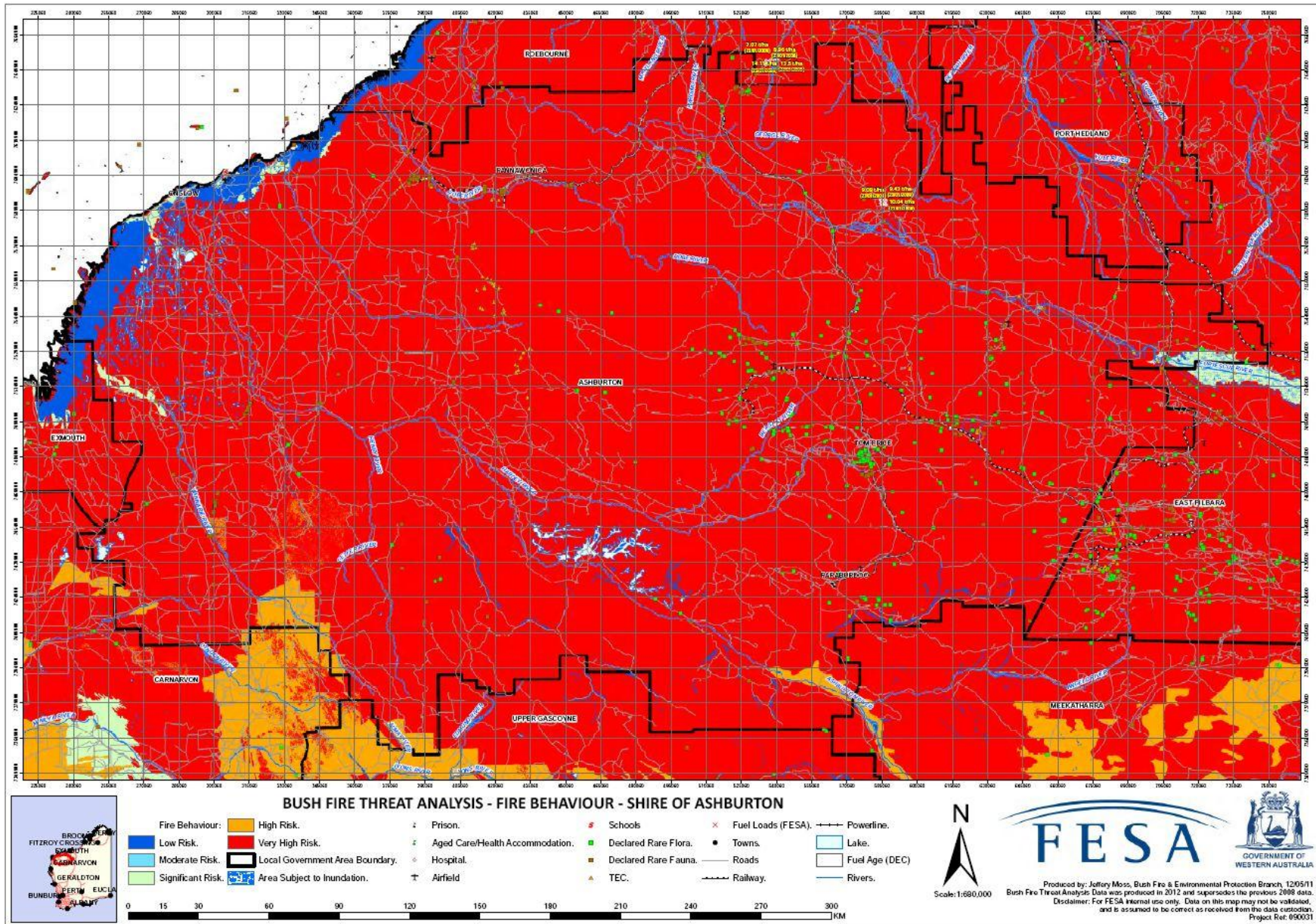
**HB 364 /  
UHF 20**

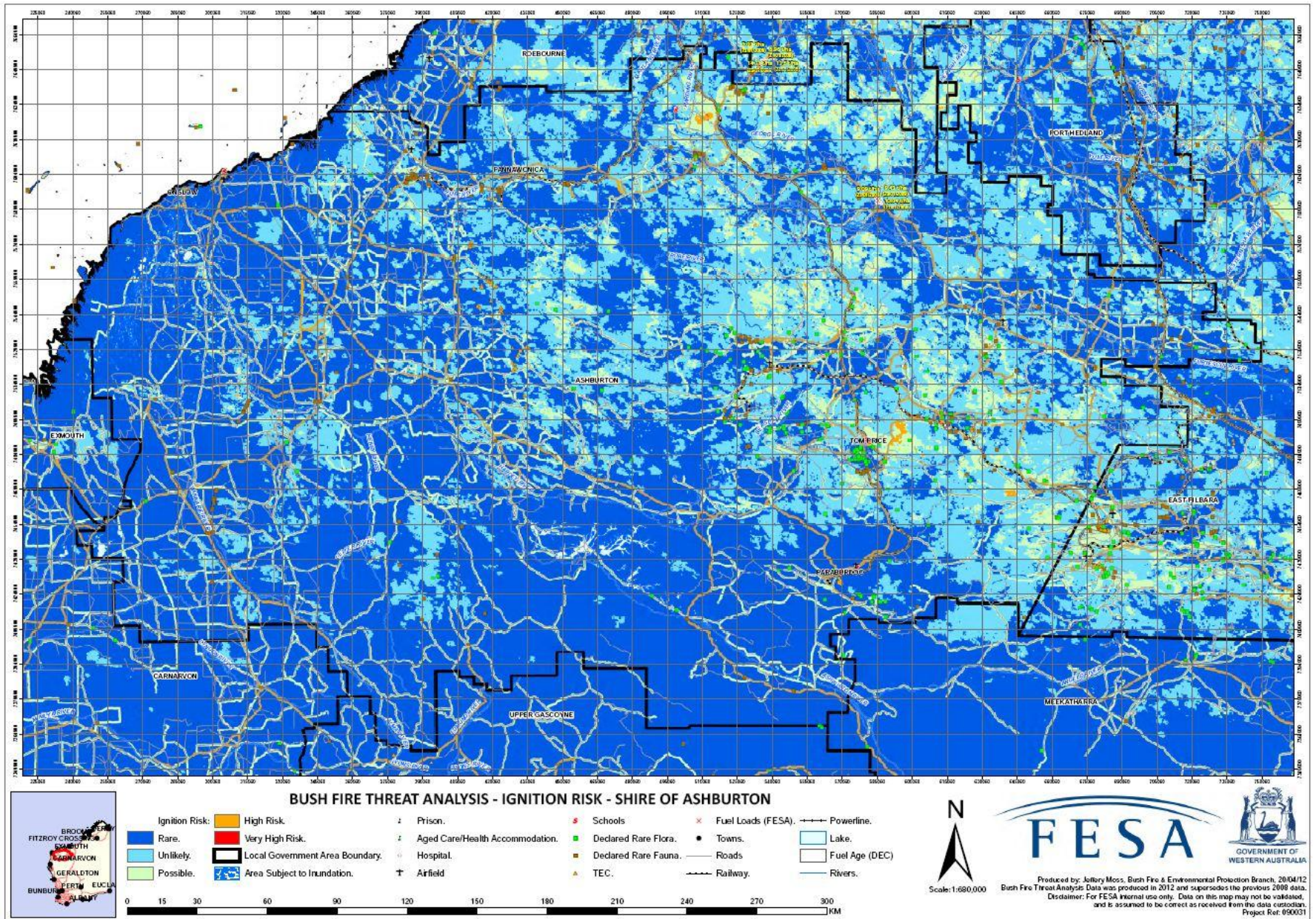
**S/C Echo**  
 Name:  
 Phone:

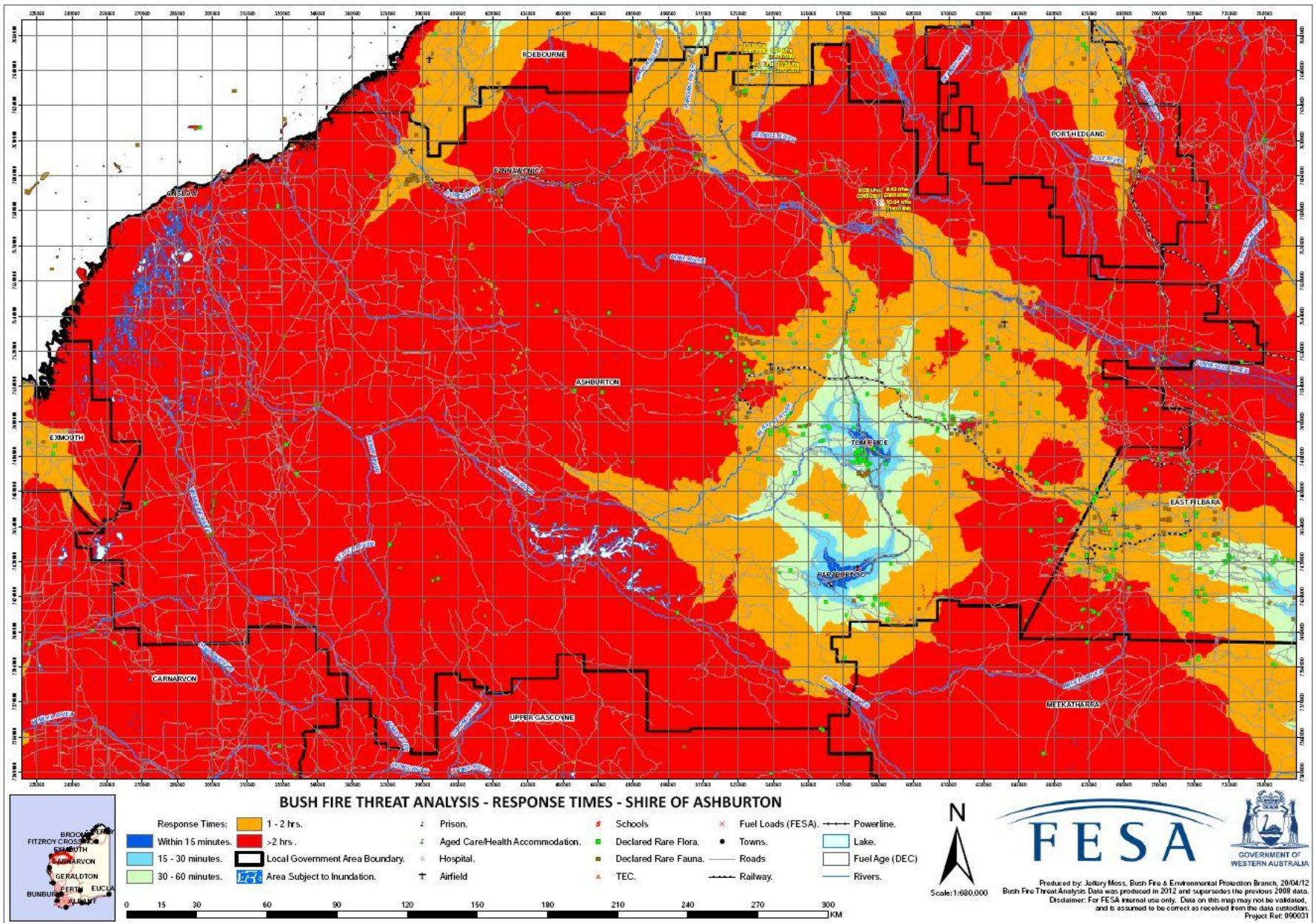
**HB 365 /  
UHF 25**

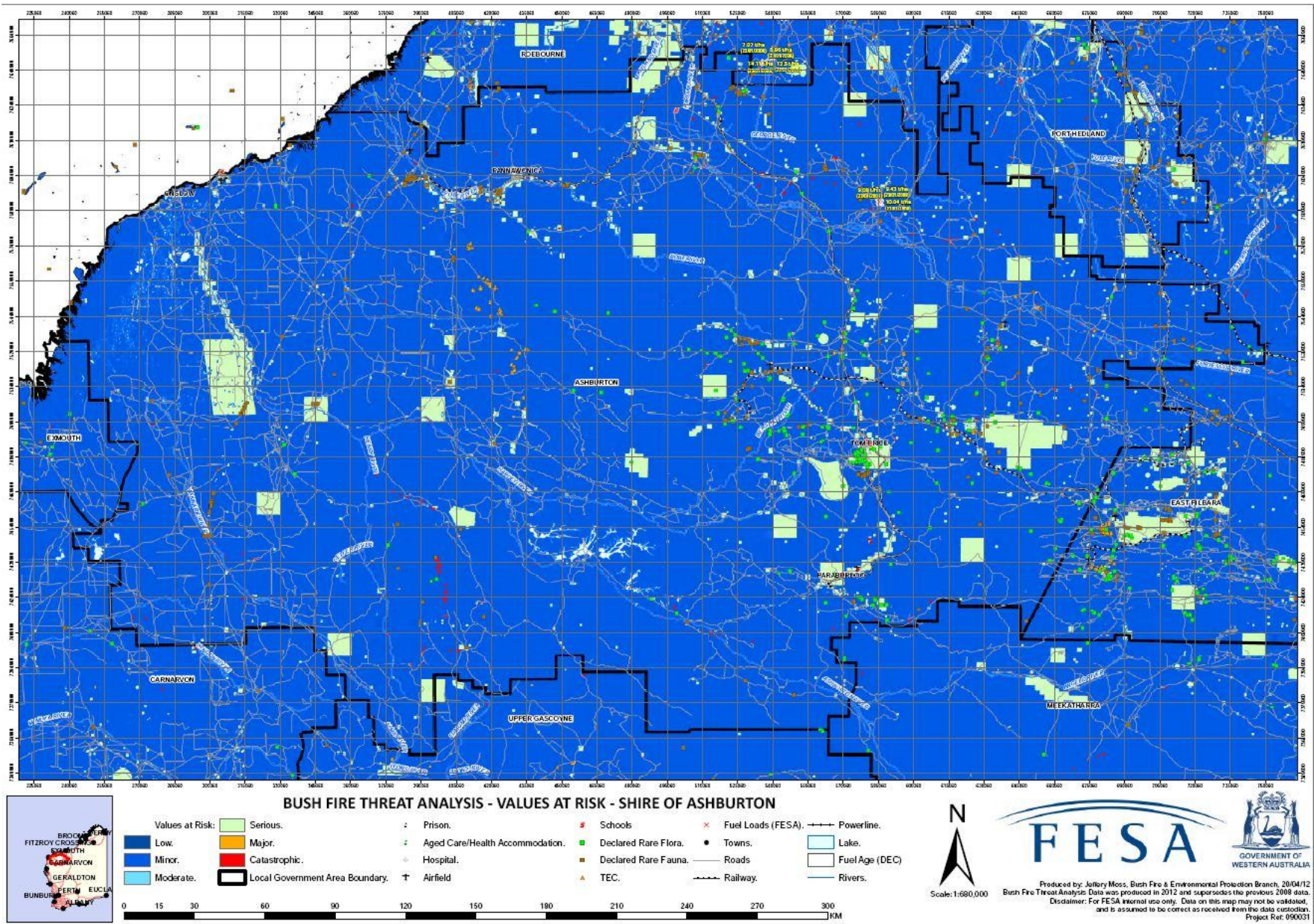














# CONTACTS

## SHIRE OF ASHBURTON

### IN CASE OF FIRE DIAL 000

UHF CHANNEL 30 TOM PRICE BFB  
PI CHANNEL 32 TO BE USED WHEN BFB & PVFRS IN ATTENDANCE

### **RESTRICTED BURNING ALL YEAR**

**FIRES ARE PROHIBITED ALL YEAR WITH OUT A PERMIT OTHER THAN FOR THE PURPOSE OF CAMPING AND COOKING.**

**\*ON DAYS OF VERY HIGH OR ABOVE ALL FIRES ARE PROHIBITED**

PERSONNEL	NAME	TELEPHONE	
		BUSINESS	MOBILE
<b>Acting Chief Executive Officer</b>	Frank Ludovico	9188 4457	0457 416814
<b>Supervisor of Emergency Services</b>	Morgwn Jones	9188 0806	0417 754 846
<b>Executive Manager Engineering Services</b>	Troy Davis	9188 4445	0417 608 403
<b>DCBFCO</b>	Ashley Robbins	9184 6001	0417 949 661
<b>DCBFCO</b>	Chris O'Connell	9143 3344	0417 929 296

## BUSH FIRE CONTROL OFFICERS

NAME	PHONE	LOCATION	AREA OF RESPONSIBILITY	SPECIAL POWERS
<b>Morgwn Jones</b>	9188 4452 0417 754 846	Tom Price	SoA	CBFCO
<b>Ashley Robbins</b>	9184 6001 0417 949 661	Onslow	SoA	DCBFCO
<b>Chris O'Connell</b>	0417 929 296	Tom Price	SoA	DCBFCO
<b>Glyn Potter</b>	0467 714 392	Tom Price	SoA	FCO
<b>Paul Madden</b>	0418 957 825	Tom Price	SoA	FCO
<b>Daryl Hannah</b>	0409 114 396	Tom Price	SoA	FCO
<b>Dave Darling</b>	0418 902 364	Tom Price	SoA	FCO
<b>Glenn Smith</b>	0429 043 804	Tom Price	SoA	FCO
<b>Rob Morgan</b>	9189 8110	Rocklea	Shire East	FCO
<b>Ivan Diaz</b>	0438 982 910	Paraburdoo	Shire East	FCO
<b>Matt Campbell</b>	0408 097 517	Pannawonica	Shire West	FCO
<b>Mike Booth</b>	0429 370 573	Shire of Roebourne	Shared Boundaries	FCO
<b>Andrew Norris</b>	0400 25 660	Shire of East Pilbara	Shared Boundaries	FCO
<b>David George</b>	0427 491 399	Shire of Exmouth	Shared Boundaries	FCO
<b>Peter Wilden</b>	0418 913 045	Shire of Port Headland	Shared Boundaries	FCO

## DFES OPERATIONAL SERVICES KARRATHA

<b>DFES Regional Office Karratha Unit 1/5 Warambie Rd Karratha WA 6714</b>		Phone: Fax: Email:	08 9159 1400 08 9143 1236 <a href="mailto:Janette.Woodward@dfes.wa.gov.au">Janette.Woodward@dfes.wa.gov.au</a>
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<b>Regional Director</b>	John Newman	Mobile: Email:	0427 388 917 <a href="mailto:Jonathan.newman@dfes.wa.gov.au">Jonathan.newman@dfes.wa.gov.au</a>
<b>District Manager Pilbara</b>	John Winton	Mobile: Email:	0417 977 163 <a href="mailto:John.winton@dfes.wa.gov.au">John.winton@dfes.wa.gov.au</a>
<b>Area Manager Pilbara</b>	Wayne Cooke	Mobile: Email:	0408 232 996 <a href="mailto:Wayne.cooke@dfes.wa.gov.au">Wayne.cooke@dfes.wa.gov.au</a>
<b>District Manager Burrup</b>	Kim Lambkin	Mobile: Email:	0409 103 076 <a href="mailto:kim.lambkin@dfes.wa.gov.au">kim.lambkin@dfes.wa.gov.au</a>
<b>FESA Pt Hedland Office Cnr Anderson &amp; McKay Streets Pt Hedland WA 6721</b>		Phone: Fax:	08 9158 1300 08 9173 2170
<b>District Manager East Pilbara</b>		Mobile: Email:	
<b>District Manager West Pilbara</b>	Peter Cameron	Mobile: Email:	0419 917 559 <a href="mailto:peter.cameron@dfes.wa.gov.au">peter.cameron@dfes.wa.gov.au</a>



**POLICE - AMBULANCE**

Service	Contact Name	Telephone	Fax	Address
<b>Police: Onslow</b>	Doug O'Neil	9159 9100 0407 386 823	9184 6270	Second Avenue ONSLOW
<b>Police: Paraburdoo</b>	Grant Berry	9159 8600 0419 868 054	9189 5401	PO Box 87 PARABURDOO
<b>Police: Tom Price</b>	Kevin Jones	9189 1334 0419 833 587	9189 1203	PO Box 13 TOM PRICE
<b>Police: Pannawonica</b>	Tony Di Giuseppe	9184 2444	9184 1222	C/- Post Office PANNAWONICA
<b>Ambulance: Onslow</b>	George Wilson	000		
<b>Ambulance: Paraburdoo</b>	RTIO	9143 4235	9143 4199	PO Box 114 PARABURDOO
<b>Ambulance: Tom Price</b>	Steven Moule	0400 514 445	9189 1744	Tamarind Street TOM PRICE
<b>Ambulance: Pannawonica</b>	RTIO	9159 3334	9159 3335	Medical Centre PANNAWONICA
<b>DEC: Karratha</b>	Richard Boykett	9182 2200 0427 388 548	9144 1118	Mardie Road KARRATHA (Industrial Estate)

**HEALTH SERVICES**

NAME	TELEPHONE	ADDRESS
Onslow Hospital	9184 6006	Second Avenue, ONSLOW
Paraburdoo Hospital	9159 8222	Rocklea Road, PARABURDOO
Tom Price Hospital	9159 5222	Mine Road, TOM PRICE

**EMERGENCY SERVICES  
INCASE OF EMERGENCY DIAL 000**

<b>STATION / UNIT</b>	<b>STATION / UNIT PHONE &amp; FAX #</b>	<b>CAPTAIN / MANAGER</b>	<b>SECRETARY / ADMIN / 2IC</b>
Tom Price VBFB PO Box 567 Poinciana St Tom Price WA 6751	Ph 9188 0806 Em 0417 754 846 Fax 9189 2592 <a href="mailto:morgwn.jones@ashburton.wa.gov.au">morgwn.jones@ashburton.wa.gov.au</a>	Darryl Hannah  0419 114369	Morgwn Jones  0417 754 846
Tom Price PVFRS PO Box 349 Central Rd Tom Price WA 6751	Ph 9188 1333 Em 9189 1222 Fax 9143 3478 <a href="mailto:christopher.o'connell@riotinto.com">christopher.o'connell@riotinto.com</a>	Chris O'Connell  0417 929 296	Maxine O'Connell  0419 049 757
Paraburdoo PVFRS PO Box 146 Paraburdoo WA 6754	Ph 9189 6926 Em 9143 4333 Fax 9143 4103		
Onslow VES PO Box 162 Cnr Hooley & McGrath Av Onslow WA 6710	Ph 9184 6624 Ph 9184 6780 Fax 9184 6682 Fax 9184 6781  <a href="mailto:onslowvesu@bigpond.com">onslowvesu@bigpond.com</a>	Maxine Moroney 9184 6039 0417 079 012	
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## RIO TINTO IRON ORE

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Marandoo	Scott Crossingham	Work: Fax: Mobile Email	08 9143 3837  0477 324 365 <a href="mailto:Scott.crossingham@riotinto.com">Scott.crossingham@riotinto.com</a>
Greater Paraburdoo	Chris Schapter	Work: Fax: Mobile Email:	08 9143 4333 08 9143 4103 0467 734 545 <a href="mailto:Chris.shapter@riotinto.com">Chris.shapter@riotinto.com</a>
Pannawonica	Matt Campbell	Work: Fax: Mobile: Email:	08 9159 3298 08 9184 5252 0408 097 517 <a href="mailto:matt.campbell@riotinto.com">matt.campbell@riotinto.com</a>
Brockman 2		Work: Fax: Mobile: Email:	08 918 83350
Brockman 4	Kellsey Hemmings	Work: Fax: Mobile: Email:	08 6213 9554  <a href="mailto:kellsey.hemmings@riotinto.com">kellsey.hemmings@riotinto.com</a>

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Northern Star Resources Paulsen's Gold Mine	Darren Stralow	Work: Mobile: Fax: Email:	08 9346 0088 0466 009 700 08 9346 0080 <a href="mailto:dstralow@nsrltd.com">dstralow@nsrltd.com</a>
BHP Billiton	Skyla Grant  Aaron Deans	Mobile:  Mobile:	0409 812 072  0417 761 709
Kellogg Chevron JV	Barrow Island	Ph:	08 9236 6289
Chevron Wheatstone			
Bechtel			

## MACHINERY CONTRACTORS

CONTRACTOR	CONTACT	CONTACT NUMBERS	
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Coates Hire Beadon Creek Rd Onslow 6751			
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Symmetrical Electrical		Mobile: Fax: Email:	0449 266 494 08 9189 3443 <a href="mailto:simon@sg1.com.au">simon@sg1.com.au</a>
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Lyons & Peirce Boonderoo Rd Tom Price WA 6751	Brett Hardingham	Work: Fax: Mobile:	08 9189 3709 08 9189 3712 0417 774 131
BASEFIELD CONTRACTING & HIRE SERVICES	Kevin Sweetman	Work: Fax: Mobile:	08 9184 6007 08 9184 6887 0419 838 230
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STATION	OWNER	MANAGER	CONTACTS	
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Coolawanyah Station PO Box 606 Tom Price WA 6751	Parsons Family	Kim & Cindy Parsons	Ph: Fax: Mob: Email:	08 9189 8150 08 9189 8150 UHF 39 <a href="mailto:Coolawanyah@bigpond.com">Coolawanyah@bigpond.com</a>
Emu Creek Station 1 Nyang Rd, off NWC Hwy, Via Carnarvon WA 6701	ECT Pty Ltd Atf The Kylie Leanne Boyle Trust	Darryl Penny & John Boyle	Ph: Fax: Mob: Email:	08 9943 0534 08 9943 0534 0439 522 200 <a href="mailto:emucreekstation@bigpond.com">emucreekstation@bigpond.com</a>
Glen Florrie Pastoral Station PMB 29 Carnarvon WA 6701	Grey Family	Peter, Susan, Murray & Aticia Grey	Ph: Fax: Mob: Email:	08 9943 0583 08 9943 0583 UHF 7 <a href="mailto:glenflorriebrahmans@aussiebroadband.com.au">glenflorriebrahmans@aussiebroadband.com.au</a>
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---	--	----------------------	---	---

### SOA PASTORAL STATIONS

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<b>Koordarrie Station C/- Yarney Station Carnarvon WA 6701</b>	<b>Koordarrie Cattle Trust</b>	<b>Rory DePledge</b>	<b>Ph: Fax: Mob: Email:</b>	<b>08 9943 0686 08 9943 0685 UHF 10 DUP 7</b>
<b>Maroonah Station Via Carnarvon WA 6701</b>		<b>Glen &amp; Cherry Dellar</b>	<b>Ph; Fax: Mob: Email:</b>	<b>08 9943 0537  UHF 9</b>
<b>Minderoo Station Post Office Onslow WA 6710</b>	<b>Andrew Forrest</b>	<b>Phil Clark &amp; Roy Edmonds</b>	<b>Ph: Fax: Mob: Email</b>	<b>08 9184 6044  DUP 8 <a href="mailto:phil@minderoo.com.au">phil@minderoo.com.au</a></b>

<b>Minier Pastoral Station</b>		<b>Jack, Wendy &amp; Doris Harvey</b>	<b>Ph:</b> <b>Fax:</b> <b>Mob:</b> <b>Email:</b>	<b>08 9189 5408</b>  <b>UHF 3</b>
<b>Mt Florance Station PMB 4 Tom Price WA 6751</b>	<b>Richardson Family</b>	<b>Tony, Robin &amp; Jamie Richardson</b>	<b>Ph:</b> <b>Fax:</b> <b>Mob:</b> <b>Email:</b>	<b>08 9189 8151</b>  <b>0427 081 009 UHF 40</b> <a href="mailto:mtflo@bigpond.com">mtflo@bigpond.com</a>
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<b>Mt Stuart Station</b>	<b>Martin &amp; Deborah Avery</b>	<b>Martin &amp; Deborah Avery</b>	<b>Ph:</b> <b>Ph:</b> <b>Fax:</b> <b>Mob:</b> <b>Email:</b>	<b>08 9943 0530</b> <b>08 9652 4068</b> <b>08 9652 4068</b>  <a href="mailto:mountstuart@activ8.net.au">mountstuart@activ8.net.au</a> <a href="mailto:very01@activ8.net.au">very01@activ8.net.au</a>
<b>Mulga Downs PMB 6 Tom Price WA 6751</b>	<b>Gina Rinehart</b>	<b>Victor</b>	<b>Ph:</b> <b>Fax:</b> <b>Mob:</b> <b>Email:</b>	<b>08 9189 7092</b> <b>08 9189 7053</b>  <b>UHF 30</b> <a href="mailto:mulgadowns@bigpond.com">mulgadowns@bigpond.com</a>
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<b>Peedamulla Station</b>		<b>Trevor &amp; Doris Parker</b>	<b>Ph:</b>	<b>08 9184 5130</b> <b>UHF 40</b>
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<b>Rocklea Station PO Box 158 Paraburdoo WA 6754</b>	<b>Rio Tinto</b>	<b>Rob Morgan</b>	<b>Ph:</b> <b>Fax:</b> <b>Mob:</b> <b>Email:</b>	<b>08 9189 8159</b> <b>08 9189 8110</b> <b>UHF 20</b> <b>0447 910 783</b> <a href="mailto:Robert.morgan@riotinto.com">Robert.morgan@riotinto.com</a>
<b>Towera Pastoral Station C/- Lyndon Station Carnarvon WA 6701</b>		<b>Tim Darcy</b>	<b>Ph:</b>	<b>08 99 430522</b> <b>UHF 16</b>
<b>Uaroo Pastoral Station PO Box 42 Onslow WA 6710</b>	<b>Carpenter Agric.</b>		<b>Ph:</b>	<b>08 9943 0522</b>
<b>Ullawarra Station PO Box 1284 Carnarvon WA 6701</b>	<b>Wurrkaja Aboriginal Corporation</b>	<b>Charlie Lapthorne</b>	<b>Ph:</b> <b>Ph:</b>	<b>08 9943 0581</b> <b>08 9941 3267</b>

Uarala Pastoral Station PO Box 33 Onslow WA 6710	BHP (Lease)	Joe & Chris Armstrong	Ph: Fax: Mob: Email:	08 9184 6097 08 9184 6429 UHF 31 0409 532 179 <a href="mailto:oparuralservices@bigpond.com.au">oparuralservices@bigpond.com.au</a>
Wyloo Pastoral Station PMB 3 Carnarvon WA 6701		Glen & Cherry Della	Ph:	08 9943 0585 UHF 6
Yarney Pastoral Station Yarney Street Carnarvon WA 6701	Yarney Cattle Trust	Cob DePledge	Ph: Fax:	08 9943 0532 08 9943 0685 UHF 10
Yaleen Station PO Box 145 Pannawonica WA 6716	Rio Tinto	Michael & Julie Percy	Ph: Email:	08 9184 1134 <a href="mailto:yalleenstation@bigpond.com">yalleenstation@bigpond.com</a> UHF 12
Yarraloola Station Via Pannawonica WA 6716	Rio Tinto		Ph: Email:	08 9184 5140 <a href="mailto:Julian.O'Shea@riotinto.com">Julian.O'Shea@riotinto.com</a> UHF 11

## KNOWN PILBARA AIRFIELDS

AIRFIELD NAME	LENGTH IN FEET	LATITUDE SOUTH		LONGITUDE EAST	
		DEGS.	DEC. MINS	DEGS.	DEC. MINS
Ashburton Downs	3280	23	23.05	117	01.78
Auski R'House	3625	22	22.00	118	41.00
Balfour Downs	4920	22	48.00	120	52.00
Bocrabee	4590	22	15.00	121	22.00
Bonney Downs	2300	22	09.93	119	55.31
Camp Nifty	5577	21	40.30	121	35.20
Coolawanyah	3950	21	50.00	117	48.00
Coongan	2620	20	41.00	119	40.00
CORAL BAY	4082	23	08.00	113	46.00
Corunna Downs	6234	21	28.00	119	51.00
Corunna Downs 2	5676	21	26.00	119	48.00
Cotten Creek	3990	22	52.00	122	51.00

Cowra	3500	22	23.00	118	59.00
Ethel Creek	3280	22	54.00	120	10.00
EXMOUTH	4200	22	02.00	114	06.00
Fortescue River Road	3270	21	18.00	116	08.00
Giralia Station	2950	22	41.00	114	22.00
Harbutt Range	5249	22	57.00	122	51.00
Hillside	3281	21	45.00	119	25.00
Hooley	2620	21	53.00	118	13.00
Indee Station	3117	20	47.00	118	35.50
Jiggalong Missions	4530	23	20.00	120	48.00
Kangan	?	21	06.00	118	31.00
Karrijini National Park	3610	22	29.00	118	28.00
KARRATHA	6070	20	42.37	116	46.40
Karratha Station	2790	20	43.00	116	40.00



LEARMONTH	10000	22	14.01	114	05.30
Limestone 2	?	21	11.00	119	50.00
MARBLE BAR	3810	21	09.80	119	50.00
Mardie Station	4590	21	12.00	115	58.00
Meentheena	3610	21	16.00	120	27.00
Millstream	3937	21	37.00	117	04.00
Minderoo	3610	21	59.43	115	02.34
Mount Divide	4590	22	27.00	120	49.00
Mount Edgar	2790	21	20.00	120	-4.00
Mount Tom Price	?	22	44.62	117	40.02
Muccan	3610	20	39.52	120	03.93
Mulga Downs	2950	22	06.00	118	28.00
Mulyie Station	3610	20	26.88	119	30.03
Munjina	4330	22	22.00	118	41.00
Nanutarra	4920	22	32.00	115	30.00

NEWMAN	6800	23	25.07	119	48.17
Noreena Downs	4590	22	17.30	120	10.30
NULLAGINE	4000	21	54.80	120	11.90
Nyang Station	3937	23	01.15	115	03.02
ONslow	5249	21	40.10	115	06.80
Pack Saddle	3940	22	54.32	118	41.73
PANNAWONICA	4298	21	38.00	116	18.97
PARABURDOO	7000	23	10.27	17	44.72
Pack Saddle	3940	22	54.32	118	41.73
PANNAWONICA	4298	21	38.00	116	18.97
PARABURDOO	7000	23	10.27	117	44.72
Pardoo	3280	20	07.30	119	35.00
Peedamulla	1640	21	51.00	115	38.00
Pilgangoora	4920	21	02.00	118	53.00
POINT SAMSON	?	20	38.00	117	11.00

Red Hill	2620	21	59.00	116	04.00
Rhodes Ridge	5910	23	06.20	119	22.00
Rocklea Station	3530	22	51.72	117	25.22
ROEBOURNE	5270	20	46.00	117	09.00
Roy Hill	4921	22	39.00	119	57.00
Rudall River	4270	22	33.00	122	07.00
Sedco 708	?	21	32.00	114	12.00
Shay Gap	5939	20	29.00	120	11.00
Sherlock	3609	20	54.00	117	39.00
South Sahara	2300	21	41.00	123	08.00
Strelley	3120	20	27.00	119	00.01
Tabba Tabba	?	20	50.00	118	53.00
Telfer	6560	21	42.90	122	13.72
The Range	4000	22	16.00	115	24.00

Tracy Field	3610	22	19.00	122	04.00
Turee Creek Station	3940	23	37.37	118	39.03
Wallareenya Station	3280	20	45.49	118	49.29
Warambie	1640	20	57.00	117	22.00
Warrawagine	6560	20	50.65	120	42.10
Well 33	3890	22	23.17	124	49.14
WICKHAM	3870	20	42.00	117	07.00
Winning Pool Station	2950	23	09.35	114	32.18
Wodgina	2950	20	09.00	118	42.00
Woodie Woodie	4003	21	39.71	121	13.94
Woodstock Mission	4760	21	37.00	118	56.00
Woodstock	?	21	28.00	118	57.00
Wyloo Station	4170	22	41.65	116	13.88
Yandeara Station	4000	21	18.00	118	22.00
Yanrey	5580	22	31.00	114	48.00

Yarraloola Station	3940	21	34.00	115	53.00
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# SHIRE OF ASHBURTON INLAND LEMC



## LOCAL RECOVERY ARRANGEMENTS

### SUB PLAN

## **Introduction**

Recovery should be managed and planned for in a structured manner. The broad needs created by the impact of an emergency or disaster on the Shire of Ashburton Inland communities will only be met through a range of services, provided by both Government and non Government organisations.

At the local level, the focus of recovery management is on input from the local community. The recovery approach to emergency management encompass those activities that are intended to return a community back to normal as soon as possible, following the impact of an emergency or disaster.

## **Purpose**

The purpose of developing and reviewing the Shire of Ashburton Inland Local Recovery Plan is to evaluate each section of the Plan against the following criteria:

- ❖ The requirements of the *Emergency Management Act 2005*
- ❖ The requirements of *State Emergency Management Policy 2.5; Emergency Management in Local Government Districts*
- ❖ Good practice as outlined in the *Local Recovery Plan Development Guide*.

## **Methodology**

The development and review of the Shire of Ashburton Inland LEMC Local Recovery Plan has been undertaken by systematically reviewing each element of the Plan against the planning criteria detailed in the *Local Recovery Plan Development Guide* and relevant sections of the *Emergency Management Act 2005* and *State Emergency Management Policy 2.5 – Emergency Management in Local Government Districts*.

## Endorsement

These arrangements have been prepared and endorsed by the Shire of Ashburton Inland Local Emergency Management Committee (LEMC)

They have been tabled for information and comment with the Pilbara District Emergency Committee (DEMC)

Endorsed by

\_\_\_\_\_ 00/00/00

Morgwn Jones  
Chairperson  
SoA Inland LEMC

Endorsed by Shire of Ashburton Council: 00/00/00



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## Distribution List

Title	Company	Copies
Records	Shire of Ashburton	1
Chairperson	SoA Inland LEMC	1
Emergency Coordinator OIC	Tom Price / Paraburdoo	2
Executive Officer DEMC	Pilbara DEMC	1
Public Copy	Shire of Ashburton Offices Tom Price / Paraburdoo	2
Public Copy	Shire of Ashburton Libraries Tom Price / Paraburdoo	2
Captain	Tom Price Private Volunteer Fire & Rescue Services	1
Captain	Paraburdoo Private Fire & Rescue Service	1
Captain	Tom Price Volunteer Bush Fire Brigade	1
Unit Manager	Tom Price SES	1
Chairperson	St John Ambulance	1
Emergency Management Advisor	Rio Tinto Iron Ore Tom Price / Marandoo	1
Emergency Management Advisor	Rio Tinto Iron Ore Greater Paraburdoo	1
Emergency Management Advisor	Rio Tinto Iron Ore Greater Brockman	1
Team Leader / Emergency Management Officer	Dept. of Child of Protection	1
Senior Ranger Karajini National Park	Dept. of Conservation & Environment	1
Director of Nursing Tom Price / Paraburdoo	Dept. Of Health	1
Emergency Management Officer	Fortescue Metals Group (Solomon Project)	1
Manager Main Roads WA	MRWA Pilbara	1
OIC	ADF Pilbara Regiment Tom Price	1
FESA District Office	Fire & Emergency Services Authority Karratha	1
Superintendant Utilities	Rio Tinto Iron Ore Tom Price	1

## Amendment List

### Shire of Ashburton Inland Emergency Recovery Arrangements

#### AMENDMENT RECORD

Proposals for amendments or additions to these arrangements should be forwarded to the Chair of the Shire of Ashburton Inland Local Recovery Committee

AMENDMENT		DETAILS OF AMENDMENT	AMENDED BY
VERSION	DATE		
1	July 2006	Initial Issue	M.Jones
V2	2010-11	Review, update and amendment	M.Jones
V2	Feb 2011	LEMC endorsed plan	M. Jones

## Document Control

The Local Recovery Coordinator in consultation with the Local Recovery Committee shall review The Shire of Ashburton Inland Local Recovery Plan on an annual basis

A copy of the Shire of Ashburton Inland Recovery Plan shall be provided, **without Annexure 5 - Contacts**, for general information to:

- ❖ Any member of the public via request to the LRC;
- ❖ Shire of Ashburton web Page; [www.ashburton.wa.gov.au](http://www.ashburton.wa.gov.au)
- ❖ Tom Price & Paraburdoo Libraries
- ❖ Attorney - General's Department, Emergency Management Institute Library.

## Feedback

Comments and suggestions that can help improve this document should be forwarded to

The Chairperson  
Shire of Ashburton Inland Local Emergency Management Committee  
PO Box 567  
Tom Price WA 6751  
[soa@ashburton.wa.gov.au](mailto:soa@ashburton.wa.gov.au)

Feedback can include

- What you don't like about the document
- Unclear or incorrect expression
- Out of date practices
- Errors, omissions or suggested improvements

## **Definitions**

SoA - Shire of Ashburton

SoA In LEMC – Shire of Ashburton Inland Local Management Committee

SoA In LRA – Shire of Ashburton Inland Local Recovery Arrangements

SoA In LRCC – Shire of Ashburton Inland Local Recovery Coordinating Committee

SoA In RC – Shire of Ashburton Inland Recovery Centre

LRC – Local Recovery Coordinator

ECC – Emergency Coordination Centre

HMA – Hazard Management Agency

LG – Local Government

LEC – Local Emergency Coordinator

IC – Incident Controller

ISG - Incident Support Group

FESA – Fire and Emergency Services Authority

SES – State Emergency Service

PVFRS – Private Volunteer Fire and Rescue Service

VBFB – Volunteer Bush Fire Brigade

WAPOL – Western Australia Police

DCP – Department of Child Protection

DEC – Department of Environment and Conservation

## Recovery Management Principles

Recovery from emergencies is most effective when;

- ❖ Emergency management arrangements recognise that recovery from emergencies is a multifaceted, active and prolonged process;
- ❖ Agreed plans and management arrangements are well understood by the community and all emergency management agencies;
- ❖ Recovery agencies are properly incorporated into emergency management arrangements;
- ❖ Community service and reconstruction agencies have input to key decision making;
- ❖ Conducted with the active participation of the affected community;
- ❖ Recovery managers are involved from the early stages of the response;
- ❖ Recovery services are provided in a timely, fair, reasonable and flexible manner; and
- ❖ Supported by training programmes and exercises.

## Recovery Management Concepts

The following concepts provide the foundation for effective recovery management:

- ❖ **Community involvement** – The recovery process is most effective when individuals and communities actively take part in the management of their own recovery.  
Local Recovery Coordination Committees, comprising of representatives from government agencies, private and voluntary agencies, local council, cultural group leaders and any others considered appropriate by the community, are a very effective way of involving individuals in recovery planning and management.
- ❖ **Management at the local level** – Management of emergency recovery should be entrusted to the local community.  
The local community would be more effective at managing recovery in their own community as they have local knowledge and expertise. Resource support may be required from Regional or State level.
- ❖ **Affected area/Community approach**– Emergencies rarely occur within the confines of a single local government area.  
Management of the recovery process is generally undertaken on the basis of an identifiable affected area. The affected area is distinguished by the losses that have resulted and by the common interests of the people involved.
- ❖ **Differing effects/needs for different communities/individuals**– The capacity of individuals, families and communities to restore losses and re-establish normal living patterns following emergencies will vary depending upon their own capacity, the specific circumstances of the emergency and its effect upon them.  
Assistance measures must be adapted to most appropriately meet the needs of those affected. This will require sensitivity and extensive consultation with the affected people and communities.
- ❖ **Empowering individuals and communities**– It is essential that emergency affected individuals and communities participate in the management of their own recovery.  
Emphasis should be given to supporting and maintaining the identity, dignity and autonomy of those affected.  
Support services and assistance measures should be well advertised on a repetitive basis, and easily accessible, but allow people to make their own decisions. Ensure that appropriate information is provided for cultural and linguistically diverse groups.
- ❖ **Recognition of resourcefulness**– It will become clear as the recovery process advances what the capacity of individuals and communities is to participate in the management of their own recovery and the level of need for further support services.

It is important to recognise what level of resourcefulness individuals and the community is at so as not to over or under compensate and hinder recovery.

- ❖ **Minimum intervention**– External recovery services and resources are provided as a support to an affected community, to be used only if the needs of the community are beyond the capacity of existing services and resources within the community. Where possible, additional resources provided should be under local management through the network of existing service providers.
- ❖ **Planned/timely withdrawal**– A critical aspect of recovery management is that of the withdrawal of external assistance. A planned withdrawal should be done with community involvement, ensuring a void will not be left.
- ❖ **Accountability, flexibility, adaptability and responsiveness**– Accountability is in reference to public administration and is very important in ensuring that the recovery process is transparent. Flexibility, adaptability and responsiveness in a potentially ever-changing environment during recovery are necessary to properly manage the recovery. The need for these skills is highlighted by the scrutiny of the public, media and political groups.
- ❖ **Integration of services**– Recovery efforts should commence immediately, at the same time in which the response to the emergency begins such that initially the two occur as parallel activities. Effective liaison arrangements and networks are necessary to ensure that resources are utilised in the best way, especially where both recovery and response agencies require the limited resources. Various recovery services/agencies must work together efficiently which will be achieved through the establishment of networks and management arrangements during the planning process.
- ❖ **Coordination** – Recovery management is most effective when coordinated by one agency represented by an identifiable coordinator with the responsibility for managing the full extent of recovery activities.

## **Part 1 Management**

### **1.1 Authority**

This Recovery Plan has been prepared in accordance with the requirements of the *Emergency Management Act 2005 [s.41(4)]* as part of the Shire of Ashburton Inland Local Emergency Management Arrangements and endorsed by the Shire of Ashburton Inland Local Emergency Management Committee. The plan has been approved by the Shire of Ashburton and has been tabled for comment and information by the Pilbara District Emergency Management Committee (DEMC).

### **1.2 Date**

This plan was approved by the Shire of Ashburton Council on 00/00/00

### **1.3 Area Covered**

The Shire of Ashburton Inland LEMC is situated in the inland Pilbara approximately 1,600kms north west of Perth and 1000kms south east of Broome, right next door to Karajini National Park. Due to the size of the Shire, Ashburton has three LEMC's, SoA Inland LEMC covering the townsites of Tom Price & Paraburdoo, numerous Pastoral Stations as well as the Indigenous Communities of Wakathuni, Bellary Springs, Youngaleena and Ngwerawanna. The SOA Inland boundaries extend north to the Shires Boundary, east to the Boundary of East Pilbara, west to Nanutarra Road House.

The Shire of Ashburton Onslow LEMC covers the townsite of Onslow, numerous Pastoral Stations and stretches north to a shared boundary with the Pannawonica LEMC and South to the Shire of Exmouth boundary. Pannawonica LEMC is responsible for the townsite of Pannawonica and surrounding Pastoral Stations, although the Pannawonica Police Subdistrict stretches from Pannawonica north to the Fortescue Roadhouse (Shire of Roebourne) and south to Nanutarra Roadhouse.

The Shire has a total area of 105,000 km<sup>2</sup> consisting of pastoral land, mining leases, Crown land and reserves and the town sites of Tom Price, Paraburdoo, Onslow and Pannawonica, plus numerous Indigenous Communities.. There is a resident population of approximately 9,500 people with Tom Price being the major centre.

The Shire is also a gateway to a number of natural attractions in the region, most notably Karajini National Park and experiences high levels of tourists on a seasonal basis. The major transport routes in the Shire are via the North West Coastal Highway or via the Great Northern Highway. There is a private railway line, which runs from Dampier to Tom Price, Marandoo, Paraburdoo, and Pannawonica. A sealed road connecting the towns of Tom Price and Karratha is partially completed.

The Shire has one major public airport at Paraburdoo, which operates 717's. The airport services daily commercial flights to and from Perth; Onslow aerodrome is a small regional aerodrome which services local air traffic and RFDS operations. The aerodrome operates a 1600m bitumen runway, crossed with a smaller 730m gravel runway. The sealed runway is an all weather strip and has PAL lighting. The Fortescue Metals Group operates a private aerodrome at the Solomon Mine 70ks North East of Tom Price accommodating Fokker 100 aircraft.

Volunteer personnel primarily provide emergency Services in the Shire. The volunteer services in the Shire are generally well resourced and trained.

These arrangements apply to the Shire of Ashburton Inland District.



#### **1.4 Aim**

The aim of this plan is to detail the recovery management arrangements that may be implemented following an emergency to restore, as quickly as possible, the quality of life in an effected community.

#### **1.5 Objectives**

The objectives of the Recovery Plan are to:

- ❖ Establish a basis for the coordination of recovery activities to commence at a local level
- ❖ Prescribe the concepts, responsibilities, mechanisms or procedures for statutory and non-statutory organisations involved in recovery activities for the Shire of Ashburton Inland.
- ❖ Identify priorities for restoration of essential services in consultation with key stakeholders
- ❖ Detail the services and resources that local government and other agencies and stakeholders will provide during the recovery process following an emergency.

#### **1.6 Scope**

The Shire of Ashburton Inland Recovery Plan shall apply to all emergencies that may impact the Inland districts of the Shire of Ashburton as detailed in the Local Emergency Management Arrangements.

The Shire of Ashburton will only be able to act within its financial and resource capability and to the extent of resources that may be available from State and Federal funding sources.

Scope of this plan will take into account the following functions:

- ❖ Activation mechanisms;
- ❖ Responsibilities and tasks;
- ❖ Recovery services;
- ❖ Resourcing arrangements; and
- ❖ Management structures and processes.

And take into account the priorities for recovery assistance defined as:

- ❖ Safety of individuals
- ❖ Social recovery
- ❖ Economic recovery
- ❖ Physical recovery
- ❖ Environmental recovery

#### **1.7 Title**

The title of these arrangements is the Shire of Ashburton Inland Recovery Arrangements Sub Plan

### 1.8 Related Documents

The Shire of Ashburton Inland Recovery Arrangements are a Sub Plan of The Shire of Ashburton Inland Local Emergency Arrangements and as such should not be read in isolation to these plans and arrangements.

Other related documents include:

- ❖ Shire of Ashburton Inland Local emergency Management arrangements
- ❖ Department of Community Development  
“Local Welfare Emergency Management Support Plan”
- ❖ Paraburdoo Airport Emergency Management Plan
- ❖ State Recovery Emergency Management Plan (WESTPLAN – RECOVERY)
- ❖ State Welfare Emergency Management Support Plan (WESTPLAN – WELFARE)
- ❖ State Health Emergency Management Support Plan (WESTPLAN – HEALTH)

### 1.9 Agreements, Understandings and Commitments

<i>Parties to agreement</i>	<i>Summary of Agreement</i>	<i>Special Considerations</i>
Shire of Ashburton / Rio Tinto	Mutual support in planning responding to and recovery from incidents	RTIO Operations could also be effected and resources not readily available
Shire of Ashburton / DEC	Multi agency fire operations on DEC managed land	
FESA / Rio Tinto	Rio Tinto’s Private Volunteer Fire & Rescue Brigades are Registered Brigades with FESA under the <i>Fire Brigades Act</i>	

### 1.10 Additional Support

The Shire of Ashburton has staffed trained in Recovery Management Principles

The Shire of Ashburton employs two (2) full time Environmental Health Officers as well as an Aboriginal Health Officer that can assist with public health functions such as disease control, food safety and surveillance and vermin control. The Shire has three (3) Rangers that can assist with other functions such as animal welfare, traffic control, evacuation notification and assistance to the WA Police

The Shire of Ashburton’s Operations Department can provide machinery, man power and other equipment to assist with clean up operations. The Shire has some information regarding drainage and sewage networks but the majority of plans and maps regarding services and other utility networks for the inland communities belong to Rio Tinto Utilities Department.

The Tom Price State Emergency Service Unit, Private Volunteer Fire & Rescue Brigades of Tom Price and Paraburdoo as well as the Tom Price Bush Fire Brigade have volunteers that are available to assist with welfare assistance, securing storm damaged buildings, clearing fallen debris, search and rescue, evacuation notification and traffic control.

Rio Tinto and other key stake holders in the communities are committed to assist in various ways including providing staff with Recovery Management skills, technical advice, human and physical resources as required.

### **1.11 Special Considerations**

The Inland communities of the Shire of Ashburton are subject to a number of factors that could potentially impact the effectiveness of these local arrangements:

- ❖ The annual influx of tourists from May to October each year
- ❖ Population surges in response to industry developments
- ❖ Significant departures of residents during the peak holiday periods, lessening the amount of volunteers available in the communities
- ❖ Indigenous Communities have a unique culture that must be considered when planning for any hazard; for example to many English is not the preferred language. As a result of Indigenous Australians relationship with the land, Lore and Kin, Indigenous Communities can often be located in areas that are considered high risk in the event of an emergency which reduces the ready availability of response resources

These factors may result in the requirement for special localized arrangements in the area of prevention, preparedness, response and recovery.

### **1.12 Resources**

The Local Recovery Coordinator (LRC) is responsible for determining the resources required for recovery activities in consultation with the Controlling Agency and Support Organisations.

The LRC is responsible for coordinating the effective provision of resources and services to avoid a duplication of effort

In some circumstances there may be an overlap between response and recovery activities. For example: where response and recovery agencies both require the same limited resources.

These instances should normally be resolved between the Incident Controller, Local Emergency Coordinator and the Local Recovery Coordinator. However where a compromise cannot be achieved precedence is given to response requirements.

As far as possible the provision of Government resources and Services will be provided in accordance with existing statutory responsibilities, policies or plans.

### **1.13 Financial Management**

Funding for recovery is outlined in *SEMP 4.2 Funding for Emergencies*

Sound financial management is essential for maintaining the momentum of the recovery effort and promoting confidence within the public and levels of Government in the local recovery effort. The goal is to facilitate an efficient return to economic and community normality through informed rather than ad hoc or reactionary decision making.

### **1.14 Roles and Responsibilities**

#### **Shire of Ashburton Inland Local Recovery Coordinating Committee (SoA In LRCC)**

##### **Role**

To coordinate and support local management of the recovery processes within the community subsequent to a major emergency in accordance with SEMC policies and the Local Recovery Arrangements.

##### **Responsibilities**

The SoA Inland Local Recovery Coordinating Committee is responsible for;

- ❖ Appointment of key positions within the committee and when established the sub committees (e.g. Local Recovery Coordinator, Media Liaison Officer, sub group, chairperson, ect.)
- ❖ Establish sub committees as required
- ❖ Assessing requirements for recovery activities relating to the psychological, social, infrastructure, physical and mental health, environmental and economic wellbeing of the community with the assistance of the responsible agencies where appropriate
- ❖ Developing a strategic plan for the coordination of the recovery process for the event that:
  - takes into account the local governments long term planning and goals
  - includes an assessment of the recovery needs and determines which recovery functions are still required
  - develops a time table and identifies responsibilities for completing the major functions
  - considers the need of the disabled, the aged, the youth and culturally and linguistically diverse people
  - allows full community participation and access
  - allows or the monitoring of the progress of the recovery
- ❖ Facilitating the provision of services, public information, information exchange and resource acquisition
- ❖ Negotiating the most effective use of available resources including the support of State and Federal agencies
- ❖ Monitoring the progress of the recovery and receive periodic reports from agencies involved
- ❖ Ensuring a coordinated multi agency approach to community recovery
- ❖ Making appropriate recommendations based of lessons learnt to the SoA LEMC to improve the community's recovery preparedness.

## **Local Recovery Coordinator (LRC)**

### **Role**

The Local Recovery Coordinator shall lead the Local Recovery Committee and activate the Local Recovery Arrangements Sub Plan to ensure timely and effective short and long term recovery strategies are implemented.

### **Responsibilities**

- ❖ To prepare, maintain and test the Local Recovery Arrangements
- ❖ Assess the community recovery requirements for each event, in liaison with the Controlling Agency, Local Emergency Coordinator (LEC) and other responsible agencies for;
  - Advice to the Shire CEO on the requirement to activate the Sub plan and convene the SoA In LRCC
  - Initial advice to the SoA In LRCC if convened
- ❖ Undertake the functions of the Executive Officer of the SoA In LRCC
- ❖ Assess for the SoA In LRCC requirements for the restoration of services and facilities with the assistance of the responsible agencies where appropriate, determining what resources will be required for the recovery process in consultation with the HMA
- ❖ Coordinate local recovery activities for a particular event, in accordance with plans, strategies and policies determined by the SoA In LRCC
- ❖ Monitor the progress of the recovery and provide periodic reports to the SoA In LRCC
- ❖ Liaise with the State Recovery Coordinating Committee (SRCC) Chair, or the State Recovery Coordinator where appointed on issues where State level support is required.
- ❖ Ensure that regular reports are made to the SRCC on the progress of the recovery
- ❖ Arrange for the conduct of a debriefing of all participating agencies and organisations as soon as possible after stand down

## Part 2 Local Recovery Arrangements

### 2.1 Introduction

As required by the *Emergency Management Act 2005* and consistent with the community recovery concepts detailed on pages 9 & 10 of this sub plan, Local Government is responsible for managing recovery within its Local Government District. Therefore the Shire of Ashburton will be responsible for management of the recovery process within the Shire of Ashburton local Government district.

Where the level of recovery is beyond the capacity of the local Community, State Level Support shall be requested as outlined in *WESTPLAN Recovery Coordination*

### 2.2 Organisation

The SoA Inland LRCC will preferably be chaired by the CEO or their nominated delegate and have relevant community leaders as its members, including appropriate State Government Agency representatives. Where a LRCC is established a core group of key stakeholders will be represented on the committee supported by other organisations seconded as required. The membership of the LRCC is dynamic and will change with the needs of the community at various stages during the recovery process.

Where a LRCC is established to manage the local recovery process the following structure will be implemented as appropriate to the situation

#### Executive

Chairperson	Chief Executive Officer SoA or Nominated Delegate
Local Recovery Coordinator	Supervisor of Emergency Services – SoA
Secretary	Shire of Ashburton

#### Core Membership

Shire of Ashburton	Executive Manager of Technical Services Executive Manager of Corporate Services Coordinator of Building and Health Executive Manager of Strategic & Economic Development Executive Manager of Community Development
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Controlling Agency  
WA Police  
Rio Tinto  
Department of Health  
Department of Child Protection  
Fire & Emergency Services Authority

#### Co-opted Members (as required)

Rio Tinto Utilities Business Association Insurance Rep (if available) Department of Education & Training St Johns	Main Roads Western Australia (MRWA) Department of Environment & Conservation (DEC) Community Groups (cultural/social/church) Fortescue Metals Group (FMG)
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## 2.3 Organisational Responsibilities

Agencies need to be consulted locally to verify how they will undertake these agreed responsibilities as this may vary due to geographic location and available resources throughout the State. For this reason, the recovery roles and responsibilities of all agencies/groups should be detailed in the Local Recovery Arrangements, as this is what each of the parties to the Arrangements have agreed to.

ORGANISATION	RESPONSIBILITIES
SoA Local Recovery Chairperson (CEO or Nominated Delegate)	Chair the SoA LRCC. Ensure key staffing roles are fulfilled, administrative support to the Local Recovery Coordinator and the Recovery Committee. Ensure key operational elements in line with organisational responsibilities.
SoA Local Recovery Coordinator (CEO or Nominated Delegate) Executive Manager of Western Operations Coordinator of Emergency Services	Ensure all key aspects of community recovery are undertaken. Act as spokesperson on behalf of the Shire of Ashburton and the effected community. To manage and coordinate Shire assets, security and crime prevention,
SoA Media Liaison Officer	To provide a resource for the organisation writing and distributing media statements on behalf of the organisation. To write, produce and distribute material and advises the Executive Management Team and other Managers on media issues. Assists with the preparation of protocols for dealing with the media
SoA Construction Manager	Maintain and coordinate construction of roads, drainage and footpaths.
SoA Waste Coordinator	Coordinate and carry out waste collection and disposal, hard waste collection and green waste collection and litter collection within the Shire of Ashburton
SoA Maintenance Manager	Coordinate the maintenance of parks, reserves, gardens and street trees, pavement and street sweeping for the Shire of Ashburton
SoA Community Service Officers	To provide social health and wellbeing to the communities of the Shire of Ashburton, from the spiritual to the physical. Implement and develop social programs, secure funding for such programs
SoA Coordinator of Building & Health	Implement and coordinate environmental health programs within the Shire of Ashburton. Oversee the administration of the SoA as per the Environmental Health Emergency Support Plan
Department of Child Protection (DCP)	Coordinate all welfare arrangements, provide the SoA Welfare Arrangements
Centrelink (Tom Price Youth Centre)	Provide support allowance funding
Department of Health	Coordinate human disease control issues and other human health issues
Tom Price Business Association	Provide liaison and consultation with business community needs. To assist people to operate a successful and efficient business, to promote and support business and economic development within Tom Price
Telstra	As a national carrier and ISP, Telstra function is to provide infrastructure to enable state, national and international communications. To provide communication services on a local and national basis and maintain the Telstra network
Rio Tinto Utilities (Inland)	Coordinate and manage reinstatement of Inland potable water

	supply.  To maintain electricity supplies and ensure safety of public and infrastructure associated with the supply of electricity across the network. Provide response for the restoration of electricity to the Inland areas of the Shire of Ashburton. Advise on priority of restoration of electricity.
Department of Education & Training	Provide comprehensive school education within the Shire of Ashburton
WA Police	To provide protection to life & property. Law enforcement / apprehension and processing of offenders. Traffic management, road safety, crime prevention and community policing. Assist with EM coordination and resources such as staff and vehicles
Main Roads WA (MRWA)	Provide safe and efficient road access on the MRWA road network.
Pilbara Development Commission (PDC)	The PDC is a State Government agency, which works to help develop the Pilbara's regional economy and enhance the qualities that make the Pilbara region so unique. The PDC works in close partnership with other State and Federal Government Agencies, all Local Governments in the Pilbara, Industry, Business & Community Groups to ensure the region continues to develop.
Department of Environment & Conservation (DEC)	DEC coordinate and assume responsibility for native flora and fauna recovery management. DEC is responsible for fire control on DEC Managed lands, protecting and conserving the environment and nature of WA for its intrinsic value and benefit of all generations. DEC's function is to protect National Parks, Marine Parks, and Conservation Parks, State Forests & Timber reserves, Nature Reserves, Marine Nature Reserves and Marine Management areas. Key responsibilities include broad roles in managing, regulating & assessing maintenance aspects of the States Natural Resources

## 2.4 Contacts Register

A contact list for all agencies / groups with responsibilities under this plan is attached at Annexure 5 to this plan

Contact details for the Chairman of LRCC and the Recovery Coordinator are also contained in the Contact List that form part of the Shire of Ashburton Inland Local Emergency Managements Arrangements

## 2.5 Transition from Response

Recovery activities should commence immediately following the impact of an event, whilst response activities are still in progress. Key decisions and activities undertaken during the response may directly influence and shape the recovery process.

To ensure appropriate recovery activities are initiated as soon as possible after the impact of the event, the Incident Controller / Manager is to ensure that the Local Recovery Coordinator is notified of the event and is included as a member of the Incident Support Group (ISG).

During response activities, many of the agencies with recovery roles are heavily committed, therefore the inclusion of the Local Recovery Coordinator on the ISG will ensure:

- ❖ the alignment of response and recovery priorities;
- ❖ liaison with key agencies;



- ❖ an awareness of the key impacts and tasks; and
- ❖ Identification of the recovery requirements and priorities as early as possible.

The LRCC should be established as soon as possible for a briefing of the emergency, even during the response phase to ensure a smooth transition from response to recovery.

## **2.6 Local Response / Recovery Interface**

In some circumstances there may be an overlap between response and recovery activities. For example: where response and recovery agencies both require the same limited resources.

These instances should normally be resolved between the Incident Controller, Local Emergency Coordinator and the Local Recovery Coordinator. However where a compromise cannot be achieved precedence is given to response requirements.

There will be no clear division from response to recovery. The response element can be considered to continue at least until the following conditions are met

- ❖ All rescues have been accomplished
- ❖ All injured have been attended to
- ❖ The homeless have been provided with shelter
- ❖ Essential public services have been restored to an adequate level
- ❖ Temporary repairs have been made to designated buildings
- ❖ Physical and electronic communications have largely been restored

The Controlling Agency is responsible for determining when the response operations are completed and to formally hand over operations to the Local Recovery Committee

## **2.7 Activation**

The decision to activate this plan will be made by the Local Recovery Chairperson on the advice of the Local Recovery Coordinator as a result of an assessment of the assistance needed for recovery made by either:

- ❖ The Incident Support group
- ❖ Through consultation between the Controlling Agency, IC, and the Local emergency Coordinator
- ❖ The Local Government

*An operational Check list, such as that provided at Annexure ..., may be appropriate to ensure that all actions required are undertaken when this Recovery Plan is activated.*

## **2.8 Impact Assessment and Operational Recovery Planning**

Specify any impact assessment arrangements. It is essential that an assessment of the recovery and restoration requirements be conducted as soon as possible after the impact of the event.

Impact assessment should not interfere with response operations. Access to the affected area may be restricted by the Controlling Agency until it is determined safe to enter.

The following sources may assist in the collection of impact assessment data:

- Controlling Agency
- Welfare agencies - to identify persons in need of immediate assistance;
- Local government building inspectors and engineers;
- Insurance assessors; and
- Business associations - for example the local chamber of commerce.

Depending on the extent of the recovery effort required, the LRCC may develop a specific recovery plan setting out the recovery process to be implemented.

*An outline of an Operational Recovery Plan is provided in Annexure..*

## **2.9 Welfare and Health Services**

Welfare and Health services are directed at meeting the immediate food, shelter and security requirements of those affected by an incident.

Recovery activities are directed at providing the information, resources, personal support and community infrastructure necessary for individuals and communities to achieve self-sufficiency and sustain independent functioning. In some instances these activities may continue for months or years.

The following related documents provide detailed information

- ❖ Local Welfare Support Plan
- ❖ Local Health Support Plan
- ❖ Local Evacuation Plan

## **2.10 Public Information**

Timely, efficient and effective dissemination of information to the affected community and the community at large in respect to recovery measures and contact points is essential.

The method of dissemination of information on recovery measures during the recovery phase will depend upon whether or not the Recovery Plan has been fully activated.

The Local Recovery Coordinator will appoint a Media Liaison Officer following an emergency where the Recovery Plan has been fully activated to coordinate the dissemination of information on Recovery activities.

Following an emergency where the Recovery Plan has been activated, the Media Liaison Officer appointed to the Local Recovery Committee will coordinate the dissemination of information in respect to the Recovery Operations.

Agencies or organisations involved in the recovery process are encouraged to disseminate information on their services to the public in the usual manner, however, it is expected that Media Releases will be provided to the Local Recovery Coordinator for comment prior to dissemination.

### **Public Information Continuity**

The public information should continue after the emergency response is over, lives are no longer at risk, and the state of emergency is over, the focus might change but the purpose of maintaining the flow of information remains.

### **Managing Media Interest**

Media management will be coordinated by experienced media personnel, working directly with the SoA Inland LRCC ensuring delivery of honest, timely and regular press releases. Using a pre-appointed spokesperson and coordinating the communication of key messages, using joint information centres will assist with media management.

Electronic media such as websites (hosted by Local Government and participating agencies) and internet news sites should be utilised during recovery. Providing answers to frequently asked on an advertised website (SoA website would be made available for this) is an excellent public information tool.

Any impact on tourism must be acknowledged. Liaison with the Tom Price Visitors Centre, DEC and Karajini and Millstream Visitors Centre's should be maintained.

### **2.11 Recovery Coordination Centre**

The Shire of Ashburton Inland Recovery Centre (SoA Inland RC) will be located at the Community Services Building Tom Price Community Centre Central Road Tom Price or the Shire Administration Building Paraburdoo Shopping Centre Paraburdoo depending on location and size of event. Where these facilities are unavailable or deemed unsuitable, the SoA Inland LRCC will designate an alternative venue as soon as possible and publicise the location after it is established.

### **2.12 Information Centre (One Stop Shop)**

A Information Centre / One Stop Shop will be established by the Shire of Ashburton when required, to provide information and advice to the effected community on the progress of special arrangements, services and the recovery operations.

The Centre would also include representatives from all of the agencies and service providers relevant to the event ie; Government agencies, Health & Welfare services and small business ect.

### **2.13 Infrastructure**

The restoration / reconstruction of essential services eg; roads, water, sewage, electricity, transport and waste disposal, will remain the responsibility of the agency with the existing responsibility for the provision of those services.

The SoA Inland LRCC is responsible for recommending priorities and ensuing work is completed

### **2.14 State Level Assistance**

State level assistance to community recovery will normally be provided by a range of State Government agencies through direct representation on the SoA Inland LRCC.

State level assistance will be provided in accordance with existing departmental or agency policies and work within the National Disaster Relief Arrangements.

State level assistance in recovery is outlined in *WETSPLAN Recovery Coordination*. This details the arrangements that apply where an event is assessed as being of sufficient magnitude to require State involvement in the recovery process.

State level assistance aims to restore to the community the capacity for self-help. Assistance at the State level will involve continuous demands for information on problems encountered and the progress of the recovery.

Assistance at State Level may be in the form of:

- ❖ Provision of advice (FESA, DCP)
- ❖ HMA to provide ongoing advice and assistance to link back into future planning of prevention and preparedness
- ❖ Provision of assistance, where;
  - There is a Statutory requirement for actions or need to invoke a statute to achieve the desired outcomes from the recovery process
  - State level assistance is essential to or will make a significant contribution to the coordination of the recovery process
  - There are economies of scale

Most State level involvement and assistance during recovery of an emergency is delivered through a variety of Government agency functions.

## 2.15 Stand Down

The Local Recovery Coordinator (LRC) will stand down participants of the SoA Inland LRCC when they are no longer required.

The recovery phase must have an end, organisational arrangements must be wound down and responsibility for completion of outstanding tasks and actions assigned and acknowledged. The recovery phase involves restoring the community to the point where normal social and economic activity may resume.

## 2.16 Debriefing / Post Operations Report

The LRC will arrange for the debriefing of all participants and organisations as soon as possible after the stand down. A report will be tabled with the SoA Inland LEMC for a review and update of the Local Recovery Arrangements. A copy of the report will be forwarded to the HMA, the Chairman of the SEMC Recovery Services Sub Committee and to the DEMC

## 2.17 Reporting

The purpose of reporting is to maintain accountability and transparency, to keep the community informed, gain support and assistance and record an account of recovery efforts, including lessons learnt.

Regular and thorough reporting of an emergency event and of the recovery phases will provide the SoA In LRCC with justification for actions taken and money spent to:

- ❖ The Community affected by the emergency
- ❖ Ratepayers
- ❖ Taxpayers
- ❖ The public (through media)
- ❖ Federal / State Government if there are request for physical assistance (Australian Defence Force) or financial assistance, request for donations to Relief Fund or requests for recovery funding assistance

Reporting systems must be flexible, simple, and concise and have necessary administrative assistance when required. As one type of reporting will not fit all situations, reporting systems should be event specific. A reporting system needs to cover the emergency event from the beginning to the final stages of recovery.

## ANNEXURE 1: EXAMPLE OF OPERATIONAL RECOVERY PLAN

### Shire of Ashburton Inland Local Recovery Coordinating Committee Operational Recovery Plan

**Emergency:**

.....

**Date of Emergency:**

.....

#### Section 1: Introduction

- ❖ Background on the nature of the emergency or incident
- ❖ Aim or purpose of the plan

- ❖ Authority for plan

## **Section 2: Assessment of Recovery Requirements**

- ❖ Details of loss and damage to residential, commercial and industrial buildings, transport, essential services (including State and Local Government infrastructure)
- ❖ Estimates of costs of damage
- ❖ Temporary accommodation requirements (includes details of evacuation centres)
- ❖ Additional personnel requirements (general and specialist)
- ❖ Human services (personal and psychological support) requirements
- ❖ Other health issues

## **Section 3: Organisational Aspects**

- ❖ Details the composition, structure and reporting lines of the groups/committees and subcommittees set up to manage the recovery process.
- ❖ Details the inter-agency relationships and responsibilities
- ❖ Details the roles, key tasks and responsibilities of the various groups/committees and those appointed to various positions including the Recovery Coordinator.

## **Section 4: Operational Aspects**

- ❖ Details resources available and required
- ❖ Redevelopment Plans (includes mitigation proposals)
- ❖ Reconstruction restoration programme and priorities, (including estimated timeframes)
- ❖ Includes programs and strategies of government agencies to restore essential services and policies for mitigation against future emergencies
- ❖ Includes the local government program for community services restoration
- ❖ Financial arrangements, assistance programs (NDRA), insurance, public appeals and donations)
- ❖ Public information dissemination.

## **Section 5: Administrative Arrangements**

- ❖ Administration of recovery funding and other general financial issues
- ❖ Public appeals policy and administration including policies and strategies for office, living accommodation, furniture and equipment details for additional temporary personnel.

## **Section 6: Conclusion**

Summarises goals, priorities and timetable of plan.

Signed by

.....  
Chairperson, Local Recovery Coordinating Committee

Date:

.....

## ANNEXURE 2: OPERATIONAL SEQUENCE GUIDE / CHECKLIST

Situation	Organisation / Action
<p><b>ALERT</b></p> <p>On receipt of advice of an emergency which has the potential to require Local coordination of recovery activities</p>	<p><b>Controlling Agency</b></p> <p>Ensure that the Local Emergency Coordinator (LEC) and affected local government(s) are advised of the extent of potential recovery support requirements.</p> <p>Include Local Recovery Coordinators / Local Governments in briefings / Incident Management Group.</p> <p><b>LOCAL GOVERNMENT</b></p> <p>Establish liaison with Local Recovery Coordinator / Committee</p>

	<p>(LRC) chairperson and appropriate core members to consider possible requirement for Local level coordination of recovery support.</p> <p>Advise and liaise with LRCC members.</p>
<p><b>ACTIVATION</b></p> <p>Requirement for Local level coordination of recovery identified/requested</p>	<p><b>LOCAL GOVERNMENT</b></p> <p>When requested by or on the advice of the HMA or the Incident Support Group, convene the LRCC and, where required, establish a Reconstruction / Restoration Group and / or Community / Support Services Group or other sub-committees.</p> <p><b>LRC</b></p> <p>Arrange for conduct of on-site assessment, if appropriate.</p> <p>Maintain links with affected organisations for the identification and coordination of the provision of recovery support.</p>
<p><b>STAND DOWN</b></p> <p>On completion of Local coordinated recovery activities.</p>	<p><b>LOCAL GOVERNMENT / LRC</b></p> <p>Ensure handover of responsibility for ongoing recovery activities to a managing agency.</p> <p>Advise LEC and LRCC members of stand-down</p> <p>Conduct debrief / post operations review and prepare report to the LEMC, with copies to the DEMC, the HMA and the Chair SEMC Recovery Services Group</p> <p>Manage the implementation of post operations report recommendations and revision of Local Recovery Emergency Management Plan as required.</p>

### ANNEXURE 3: LOCAL RECOVERY COORDINATOR - ACTIONS CHECKLIST

Task Description	OK
Liaise with relevant response agencies regarding location, size, type and potential impact of event.	
Contact and alert key staff.	
Determine likely human effects.	
Establish if event proclaimed and eligible natural disaster under the WANDRA.	
Contact other relevant response and recovery agencies.	
Activate and brief relevant agency staff.	
Activate appropriate inter-agency liaison mechanisms.	
Locate liaison officer at emergency operations centre (if appropriate).	
Determine immediate short-term needs (e.g. accommodation, financial assistance and personal support).	
Manage offers of assistance, including volunteers, material aid and donated money.	
Assess impact of the event through information/data from local government, geographic data and relevant response agencies.	

Meet with specific agencies involved with recovery operations to determine strategies.	
Report to organisational hierarchy on likely costs/impact of involvement in recovery activities.	
Organise briefing and debriefing processes for staff.	
Activate outreach program to meet immediate needs and determine ongoing needs. Issues to be considered should include the need for specialist counselling, material aid, accommodation, financial assistance and social, recreational and domestic facilities.	
Establish a 'one-stop shop' recovery centre to provide the affected community with access to all recovery services.	
Manage restoration of essential infrastructure/utilities.	
Manage the public appeal/private donations process.	
Brief media on the recovery program.	
Assess reports gathered through an outreach program to assess community needs.	
Identify special needs groups or individuals.	
Meet with other recovery agencies to consider full assessment of the impact of the event. Determine the best means of involving the affected community and determine action required from specific agencies.	
Activate community (specific) recovery committees, ensuring active participation of members of the affected community.	
Develop a community information process, including consideration of public meetings and newsletters.	
Monitor staffing arrangements.	
Review resources and services on an ongoing basis.	
Determine longer-term recovery measures.	
Provide newsletters to the affected community and information to the media as required.	
Continue to monitor agency activities and reduce/withdraw services when appropriate.	
Debrief recovery agencies.	
Recognise agency/staff input.	

#### **ANNEXURE 4: LOCAL RECOVERY COORDINATING COMMITTEE - ACTIONS CHECKLIST**

<b>Transition From Response:</b>	<b>OK</b>
IC shall include the LRC in critical response briefings.	
LRCC shall ensure the IC is aware of recovery requirements and tasks prior to the termination of the state of emergency.	
LRCC shall ensure that agencies with response and recovery obligations are aware of their continuing role.	
LRCC to confirm whether the event has been proclaimed an eligible natural disaster under the WA Natural Disaster Relief Arrangements and if so what assistance measures are available.	
LRC shall initiate key recovery arrangements and ensure formalisation of handover takes place.	
<b>Management Structure (the LRCC Shall):</b>	
Ensure of the appointment of an LRC has occurred.	
Activate a recovery coordination centre if required.	



Facilitate representative sub-committees to coordinate and action recovery tasks and disseminate decisions, as required.	
Ensure and facilitate the completion of the impact assessment.	
Assume public information responsibilities from response agency and provide information to the impacted area and to public and media.	
Facilitate and advise on State/Federal disaster relief funding, facilitate and advise on private aid and funding.	
Prepare oral and written financial and non-financial reports and briefs.	
<b>Promote Community Involvement (the LRCC shall):</b>	
Work within existing community organizations.	
Recruit representatives of the affected community into recovery planning.	
Establish strategies for uniting the community behind agreed objectives.	
Provide “one-stop shops” for advice, information and assistance during the recovery period.	
Establish mechanisms for sharing information and reporting local initiatives (e.g. regular community meetings and local newsletters).	
<b>Impact Assessment - managerial issues (the LRCC shall):</b>	
Use intelligence/planning information from the response operation, and set up a recovery liaison person in the EOC/ECC.	
Confirm the total area of impact for determination of survey focus.	
Set out the immediate information needs: infrastructure problems & status, damage impact and pattern, and welfare issues.	
Link with parallel data-gathering work.	
Identify and close information gaps (establish the “big picture”).	
Assess the financial and insurance requirements of affected parties.	
Gather evidence to support requests for government assistance.	
Ensure all relevant information is strictly confidential to avoid use for commercial gain.	
DRAFT Local Recovery Plan Development Guide 41.	
<b>Inspections and Needs Assessments - technical focus (the LRCC shall):</b>	
Establish and define the purpose of inspection/assessment and expected outcomes.	
Consistently apply agreed criteria (requiring a common understanding by the people undertaking the survey process).	
Collect and analyse data.	

**\*ANNEXURE 5: CONTACTS**

- LEMC Membership List
- Support Groups
- Agency / Stakeholders Contacts
- Contactors Contacts

*\* Annexure 5 has deliberately not been displayed / printed due to the requirements of regular updates.*

***A copy of the Contacts & Resource list can be made available upon request to the Shire of Ashburton; however they may exclude certain personal information***