

**SHIRE OF LAKE GRACE
LOCAL PLANNING SCHEME NO.4**



NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

Planning and Development Act 2005
Shire of Lake Grace

The local government has received an application to use and/or develop land for the following purpose and public comments are invited.

Property Details: Lot 300 on Deposited Plan 425173 Newdegate-Ravensthorpe Road, Newdegate (Note: No street address number assigned).

Proposal: Construction and use of additional grain storage infrastructure and various associated improvements on the abovementioned property to increase the total grain storage capacity on the land from 189,295 tonnes to 287,545 tonnes (i.e. an additional 98,250 tonnes).

Details of the proposal including supporting documentation and plans are attached.

Comments on the proposal are now invited and can be emailed to shire@lakegrace.wa.gov.au or posted to the Shire's Chief Executive Officer at PO Box 50 LAKE GRACE WA 6353 by no later than **Monday 14 September 2026**. All submissions must include the following information:

- Your name, address and contact telephone number;
- How your interests are affected; whether as a private citizen, on behalf of a company or other organisation, or as an owner or occupier of property;
- Address of property affected (if applicable); and
- Whether your submission supports or objects to the proposal and reasons why.

All submissions received may be made public at a Council meeting and included in a Council Agenda, which will be available on the Shire's website, unless a submission specifically requests otherwise.

Alan George
Chief Executive Officer
Shire of Lake Grace

28 August 2026



Co-operative Bulk Handling Ltd
ABN 29 256 604 947
Level 6, 240 St Georges Terrace
Perth WA 6000 Australia
GPO Box L886
Perth WA 6842 Australia
Telephone
+61 8 9237 9600
Grower Service Centre
1800 199 083
cbh.com.au

07 August 2026

Alan George
Chief Executive Officer
Shire of Lake Grace
Via email: ceo@lakegrace.wa.gov.au

Dear Alan,

LOT 300 ON DEPOSITED PLAN 425173 – ADDITIONS TO EXISTING GRAIN HANDLING FACILITY.

CBH is seeking development approval from the Shire of Lake Grace for three open storage bulkheads at its existing grain processing facility located at Lot 300 on Deposited Plan 425173, Lake Grace.

As you would be aware, CBH received a record harvest in FY25/26 and the existing network at the time was not able to cope with the increased storage demand. To accommodate this storage shortfall CBH added ~1.7 million tonnes of low specification storage to the network. CBH intends to convert this temporary low specification storage to permanent through the development application process.

At a Council Meeting on 17th December 2025, the Shire of Lake Grace approved a request by CBH for a temporary works exemption for one open storage bulkheads (TBH10) and associated vehicular access and drainage works at its Newdegate East facility. This temporary works exemption will expire on 26th December 2026 being 12 months following construction of the bulkheads.

The recent FY25/26 harvest was the largest on record with 24.2 million tonnes received across the network and there was considerable feedback about the growing crop size taking into consideration the innovative practices of growers and accelerated conversion of hectares from sheep to cropping. Specifically, the Newdegate locality also saw the decommissioning of its Field Day and Newdegate North facilities whilst having a significant amount of carryover grain from the FY25/26 harvest that still need to be stored.

As such we are currently in the process of preparing for a storage shortfall for the FY26/27 harvest and preparing for larger crops sooner than originally contemplated. To address this increased demand, it is proposed to retain the open storage bulkheads (TBH10) the subject of the temporary works exemption as well as construct two additional open storage bulkheads (TBH08 & TBH09) that has a lower specification than permanent bulkhead storage such as a gravel or dirt basecourse serviced with Drive Over Grids (DOGs).

The subject application is proposed in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the Shire of Lake Grace Local Planning Scheme No. 4.

The two main items of consideration for an application of this type are traffic generation and stormwater management.

Stormwater Management

A Stormwater Management Plan has been provided in support of this application for development approval. The TBH's are located within the existing Catchment B, which ultimately drains into the site's existing southern stormwater basin. Due to the expected increase of runoff resulting from the addition of impervious pavement, the basin was reassessed for the 20% AEP event.

Stormwater is conveyed to the existing basin primarily through the existing site drains. On the western side of the new bulkheads, runoff will be directed over the pavements into new open drains, connecting to the existing open drains running along the western access road and into the basin.

On the eastern side, runoff from TBH08/09 will be directed over the existing sealed access road pavement and into the existing open drain on the eastern side of the eastern access road and into the basin via an existing culvert. Runoff from TBH10 and the northern half of TBH09 will be directed into a swale drain, with a culvert outfall into the existing open drain along the western side of the eastern access road which will then discharge to the basin.

The large basin is proposed to remain unchanged, not being free draining. The high-level emergency overflow spillway, which in large events, directs stormwater under Newdegate-Ravensthorpe Road through a culvert, and towards Lake Burkett is not proposed to be modified.

Traffic Management

The distribution of in-loading CBH traffic remains unchanged as the receival task is driven by local production regardless of the outcome of the development. If local production exceeds the capacity of the Newdegate receival site CBH must out-turn grain simultaneously (harvest essential moves) to continue to offer a service to growers, and by doing so, increase the traffic on the surrounding road network during the peak harvest period. The proposal to retain the low specification storage and construct a new open storage bulkhead will enable CBH to reduce the volume of Harvest Essential Moves (HEMs) with the intention of reducing trucks on road during harvest, and instead holding the grain on site to out-turn over the remaining months of the year when the road network is less busy and at sufficient capacity to accommodate these moves.

A 'no impact' Traffic Letter has been provided in support of this application for development approval.

Conclusion

The proposed retention of the open storage bulkheads (TBH10) and the construction of two additional open storage bulkheads (TBH08 & TBH09) is aligned with the planning framework and is not considered to result in any new amenity impacts to the surrounding area. CBH respectfully requests the Application for Development Approval is considered by the Shire of Lake Grace expeditiously given the straightforward nature of the application, one bulkhead has already been constructed with no known amenity impacts as well as its general compliance with the Shire's planning framework.

I look forward to hearing from you and if there is any further information that I can provide to assist with Council's consideration of my application, please do not hesitate to contact me on 08 9216 6061 or timothy.roberts@cbh.com.au

Yours Sincerely,



Timothy Roberts

Lead – Planning & Approvals

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

4039

685

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 300 ON DEPOSITED PLAN 425173

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

CO-OPERATIVE BULK HANDLING LIMITED OF LEVEL 6, 240 ST GEORGES TCE PERTH WA 6000
(T P649750) REGISTERED 4/8/2023

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

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

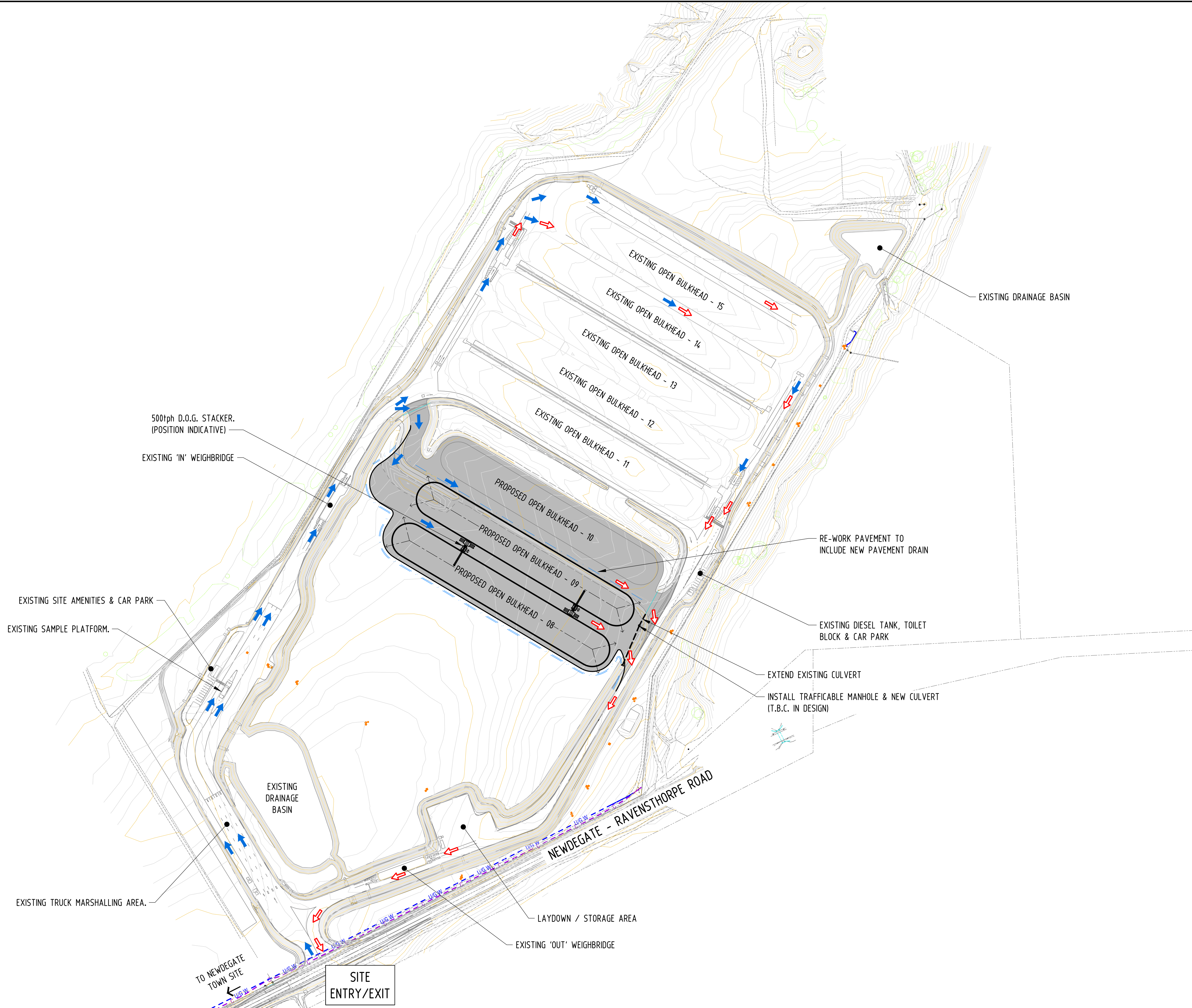
-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

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

SKETCH OF LAND: DP425173
PREVIOUS TITLE: 2830-387
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF LAKE GRACE





DRAWING LEGEND

	TRAFFIC MOVEMENTS - TRUCKS FULL
	TRAFFIC MOVEMENTS - TRUCKS EMPTY
	LOT BOUNDARIES
	CBH SITE BOUNDARY
	O/H P OVERHEAD POWER LINES
	U/G P UNDERGROUND POWER LINES
	U/G W UNDERGROUND WATER PIPES
	C UNDERGROUND COMMS LINE

STORAGE CAPACITIES

EXISTING STORAGE - EAST SITE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(11)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(12)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(13)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(14)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(15)	32,095	†

TOTAL EXISTING STORAGE - EAST SITE 189,295 †

PROPOSED STORAGE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 08)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 09)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 10)	32,750	†

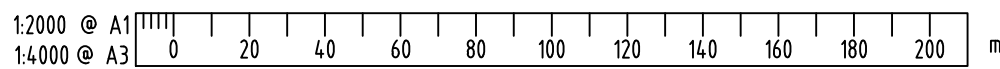
TOTAL PROPOSED STORAGE 98,250 †

TOTAL SITE STORAGE 287,545 †

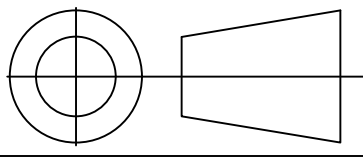
HATCHING LEGEND

	AREA OF EXPANSION WORKS	41,445m ²
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PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE 29.07.26



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		LEVEL 6												SHEET	A1	CHECKED			
		240 ST GEORGE'S TERRACE													DESIGNED				
		PERTH W.A. 6000													PROJECT				
		PH (08) 9237 9600													DESIGN APPR				
FAX (08) 9322 3942																			
DO NOT SCALE FROM THIS DRAWING																			

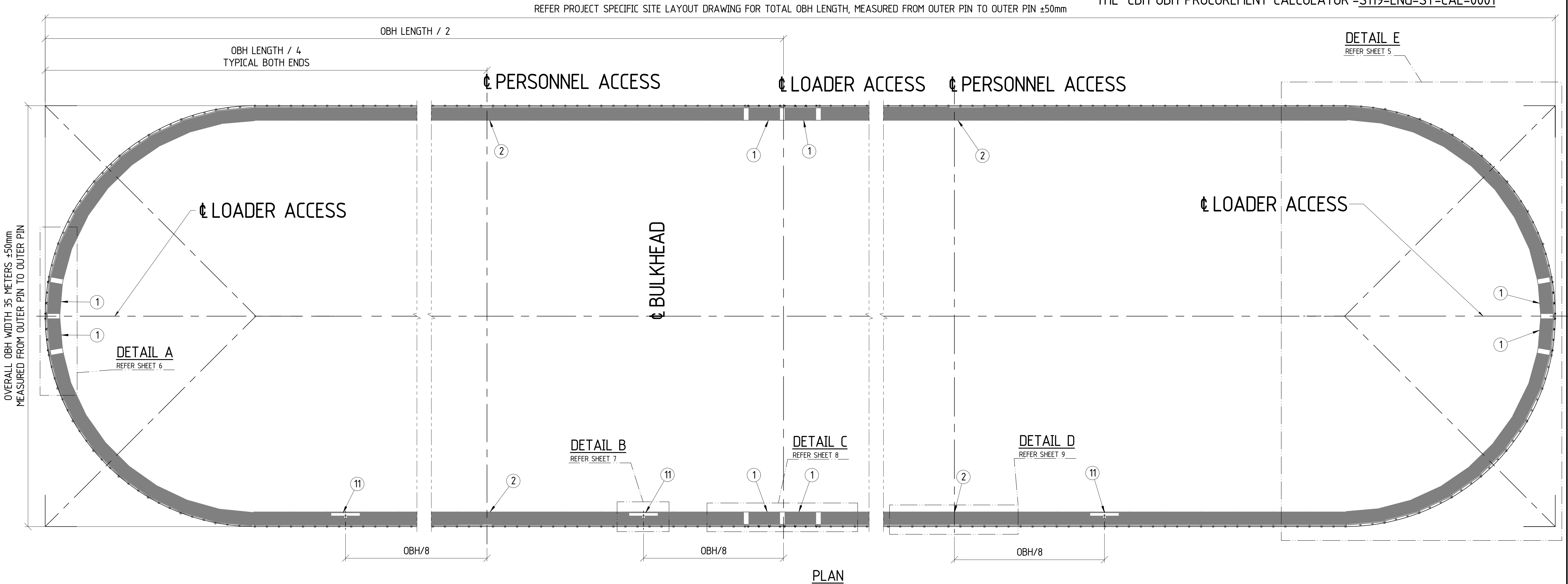


INSTALLATION NOTES:

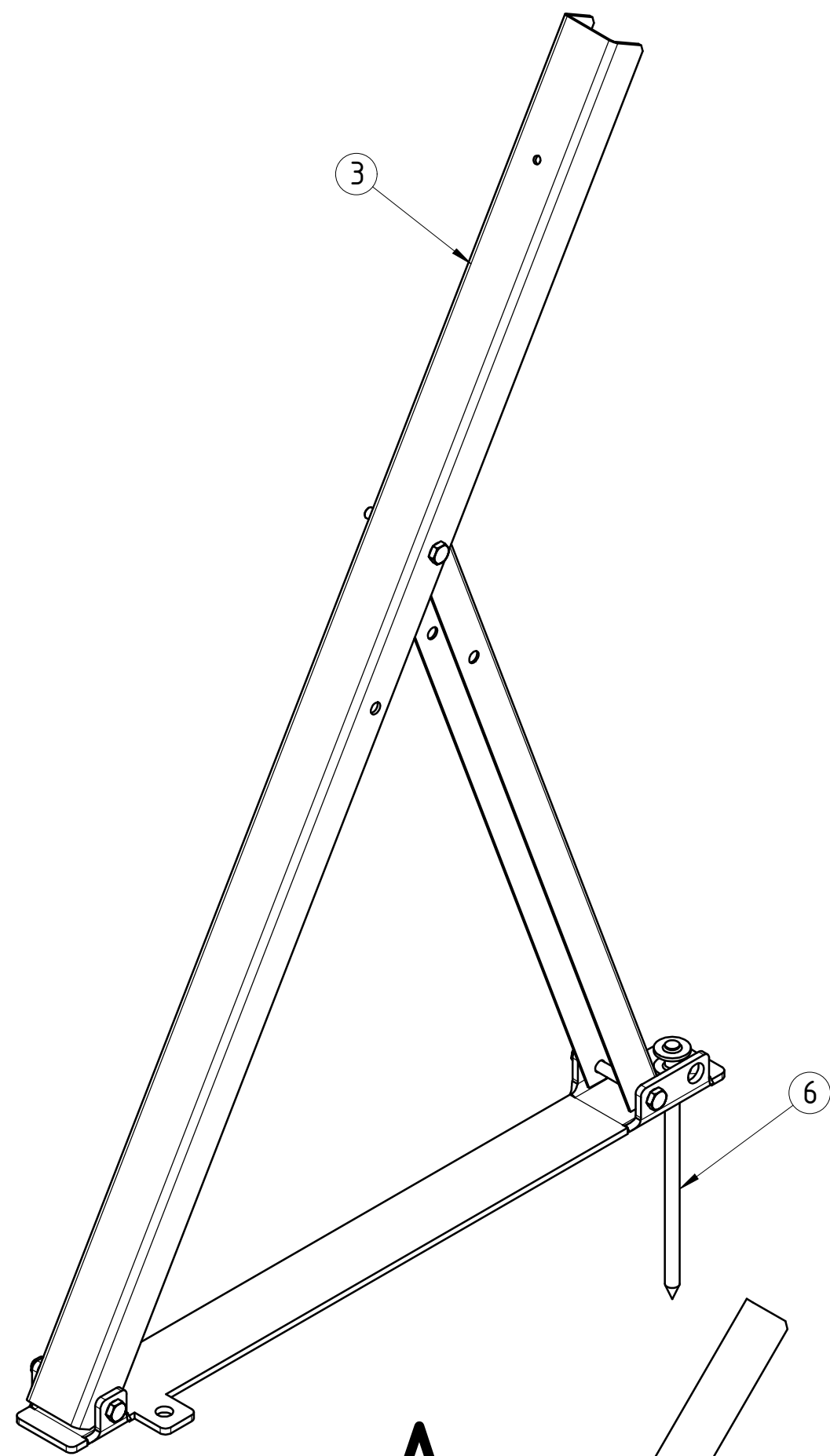
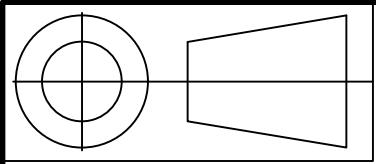
1. OBH LENGTH AND WIDTH DIMENSIONS ARE SPECIFIED FROM REAR PIN TO THE OPPOSITE REAR PIN. REFER PROJECT SPECIFIC SITE LAYOUT DRAWING FOR DIMENSIONS.
2. TOLERANCE FOR OVERALL OBH WIDTH AND LENGTH ARE +/- 50MM. TOLERANCE FOR FRAME SPACING +/- 10mm.
3. NOTE DIFFERENT ANCHORING DETAILS FOR DOOR/GATES AND FRAMES EITHER SIDE OF BULKHEAD OPENINGS. REFER ANCHORING DETAILS ON SHEETS 2 AND 3.
4. NOTE ADDITIONAL Z-CAPPING, WOOD AND CLADDING TRIMMING REQUIRED AT GATE JOINS. REFER SHEETS 6 AND 8 FOR DETAILS.
5. TYPICAL CLADDING OVERLAP IS 200mm, CENTERED OVER THE CENTERLINE OF THE STRUT, FOR ALL JOINS EXCEPT AT GATE AND DOOR JOINS. REFER SHEETS 6 - 9.
6. ALL Z-CAPPING MUST BE ALIGNED AS ACCURATELY AS POSSIBLE. ANY MISALIGNMENT IN Z-CAPPING WILL TEAR THE OBH TARP. REFER NOTES ON SHEETS 6, 8 AND 9 FOR TOLERANCES.
7. FOUR PERSONNEL ACCESS DOORS TO BE INSTALLED AS SHOWN. TWO INSTALLED EACH SIDE AT MIDPOINTS BETWEEN END OF OBH AND CENTRE BULKHEAD OPENING.
8. THREE FUMIGATION T-PIECES TO BE INSTALLED ON SAME SIDE AS ELECTRICAL CONNECTION. REFER SHEETS 1 AND 7 FOR INSTALLATION DETAILS. REFER CBH DRAWING S119-ENG-ME-DER-0001 FOR VENDOR DRAWING OF T-PIECE.
9. DRAWING DEPICTS TYPICAL OBH SIZE OF 35M WIDE BY 300M LONG AND ASSOCIATED STANDARDISED REQUIRED QUANTITIES OF FUMIGATION TEES, PERSONAL ACCESS DOORS AND FRONT END LOADER ACCESS GATES. SITE SPECIFIC OBH REQUIREMENTS SHALL BE CONFIRMED WITH THE NOMINATED CBH REPRESENTATIVE PRIOR TO CONSTRUCTION.
10. BULKHEAD CONTENTS ARE INTENDED TO BE FUMIGATED IN A SEALED ENVIRONMENT BY USE OF WALL CANVICON AND OVER STACK TARPS - THE CONTRACTOR SHALL MINIMISE ANY MEANS WHICH COULD DETRIMENTALLY AFFECT THE SEALING CAPABILITY, SUCH AS SHARP EDGES THAT COULD CUT TARP.

PARTS LIST (PER UNIT)										
ITEM No	DESCRIPTION	WIDTH	LENGTH	QTY	CBH OR SUPPLIER PART No	PROCESS	SAP Code	MASS Kg	TO DETAIL	
1	FRONT END LOADER ACCESS GATE			REFER NOTE	S119-ENG-ST-ASY-0034	FIELD FIT	N/A	184.4	Yes	
2	PERSONNEL ACCESS DOOR			REFER NOTE	S119-ENG-ST-ASY-0017	FITTING	N/A	17.1	Yes	
3	STRAIGHT PIN STRUT ASSEMBLY			REFER NOTE	S119-ENG-ST-ASY-0004	FITTING	N/A	36.4	Yes	
4	SPIRAL PIN STRUT ASSEMBLY			REFER NOTE	S119-ENG-ST-ASY-0005	FITTING	N/A	36.2	Yes	
5	CUSTOM ORB ZINC ALUME 0.42mm BMT 550 MPa MIN. (YIELD)	762	3200	REFER NOTE	S119-ENG-ST-PRT-0010	FITTING	DREQ	1.3	No	
6	DIA 20 STRAIGHT PIN ANCHOR		420	REFER NOTE	S-014-A0000	FIELD KIT	DREQ	1.1	Yes	
7	SPIRAL PIN ANCHOR		300	REFER NOTE	S119-ENG-ST-DER-0052	FITTING	DREQ	0.8	Yes	
8	Z CAPPING 16PL PGI	300	3000	REFER NOTE	S119-ENG-ST-PRT-0011	FAB SHEET	108015	11.4	Yes	
9	TIMBER SAWN KARRI STRUC3 75mmx50mmx3m	75	3000	REFER NOTE	S119-ENG-ST-PRT-0014	FITTING	108594	6.2	No	
10	TARP CLAMP 6PL	130	257	REFER NOTE	S119-ENG-ST-PRT-0012	FAB PROFILE	107901	1.6	Yes	
11	FUMIGATION TEE PIECE			REFER NOTE	S119-ENG-ME-DER-0001	FITTING	N/A		Yes	
12	RUBBER STRIP 450mm WIDE, 8mm THICK	450	2050	REFER NOTE	S119-ENG-ST-PRT-0048	FIELD KIT	DREQ	6.9	No	
13	M10 x 120 GALV BOLT GR8.8 (50mm THREAD Min.)			REFER NOTE		FIELD KIT	DREQ	0.1	No	
14	M10 GALV. NUT			REFER NOTE		FIELD KIT	DREQ	0.0	No	
15	M10 GALV FW			REFER NOTE		FIELD KIT	DREQ	0.0	No	
16	METAL TEK SCREW, HEX HEAD, 14g-20x22mm, CLASS 4, WITH SEAL			REFER NOTE		FIELD KIT	DREQ	0.0	No	
17	METAL TEK SCREW, HEX HEAD, 14g-20x45mm, CLASS 4, WITH SEAL			REFER NOTE		FIELD KIT	DREQ		No	
18	NOVALAST LTM 151			REFER NOTE		FIELD KIT	DREQ		No	
19	BOSTIK SEAL AND FLEX 1			REFER NOTE		FIELD KIT	DREQ		No	

** QTY NOTE: TO CALCULATE EXACT ORDER QUANTITIES, REFER TO THE 'CBH OBH PROCUREMENT CALCULATOR'-S119-ENG-ST-CAL-0001

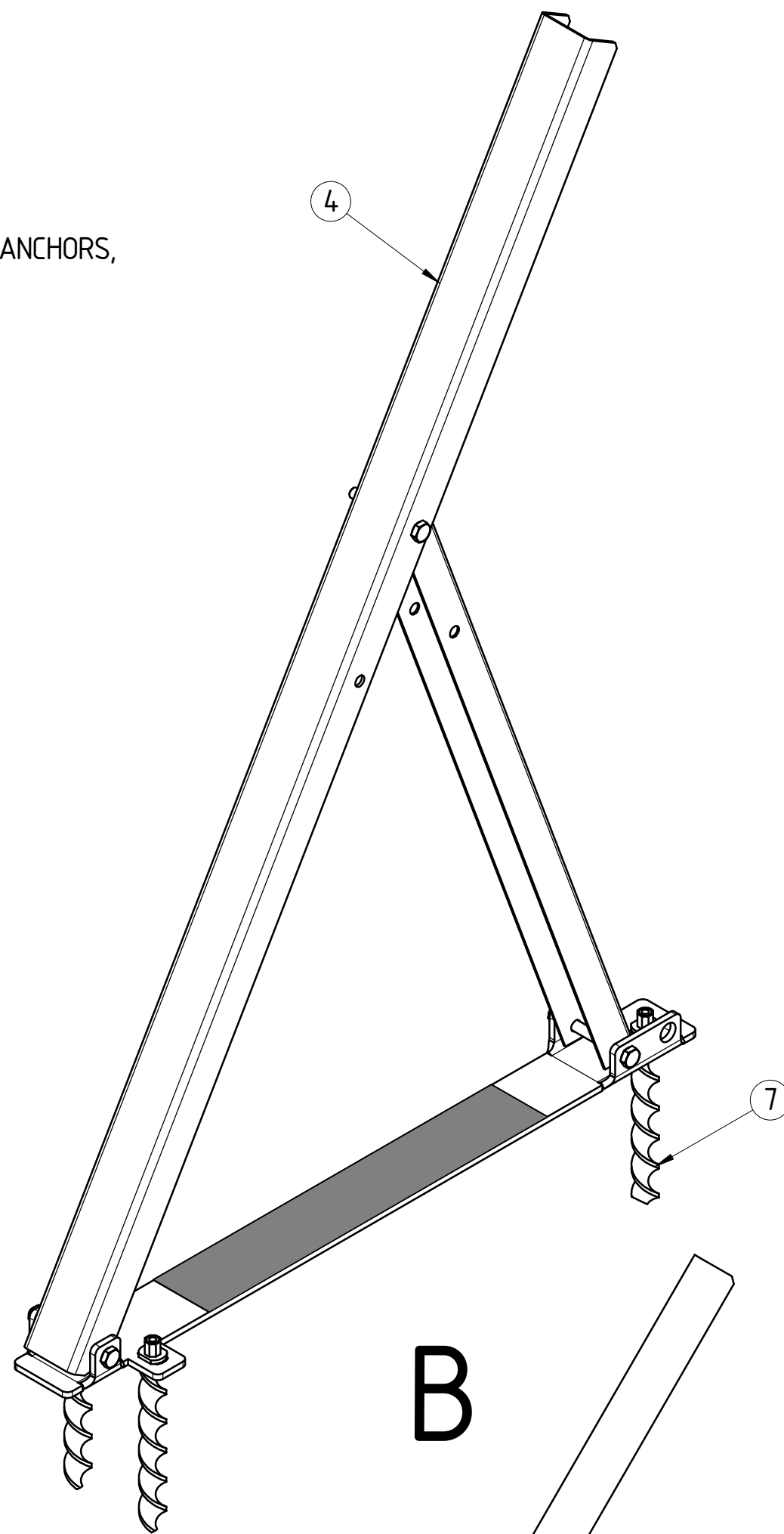


SITE VARIOUS		SIZE A1
PROJECT STANDARD		
DRAWING No S119 ENG-ST-DGA-0003	SHEET 2 OF 9	REV. 0

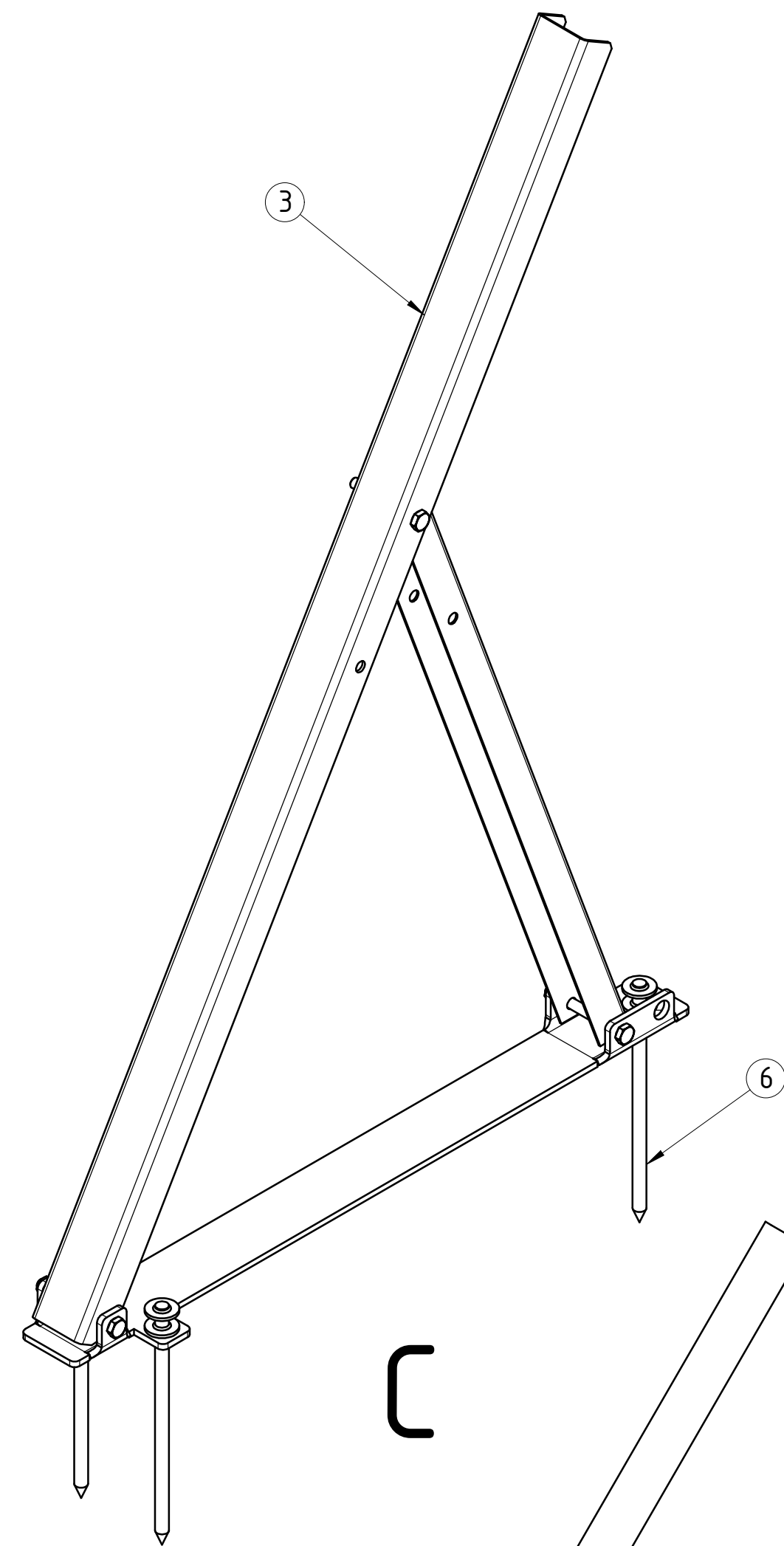


A

NOTES:
REMOVAL TOOL REQUIRED FOR SPIRAFIX ANCHORS,
M22 SPANNER/SOCKET,
HANDLE LENGTH TO SUIT CONDITIONS.



B

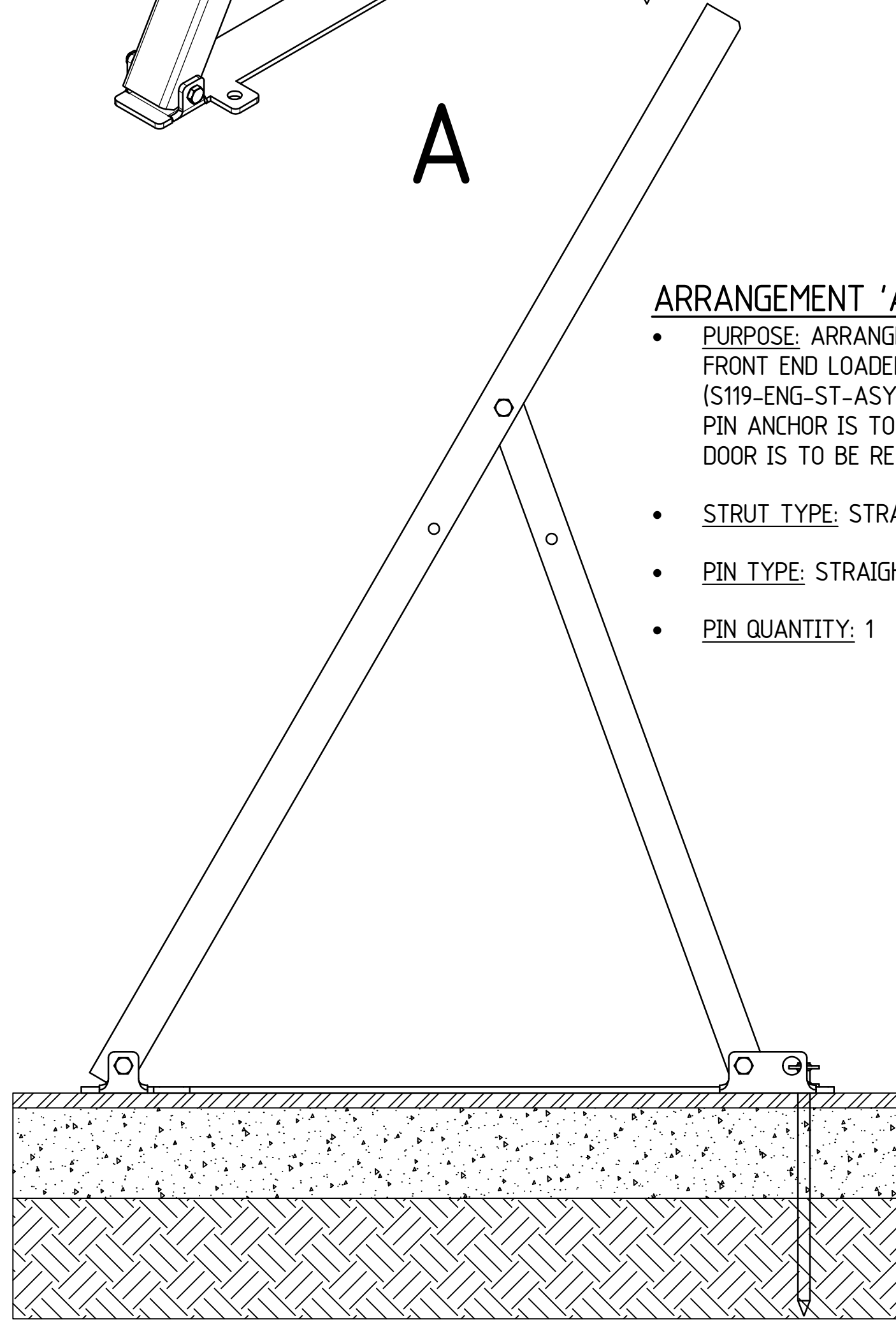


C

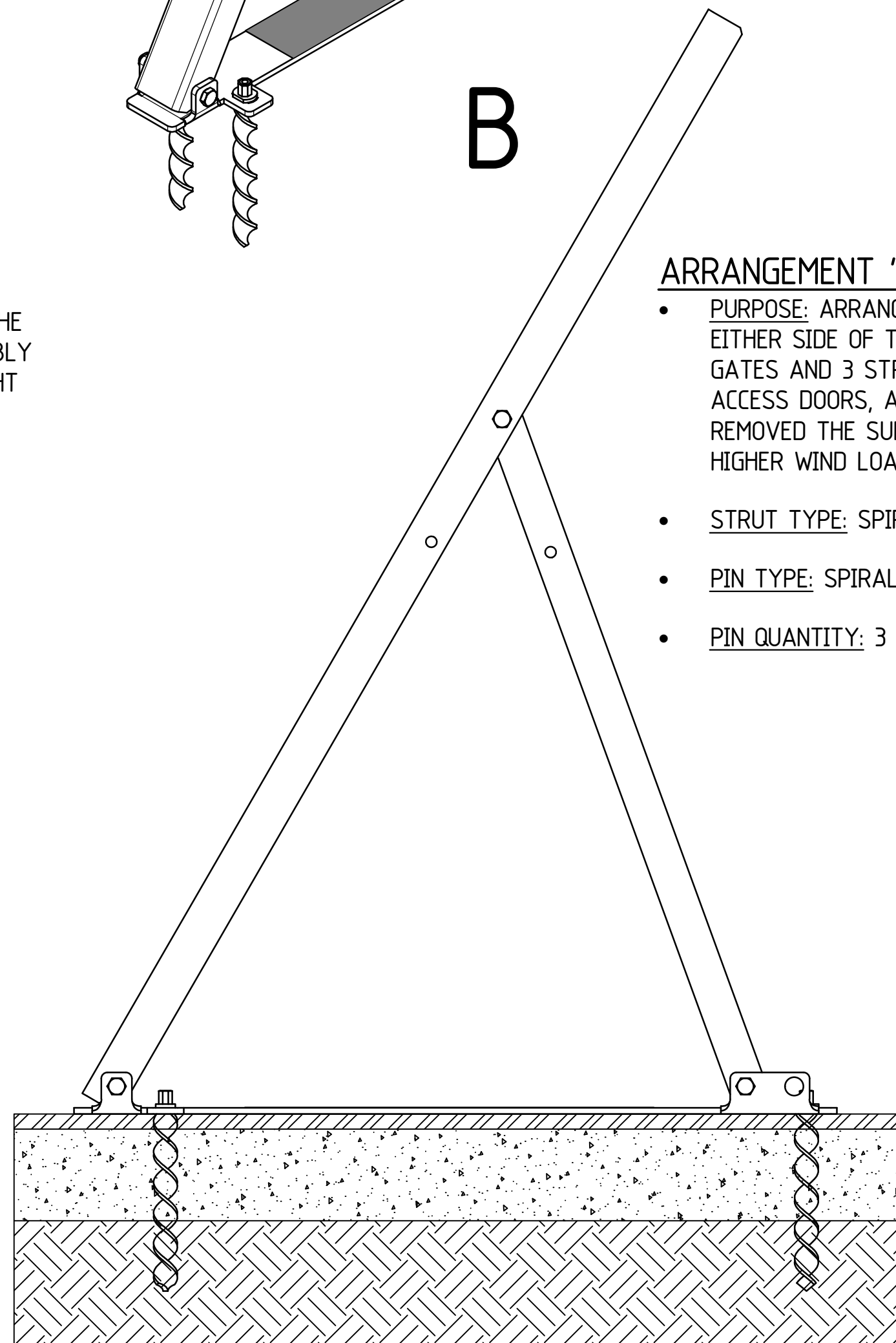
- ARRANGEMENT 'A' NOTES:**
- PURPOSE:** ARRANGEMENT 'A' IS USED IN THE FRONT END LOADER ACCESS GATE ASSEMBLY (S119-ENG-ST-ASY-0034). ONLY 1 STRAIGHT PIN ANCHOR IS TO BE INSTALLED AS THE DOOR IS TO BE REMOVABLE.
 - STRUT TYPE:** STRAIGHT PIN STRUT
 - PIN TYPE:** STRAIGHT PIN ANCHOR
 - PIN QUANTITY:** 1

- ARRANGEMENT 'B' NOTES:**
- PURPOSE:** ARRANGEMENT 'B' IS USED 4 STRUTS EITHER SIDE OF THE FRONT END LOADER ACCESS GATES AND 3 STRUTS EITHER SIDE OF PERSONNEL ACCESS DOORS, AS WHEN THE GATES/DOORS ARE REMOVED THE SURROUNDING STRUTS EXPERIENCE HIGHER WIND LOADS.
 - STRUT TYPE:** SPIRAL PIN STRUT
 - PIN TYPE:** SPIRAL PIN ANCHOR
 - PIN QUANTITY:** 3

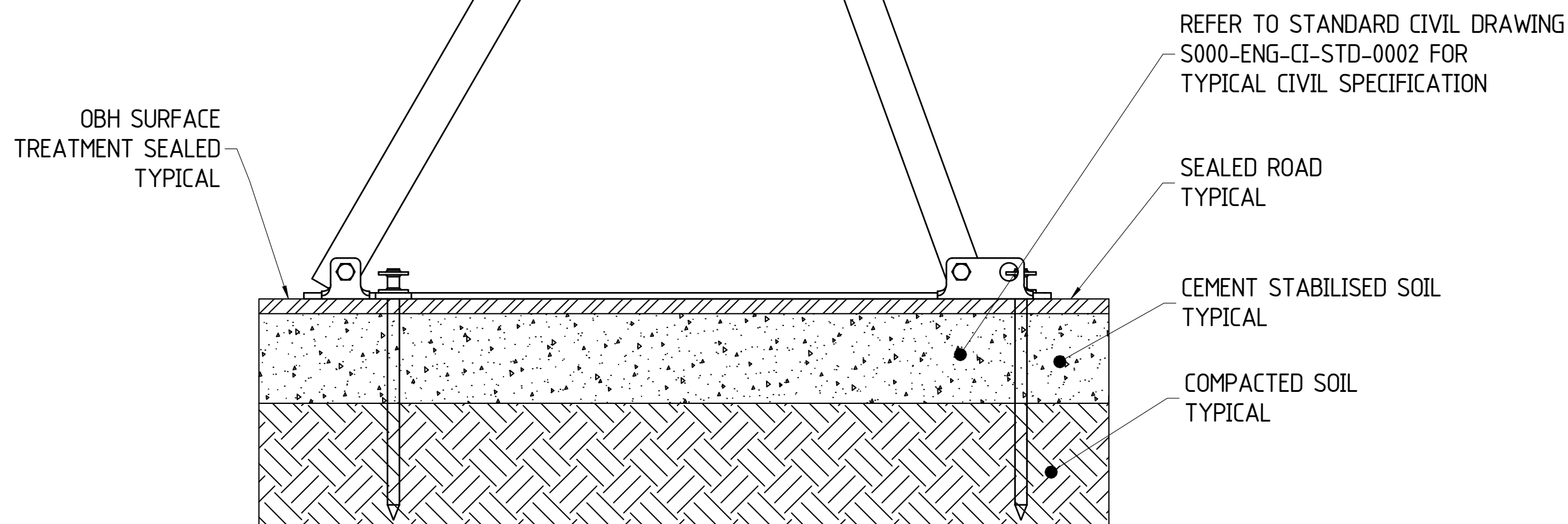
- ARRANGEMENT 'C' NOTES:**
- PURPOSE:** ARRANGEMENT 'C' IS USED IN ALL LOCATIONS, OTHER THAN WHERE ARRANGEMENT 'A' AND 'B' ARE USED
- STRUT TYPE:** STRAIGHT PIN STRUT
 - PIN TYPE:** STRAIGHT PIN ANCHOR
 - PIN QUANTITY:** 3



A

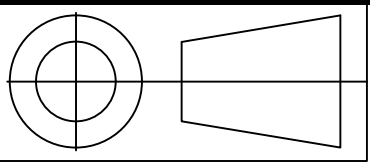


B



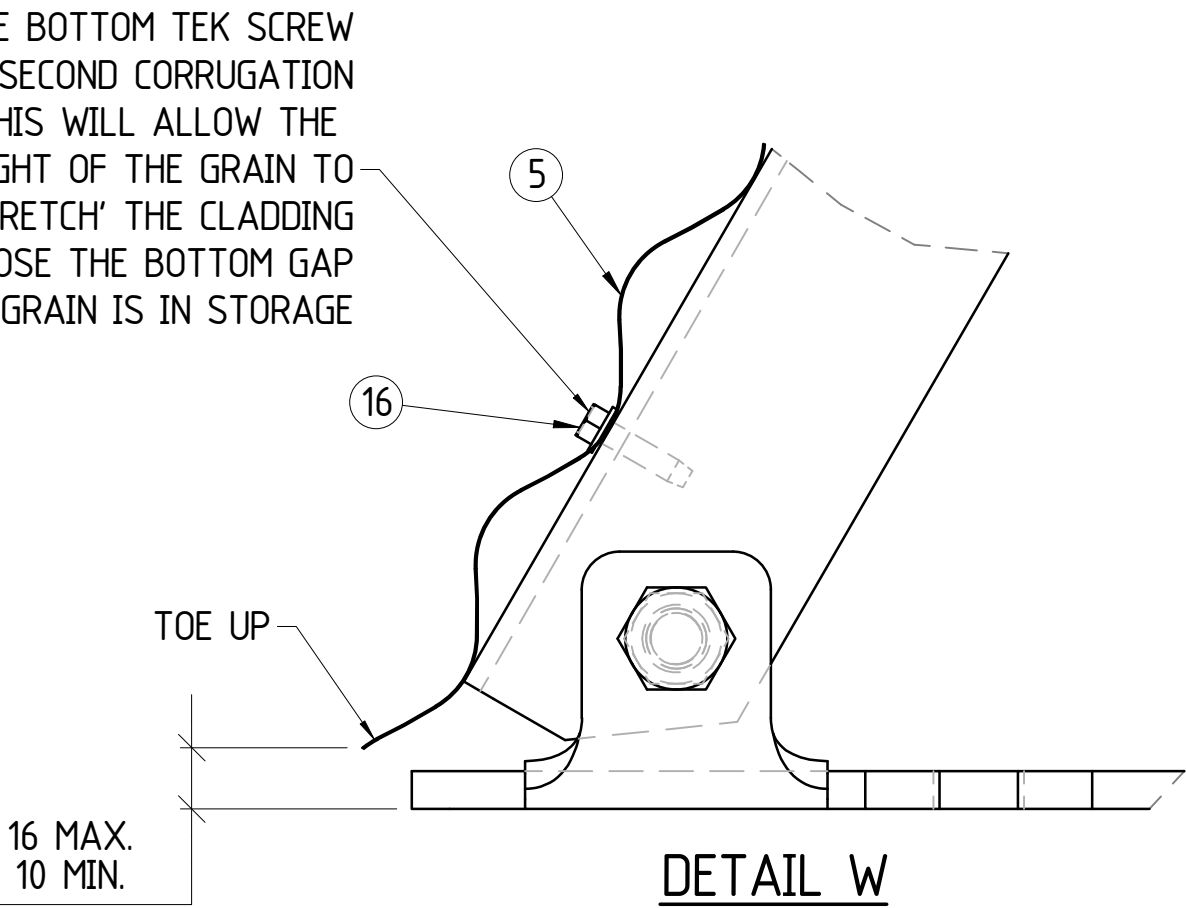
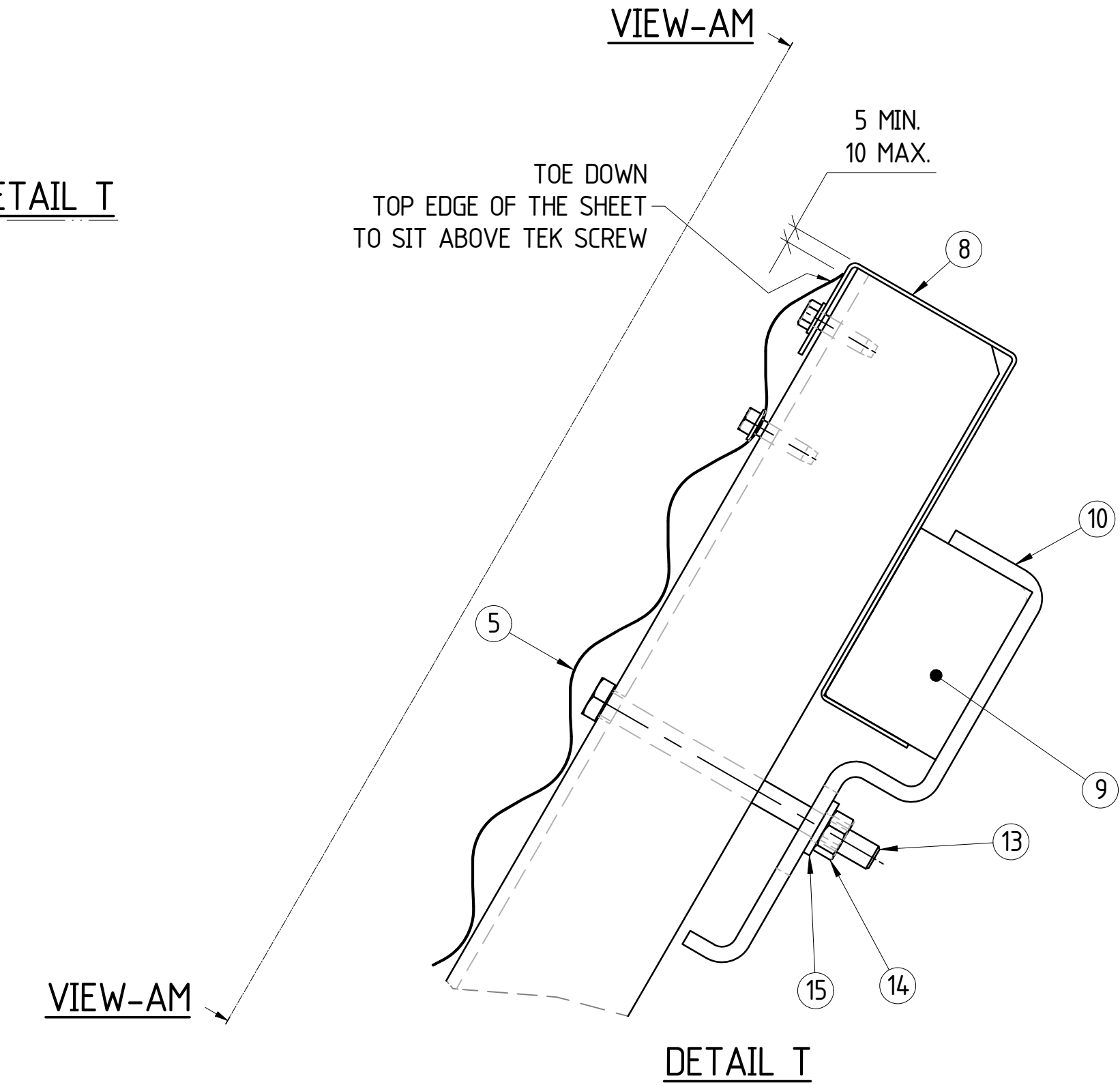
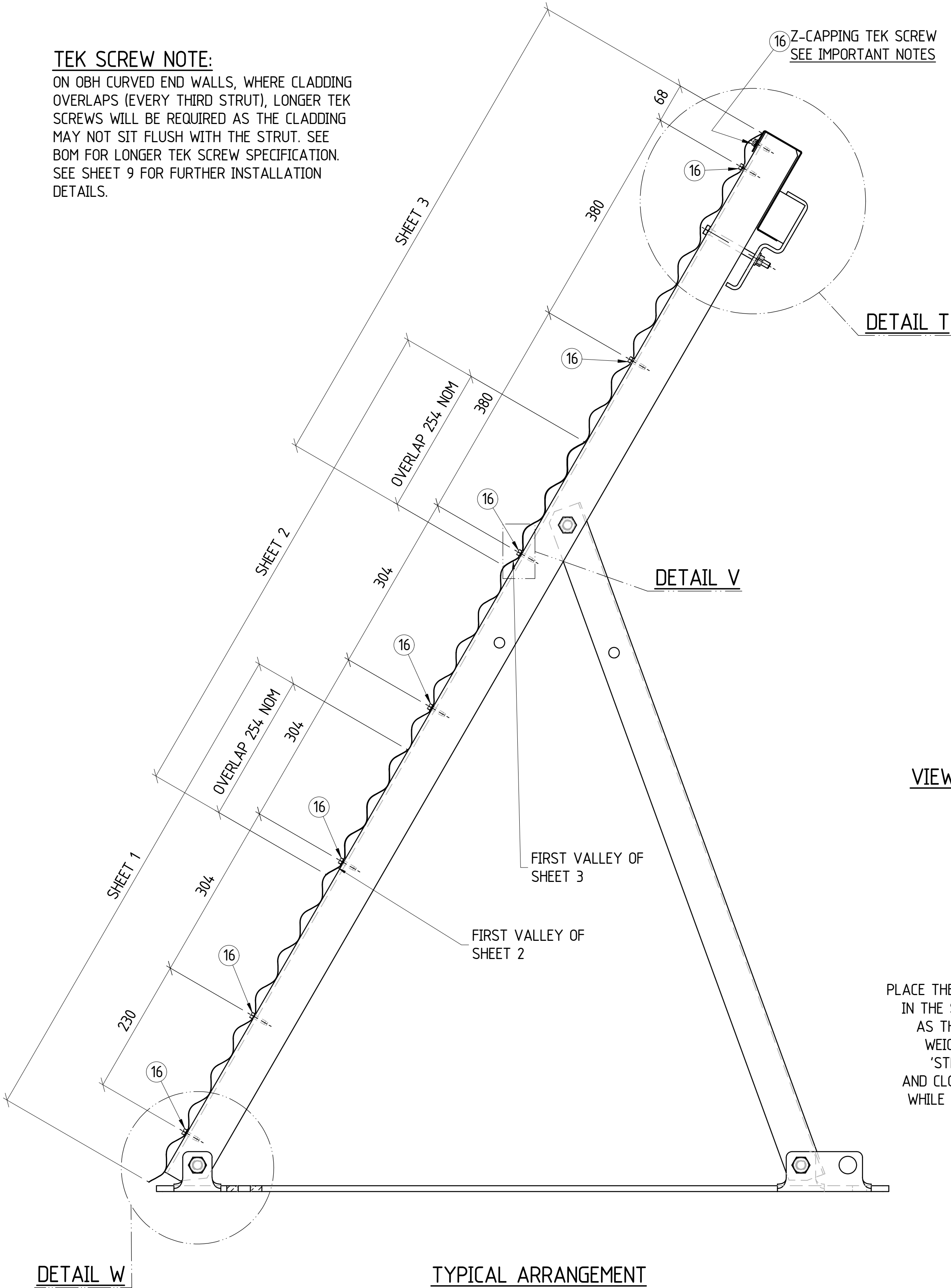
C

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													CHECKED	LS	10/06/2020									
													ENGINEER	BC	11/06/2020									
													APPROVED	NH	11/06/2020									
DO NOT SCALE FROM THIS DRAWING			REF DRG No.	REFERENCE DRAWING TITLE	REV	DATE	REVISIONS					BY	CHK	APP	REV	DATE	REVISIONS					BY	CHK	APP



TEK SCREW NOTE:

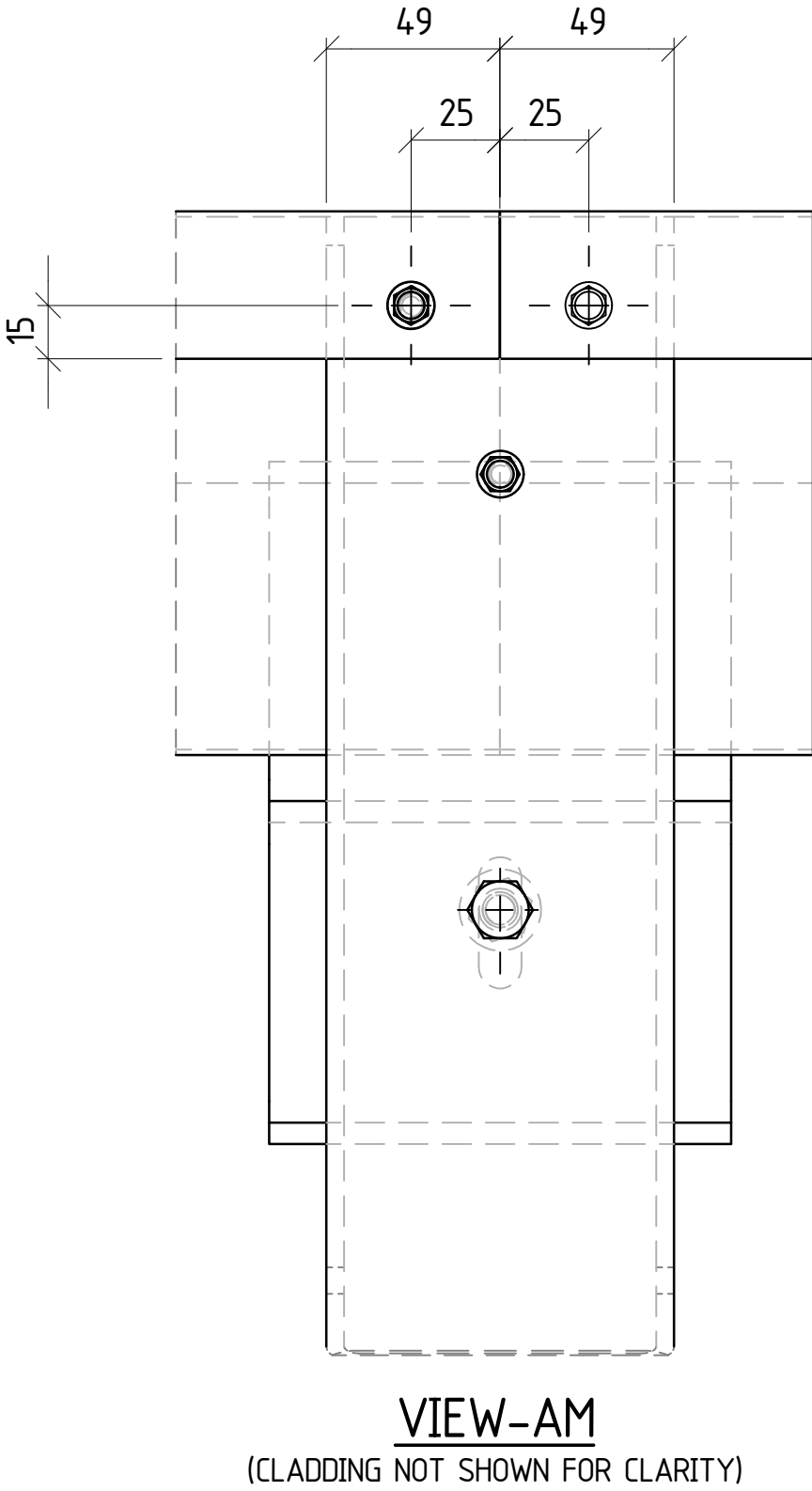
ON OBH CURVED END WALLS, WHERE CLADDING OVERLAPS (EVERY THIRD STRUT), LONGER TEK SCREWS WILL BE REQUIRED AS THE CLADDING MAY NOT SIT FLUSH WITH THE STRUT. SEE BOM FOR LONGER TEK SCREW SPECIFICATION. SEE SHEET 9 FOR FURTHER INSTALLATION DETAILS.



IMPORTANT NOTE:

TYPICAL ALL JOINTS, EXCEPT DOOR/GATE JOINS:

- 'Z' CAPPING SHALL BUTT JOIN TO THE CENTRE LINE OF THE STRUT.
- ALL Z CAPPING MUST BE ALIGNED AS ACCURATELY AS POSSIBLE. ANY MIS-ALIGNMENT IN THE 'Z' CAPPING WILL CREATE SHARP EDGES, WHICH MAY DAMAGE THE OBH TARP. MAXIMUM 'Z' CAPPING MISALIGNMENT TO BE 2mm IN ALL DIRECTIONS.
- WHERE 'Z' CAPPING BUTT JOINS OVER A STRUT, FIX 'Z' CAP WITH 2 x TEK SCREWS, ONE IN EACH 'Z' CAP (SHOWN BELOW)
- WHERE 'Z' CAPPING PASSES OVER A STRUT, FIX 'Z' CAP WITH 1 x TEK SCREW, INLINE WITH THE CENTRE OF THE STRUT.



SHEET 2 & 3 OVERLAP - TEK SCREW TO BE FIXED IN THE FIRST VALLEY OF SHEET 3

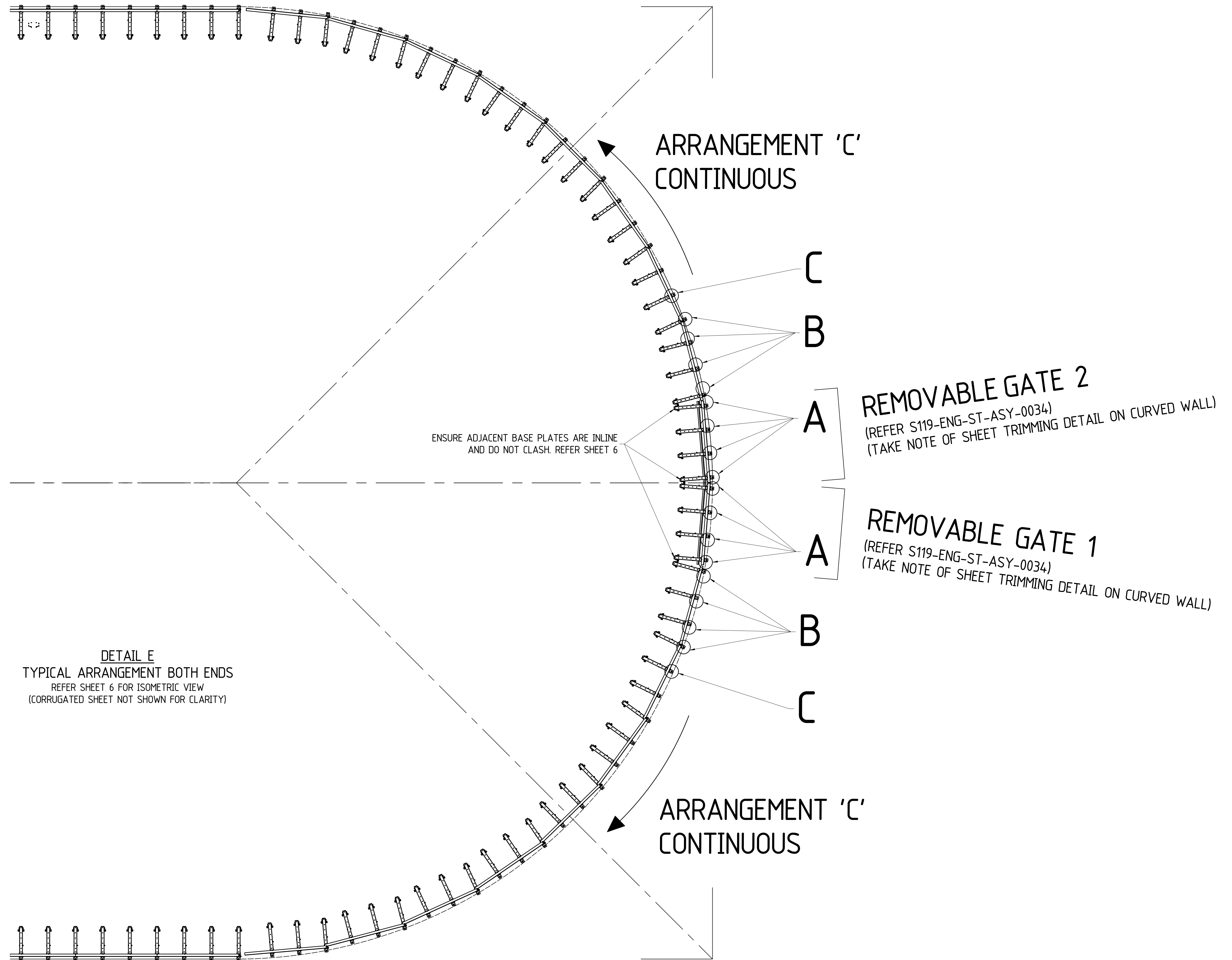
SHEET 1 & 2 OVERLAP - TEK SCREW TO BE FIXED IN THE FIRST VALLEY OF SHEET 2

SHEET 3 ON TOP OF SHEET 2

SHEET 2 ON TOP OF SHEET 1

DETAIL V
SHEET OVERLAP
(STRUT NOT SHOWN FOR CLARITY)

COPYRIGHT: THIS DRAWING AND THE CONTENTS DEPICTED OR WRITTEN THEREON, WHETHER IN WHOLE OR IN PART, IS THE EXCLUSIVE INTELLECTUAL PROPERTY OF CBH GROUP AND SHOULD NOT BE USED FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN APPROVAL OF CBH GROUP. 	CBH GROUP HEAD OFFICE LEVEL 6, 240 ST GEORGES TERRACE, PERTH W.A 6000 PH (08) 9237 9600 FAX (08) 9322 3942																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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DO NOT SCALE FROM THIS DRAWING

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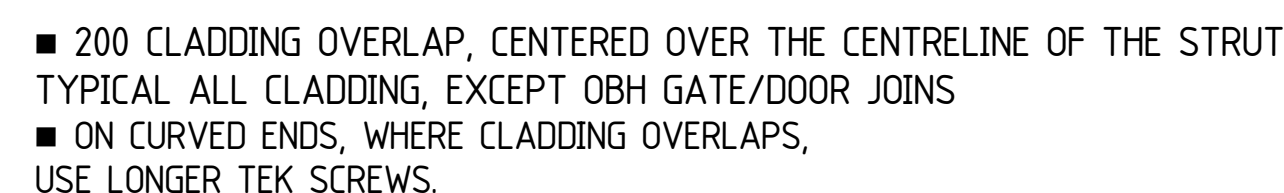
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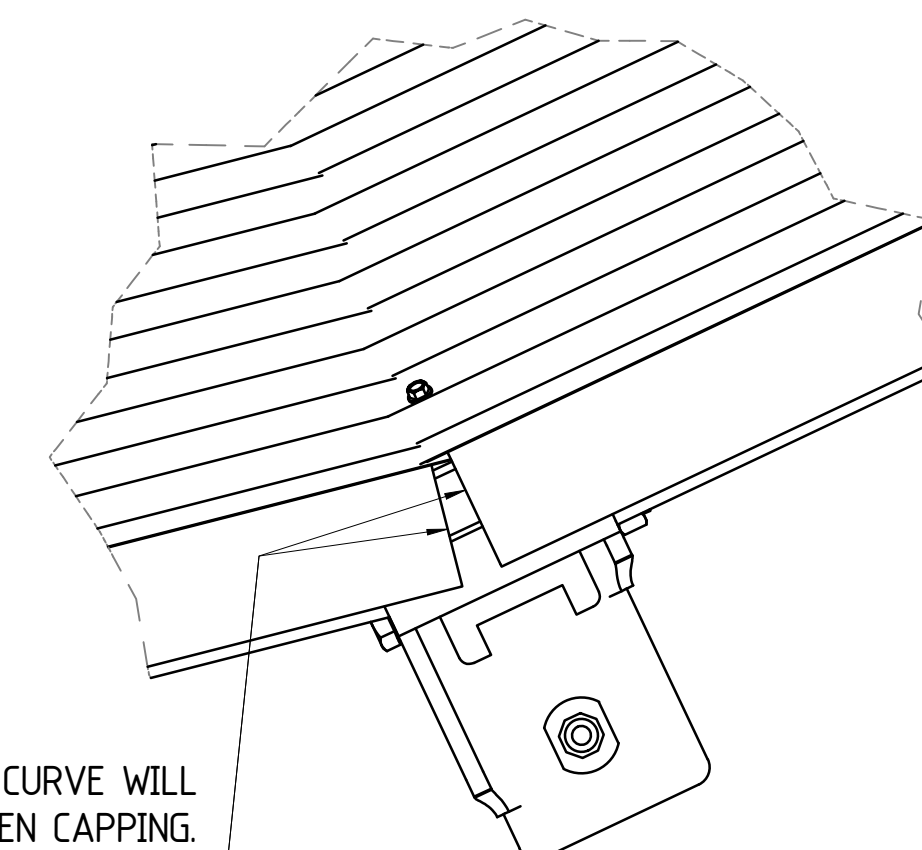
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- ATTACH CONVEYOR BELT OVER JOINTS (SEE BOM FOR BELT DETAILS)
- FIX RUBBER USING 45MM LONG TEK SCREWS,
USING 7 TEK SCREWS PER RUBBER STRIP

- 200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT
- TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS
- ON CURVED ENDS, WHERE CLADDING OVERLAPS,
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DETAIL AC

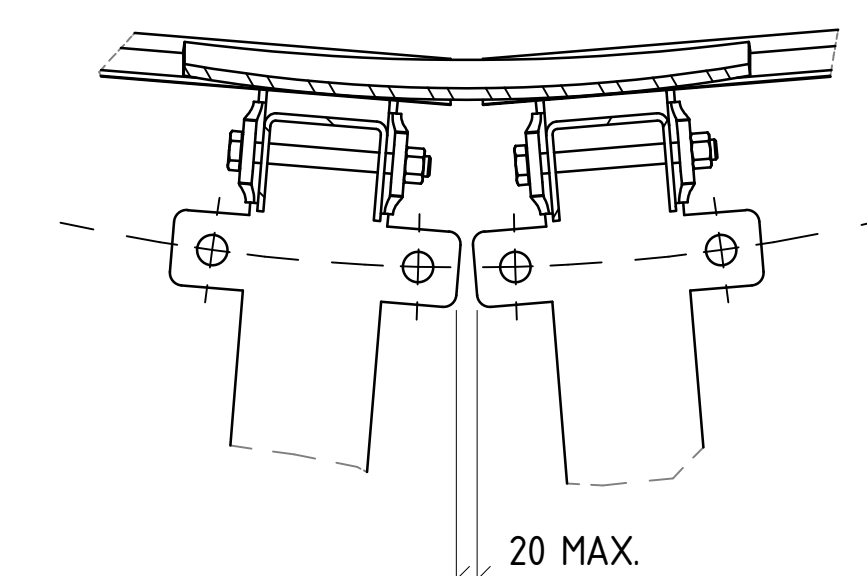
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CREATE A GAP BETWEEN CAPPING.
MINIMISE GAP AS MUCH AS POSSIBLE TO AVOID THE
SHARP EDGES RIPPING THE OBH TARP.
VERTICAL AND HORIZONTAL MISALIGNMENT
SHOULD BE A MAXIMUM OF 2MM

CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED
TO SUIT ON BOTH SIDES TO CREATE A BUTT JOINT
BETWEEN THE FIXED WALL AND THE REMOVABLE GATE.
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MAX ALLOWABLE GAP BETWEEN BUTT
JOINTS IS 20mm - TYPICAL ALL GATES

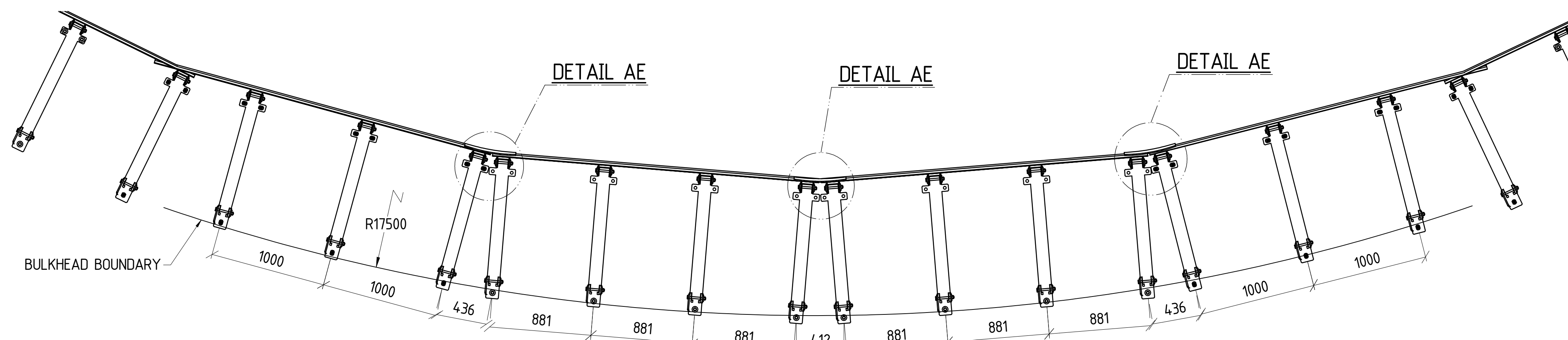
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BETWEEN THE FIXED WALL AND THE REMOVABLE GATE.
REFER S119-ENG-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL.
MAX ALLOWABLE GAP BETWEEN BUTT
JOINTS IS 20mm - TYPICAL ALL GATES

20 MAX. GAP
TYPICAL ALL ACCESS WAYS



ELEVATION



SECTION B
FRAMES FOOT PRINT



CBH GROUP HEAD OFFICE
LEVEL 6, 240 ST GEORGES TERRACE,
PERTH W.A 6000
PH (08) 9237 9600 FAX (08) 9322 3942

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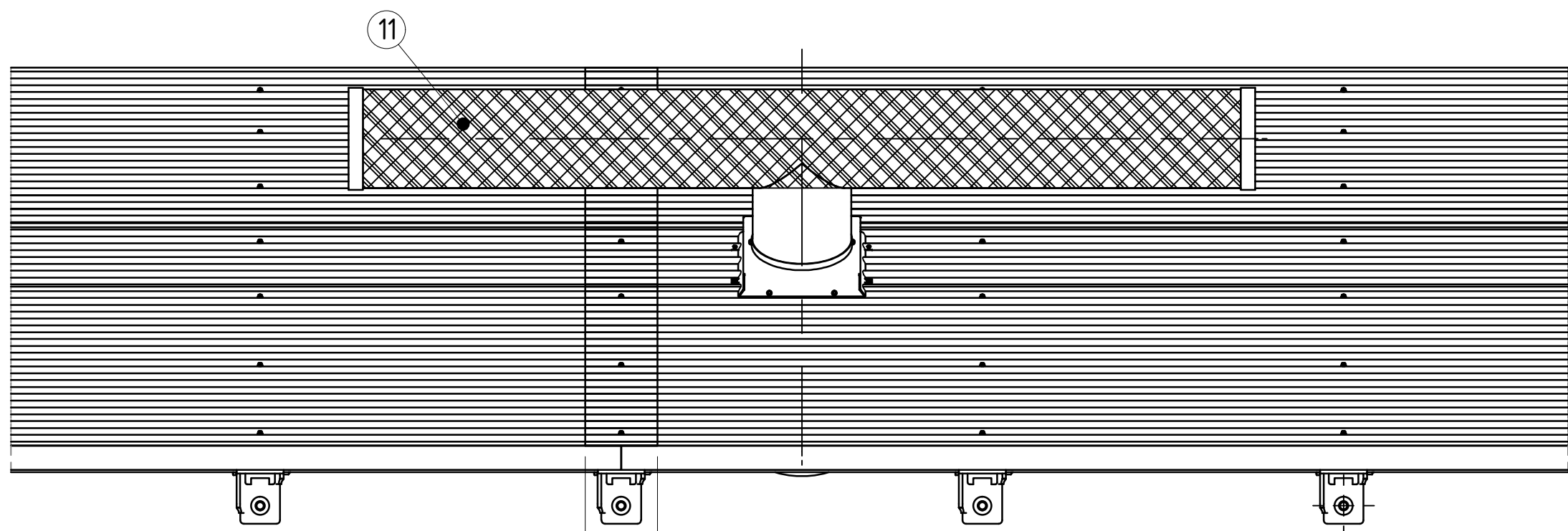
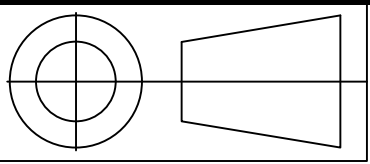
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20	1.8m OPEN BULK HEAD
20	GENERAL ARRANGEMENT
20	CURVED OBH OPENING DETAIL

SITE
VARIOUS

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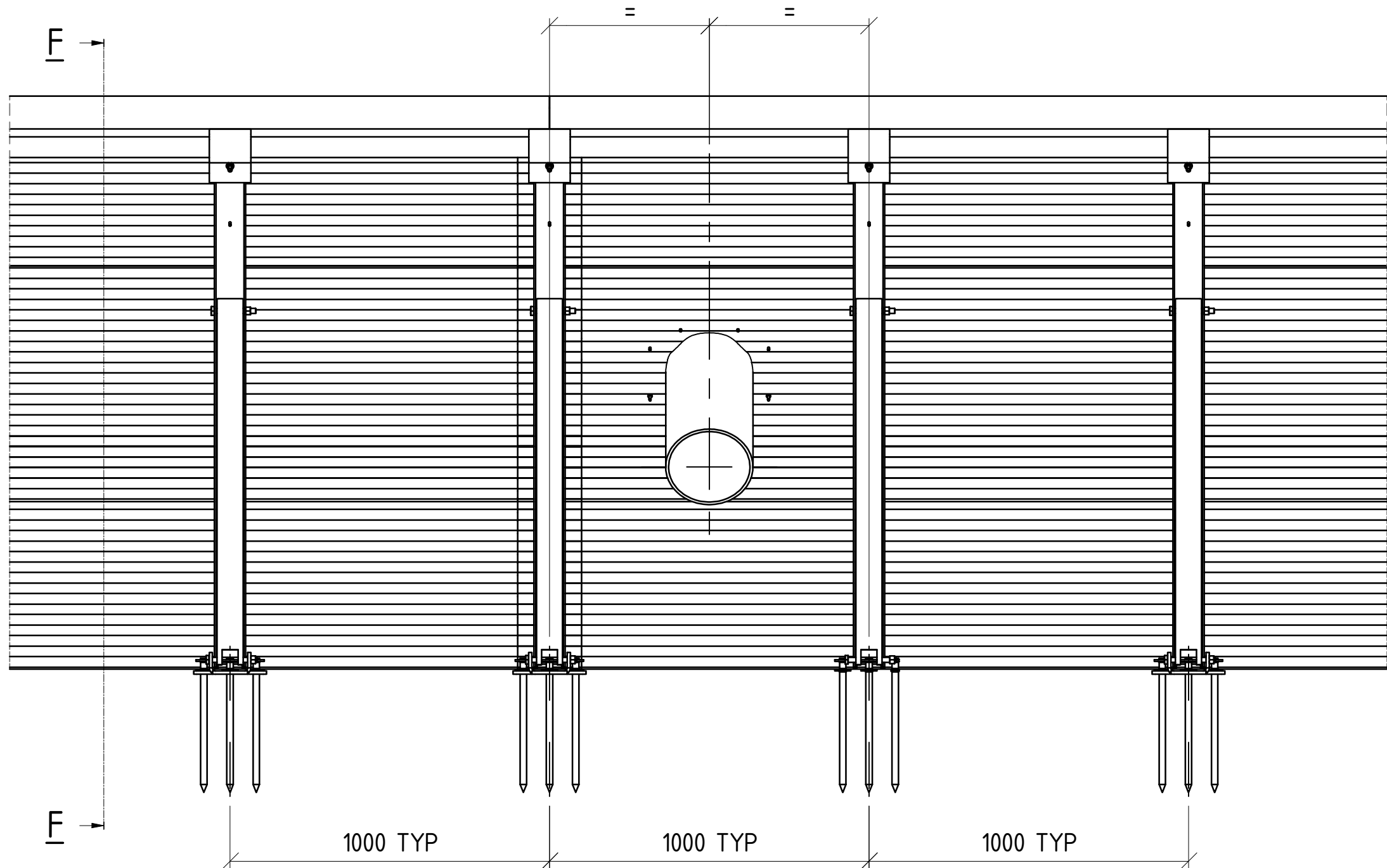
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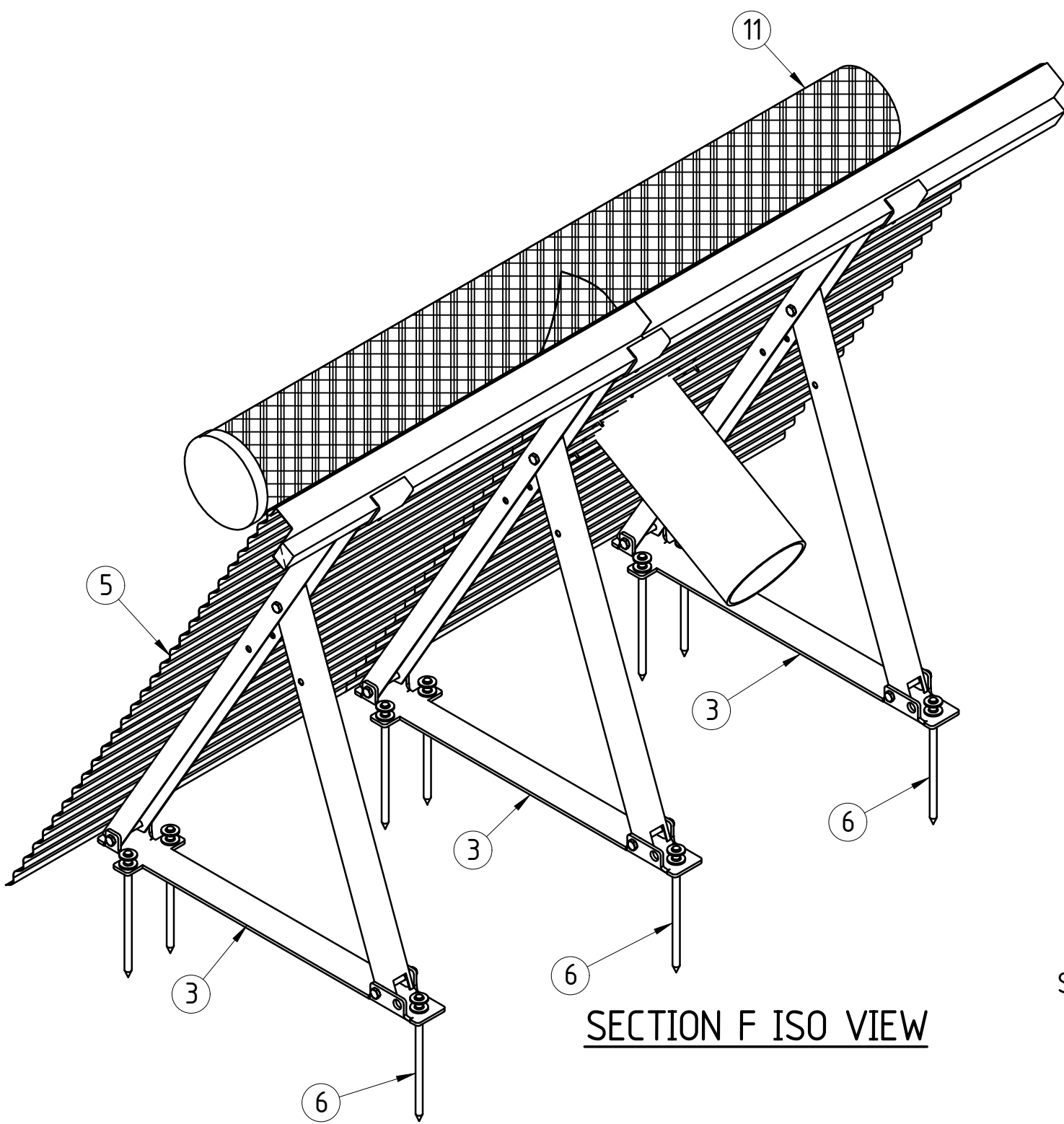


200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT
TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS

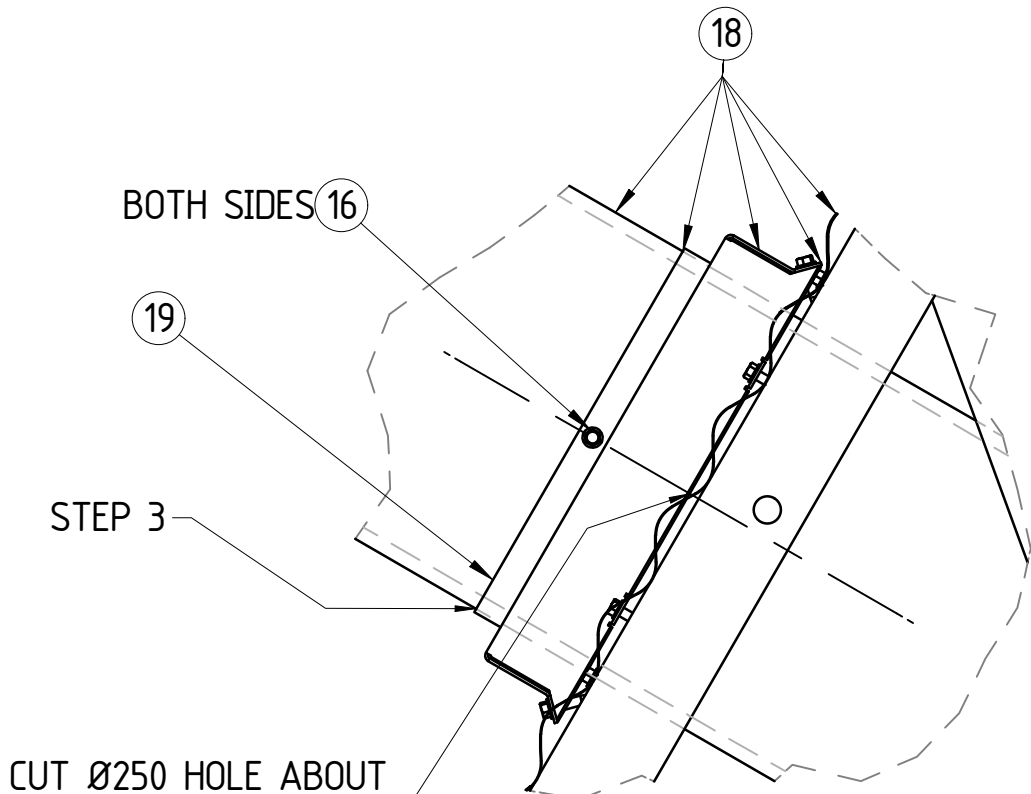
DETAIL B
'T' PIECE INSTALLATION DETAIL



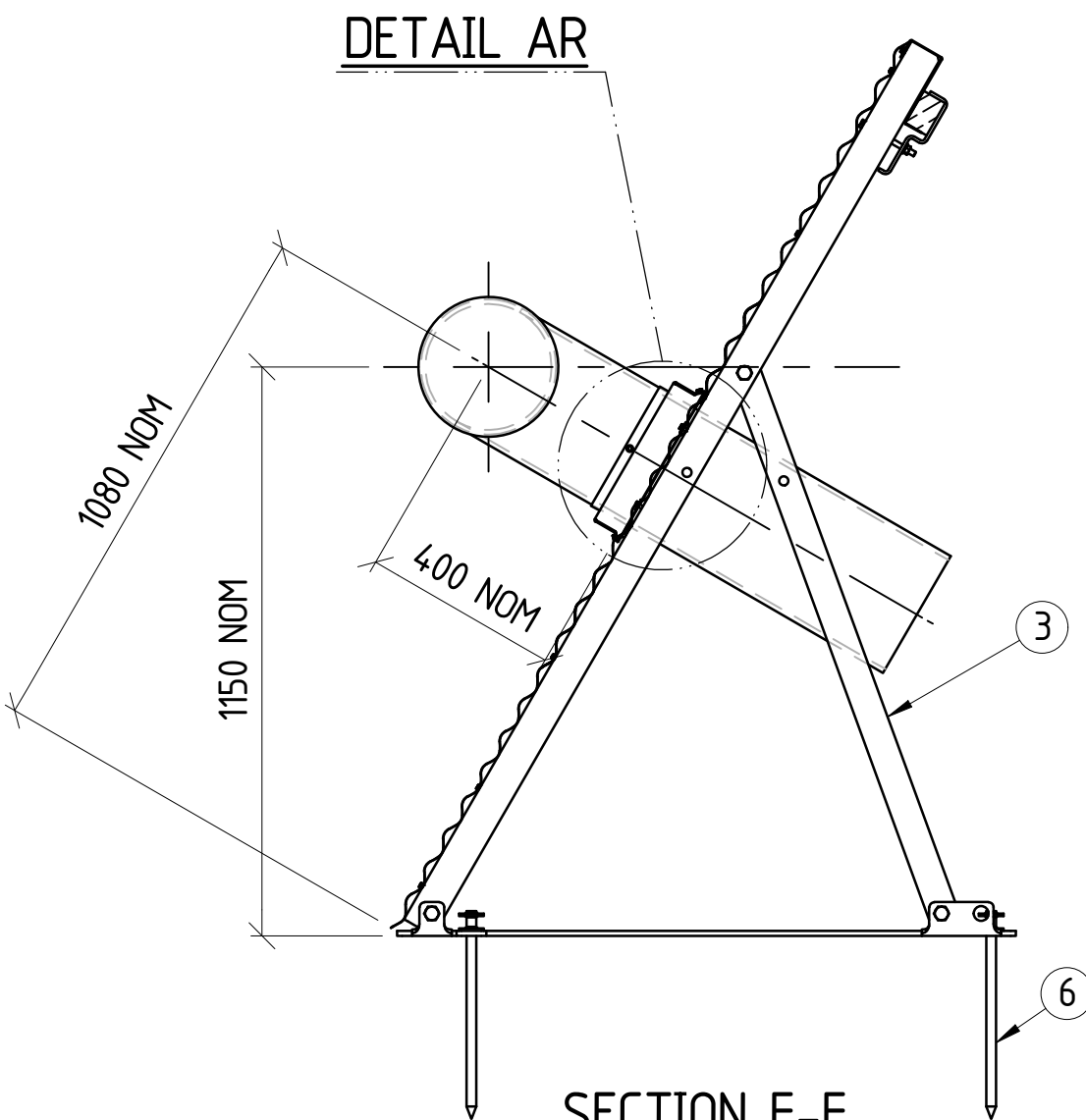
ELEVATION



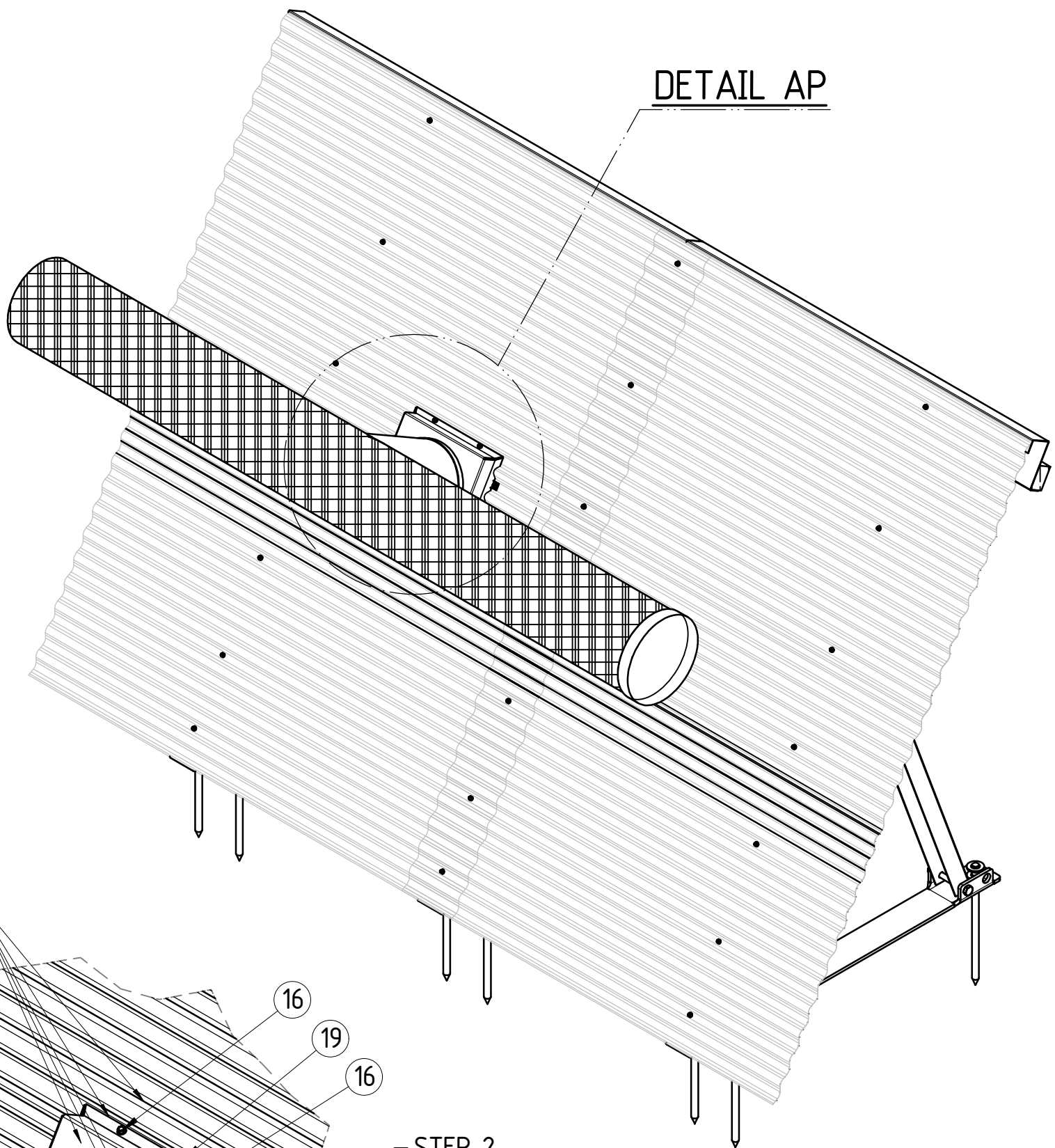
SECTION F ISO VIEW



DETAIL AR



SECTION F-F



DETAIL AP

BACKGROUND:

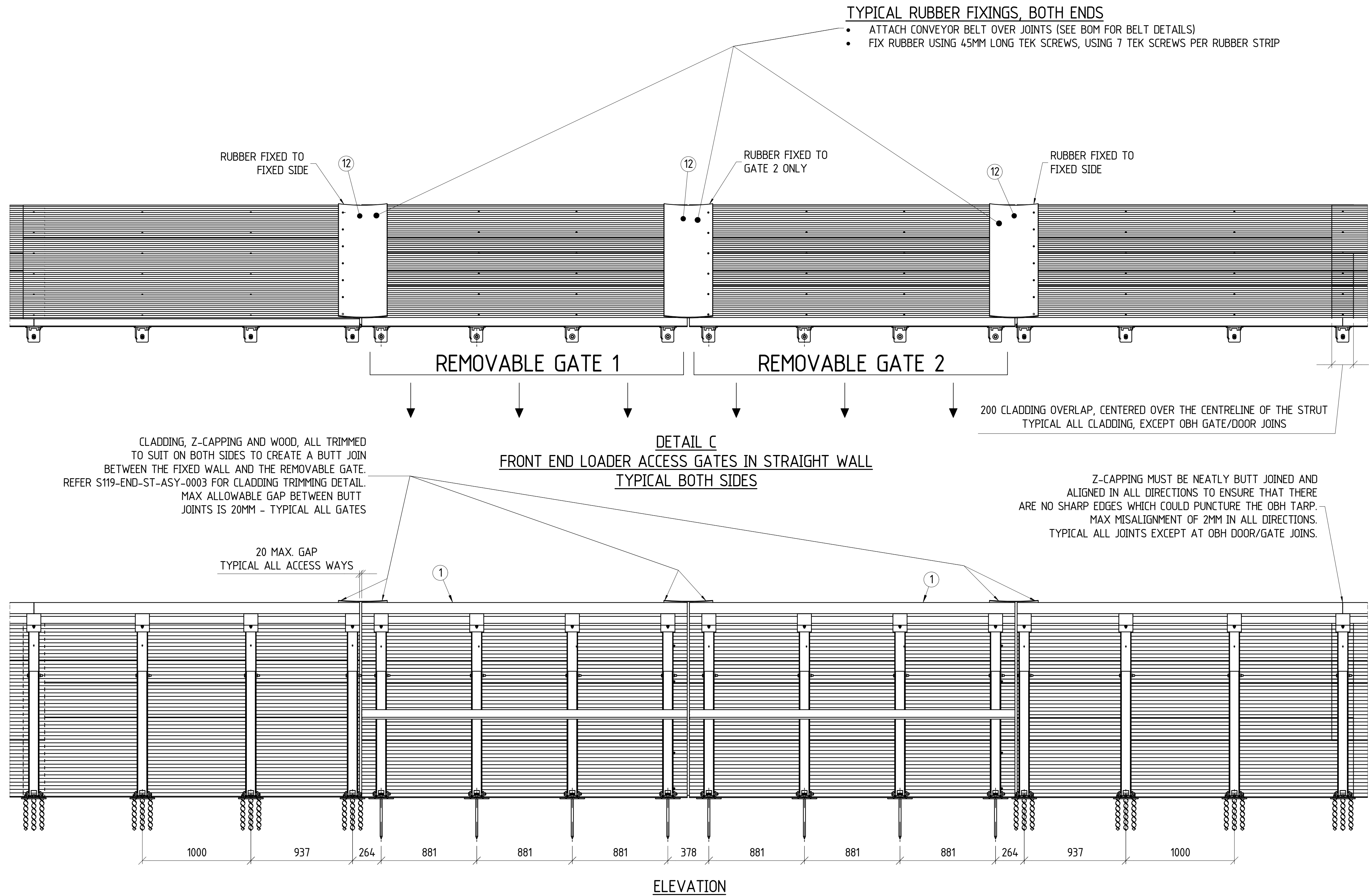
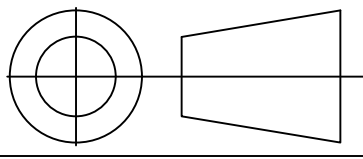
- THE 'T' PIECE IS USED TO PUMP HAZARDOUS FUMIGANT INTO THE STORAGE AFTER IT IS FULLY SEALED. CARE MUST BE TAKEN WHEN INSTALLING THE 'T' PIECE AND APPLYING THE SEALANTS TO ENSURE THE SEAL IS APPLIED TO A HIGH QUALITY.

USE THE FOLLOWING QUANTITY'S PER 1 'T'PIECE

- 1 X 600ML SAUSAGE OF BOSTIK SEAL AND FLEX 1
- 1L OF NOVALAST LTM 151

PROCEDURE:

- STEP 1: PREPARE AND CLEAN SURFACES WHERE SEALANTS ARE TO BE APPLIED AS PER MANUFACTURERS SPECIFICATIONS.
- STEP 2: INITIAL COLLAR INSTALL; APPLY A THICK (5-10MM) BEAD OF 'BOSTIK SEAL N FLEX 1' TO ALL EDGES OF THE T-PIECE MOUNTING COLLAR WHICH WILL CONTACT THE CORRUGATED CLADDING. TEK SCREW T-PIECE MOUNT (WITH BOSTIC SEALANT APPLIED) TO THE CLADDING USING 8 TEK SCREWS, EVENLY SPACED AROUND THE T-PIECE MOUNTING COLLAR.
- STEP 3: INSERT T-PIECE INTO THE T-PIECE MOUNTING COLLAR. SECURE THE T-PIECE AT THE LOCATION SHOWN, USING 2 X TEK SCREWS, THROUGH THE MOUNTING COLLAR RING. APPLY A THICK (5-10MM) BEAD OF 'BOSTIK SEAL N FLEX 1' AROUND THE JOIN AND AROUND ANY GAPS, INCLUDING AROUND THE TEK SCREWS. ALSO APPLY A THICK BEAD TO FILL THE GAP BETWEEN THE CLADDING AND THE T-PIECE, ON THE OUTSIDE OF THE BULKHEAD.
- STEP 4: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.
- STEP 5: APPLY A SECOND THICK (5-10MM) BEAD OF 'BOSTIC SEAL N FLEX 1' AROUND ALL JOINS BETWEEN THE T-PIECE MOUNTING COLLAR, THE T-PIECE AND THE CLADDING.
- STEP 6: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.
- STEP 7: PAINT THE ENTIRE T-PIECE MOUNTING COLLAR AND 150MM OF CLADDING AROUND THE COLLAR. ALSO PAINT 150MM OF THE T-PIECE, PAST THE COLLAR RING JOIN. PAINT WITH 'NOVALAST 151 LTM'
- STEP 8: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.



TYPICAL RUBBER FIXINGS, BOTH ENDS

- ATTACH CONVEYOR BELT OVER JOINTS (SEE BOM FOR BELT DETAILS)
- FIX RUBBER USING 45MM LONG TEK SCREWS, USING 7 TEK SCREWS PER RUBBER STRIP

RUBBER FIXED TO
FIXED SIDE

12

RUBBER FIXED TO
GATE 2 ONLY

12

RUBBER FIXED TO
FIXED SIDE

12

REMOVABLE GATE 1

REMOVABLE GATE 2

200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT
TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS

CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED
TO SUIT ON BOTH SIDES TO CREATE A BUTT JOIN
BETWEEN THE FIXED WALL AND THE REMOVABLE GATE.
REFER S119-END-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL.
MAX ALLOWABLE GAP BETWEEN BUTT
JOINTS IS 20MM - TYPICAL ALL GATES

DETAIL C
FRONT END LOADER ACCESS GATES IN STRAIGHT WALL
TYPICAL BOTH SIDES

Z-CAPPING MUST BE NEATLY BUTT JOINED AND
ALIGNED IN ALL DIRECTIONS TO ENSURE THAT THERE
ARE NO SHARP EDGES WHICH COULD PUNCTURE THE OBH TARP.
MAX MISALIGNMENT OF 2MM IN ALL DIRECTIONS.
TYPICAL ALL JOINTS EXCEPT AT OBH DOOR/GATE JOINS.

20 MAX. GAP
TYPICAL ALL ACCESS WAYS

1

1

ELEVATION

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CHECKED	LS	10/06/2020
ENGINEER	BC	11/06/2020
APPROVED	NH	11/06/2020

DRAWING TITLE
**1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
STRAIGHT OBH OPENING DETAIL**

SITE
VARIOUS

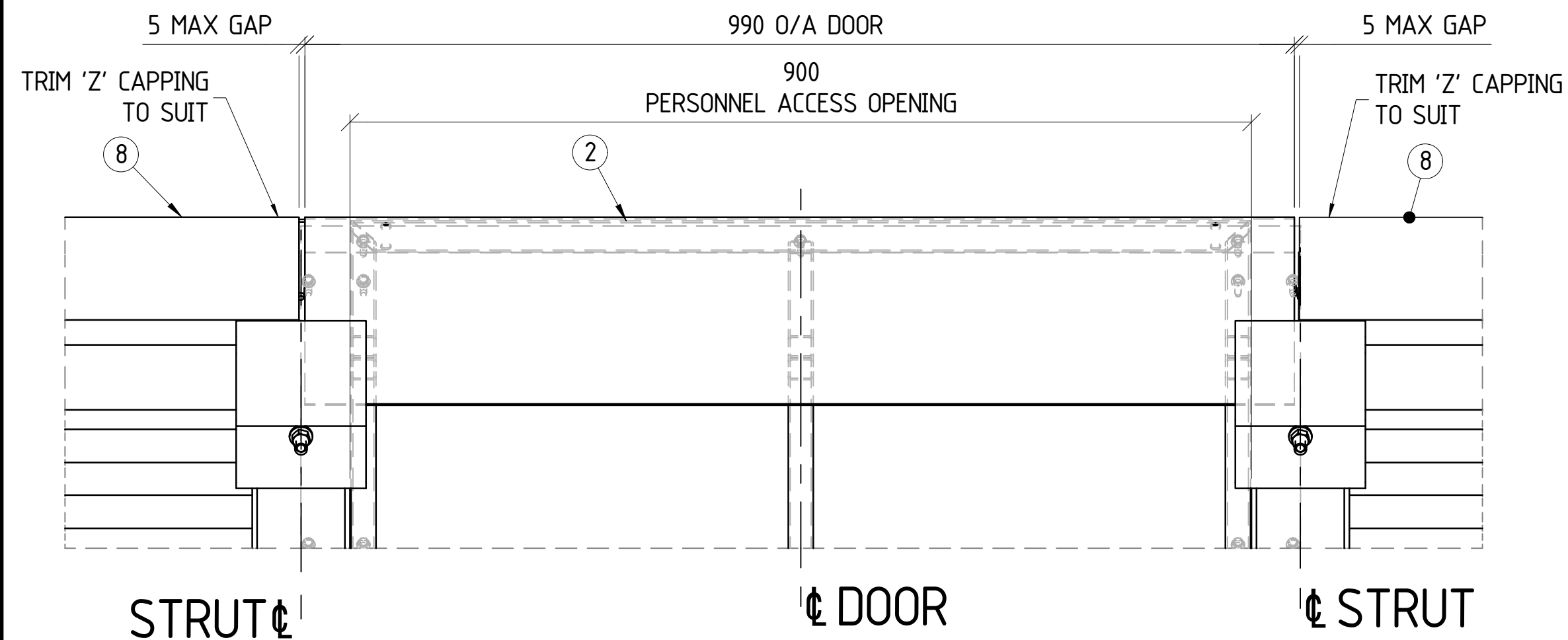
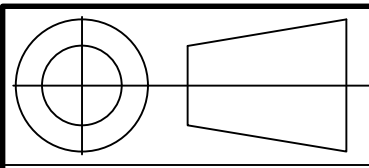
PROJECT
STANDARD

DRAWING No
S119-ENG-ST-DGA-0003

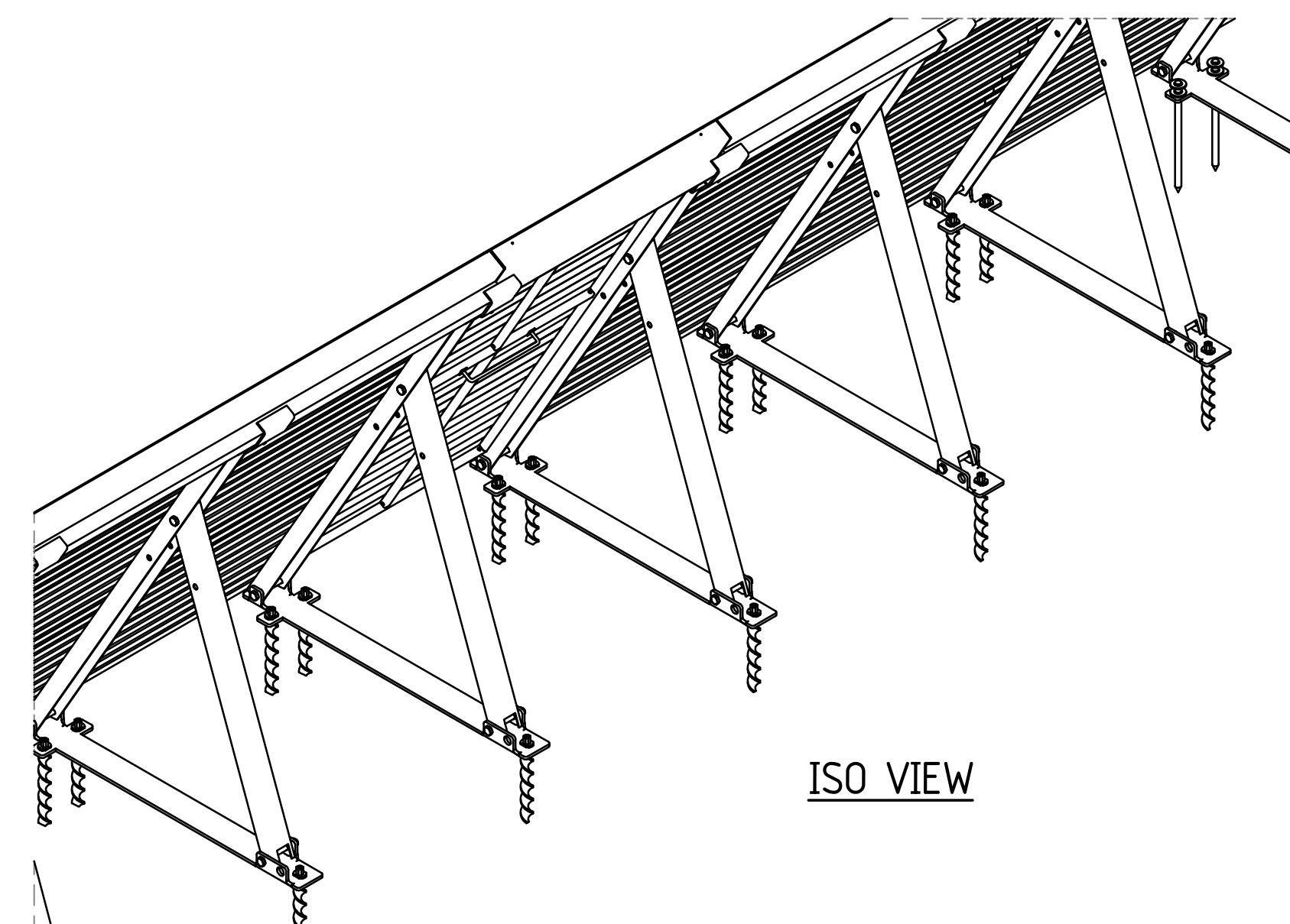
SHEET
8 OF 9

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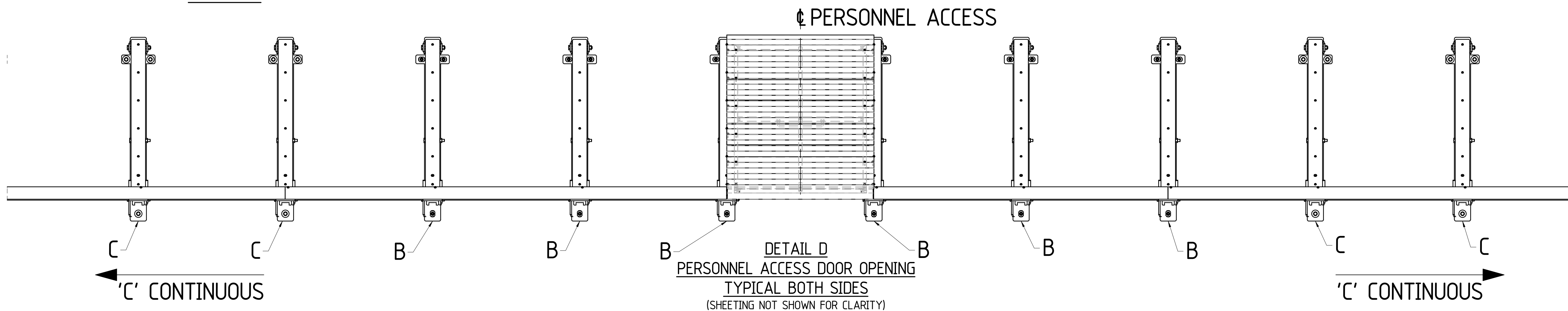
SIZE
A1



DETAIL AK

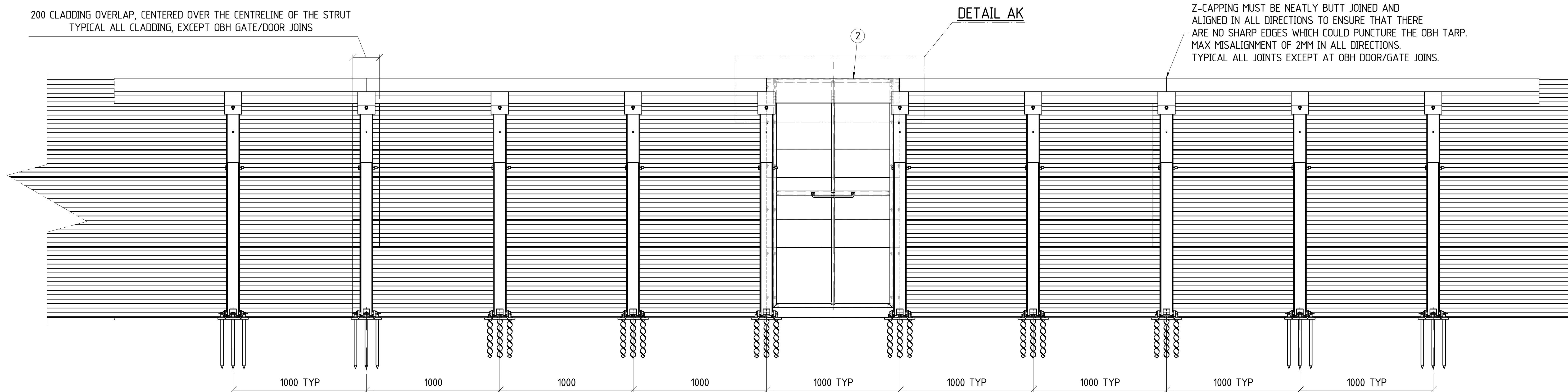


ISO VIEW



DETAIL D
PERSONNEL ACCESS DOOR OPENING
TYPICAL BOTH SIDES
(SHEETING NOT SHOWN FOR CLARITY)

200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT
TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS



ELEVATION

Z-CAPPING MUST BE NEATLY BUTT JOINED AND
ALIGNED IN ALL DIRECTIONS TO ENSURE THAT THERE
ARE NO SHARP EDGES WHICH COULD PUNCTURE THE OBH TARP.
MAX MISALIGNMENT OF 2MM IN ALL DIRECTIONS.
TYPICAL ALL JOINTS EXCEPT AT OBH DOOR/GATE JOINS.

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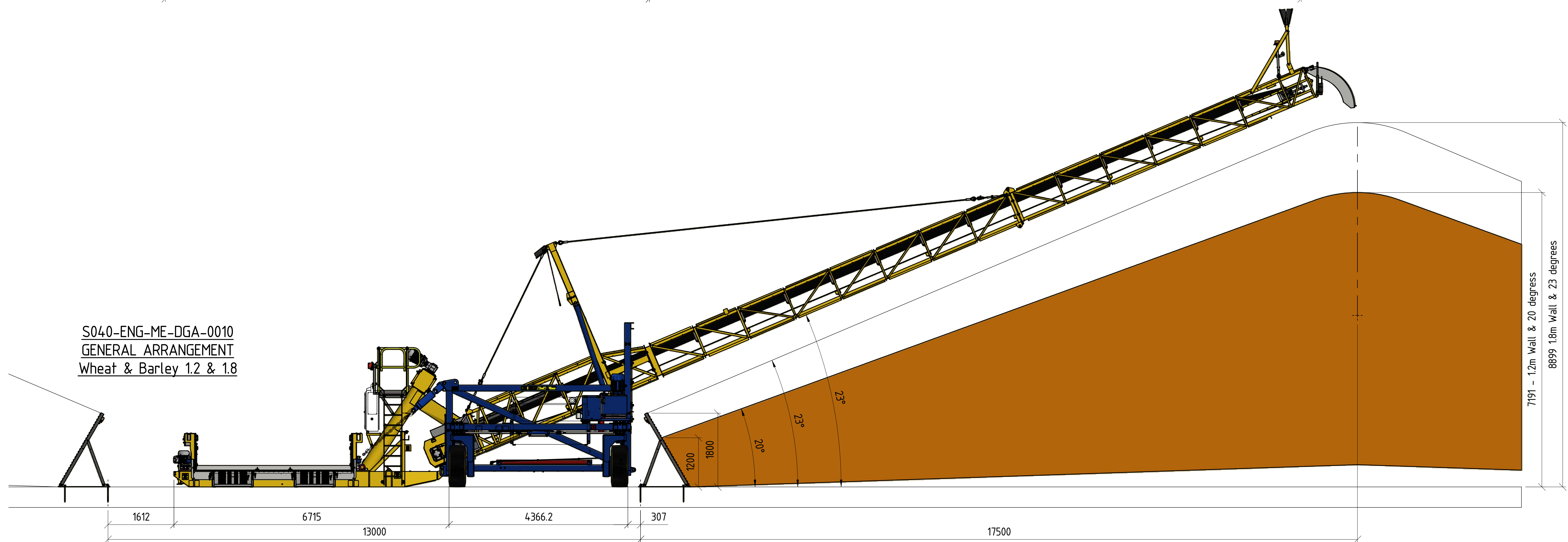
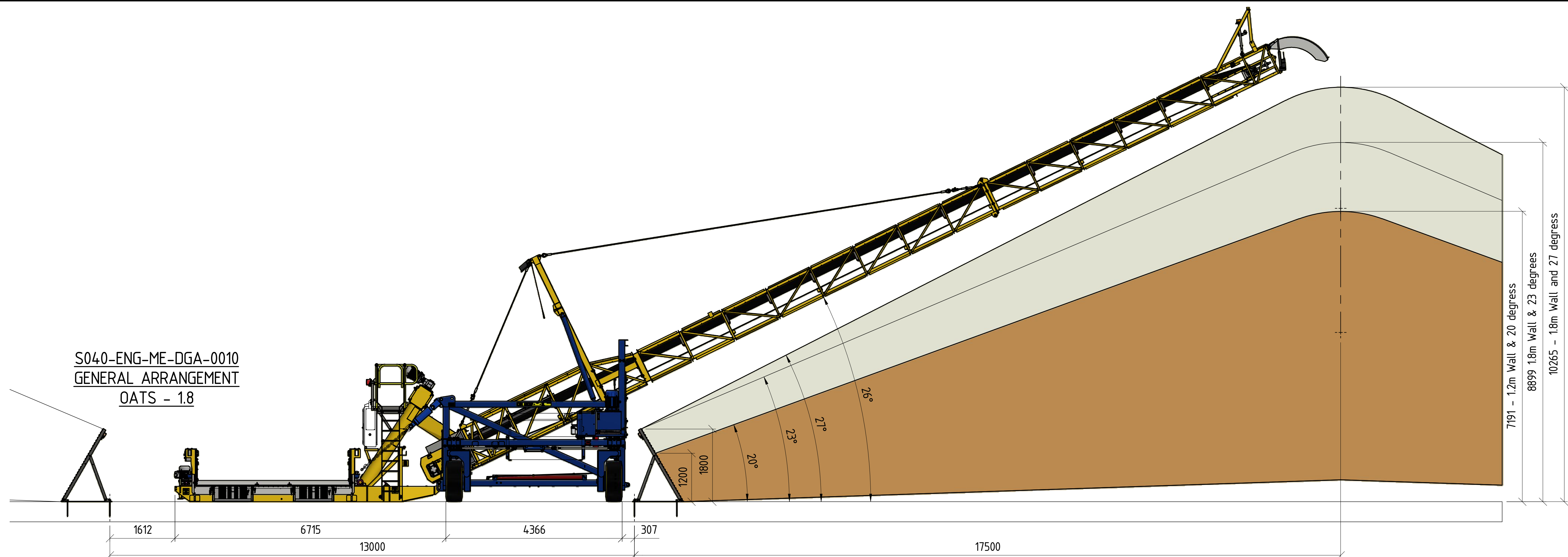
REVISIONS	BY	CHK	APP	REV	DATE
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REVISIONS	BY	CHK	APP	REV	DATE

DRAWN	SCR	10/06/2020
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APPROVED	NH	11/06/2020

DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
PERSONELL ACCESS DOOR DETAIL

SITE VARIOUS	SIZE A1
PROJECT STANDARD	
DRAWING No S119-ENG-ST-DGA-0003	SHEET 9 OF 9
REV. 0	



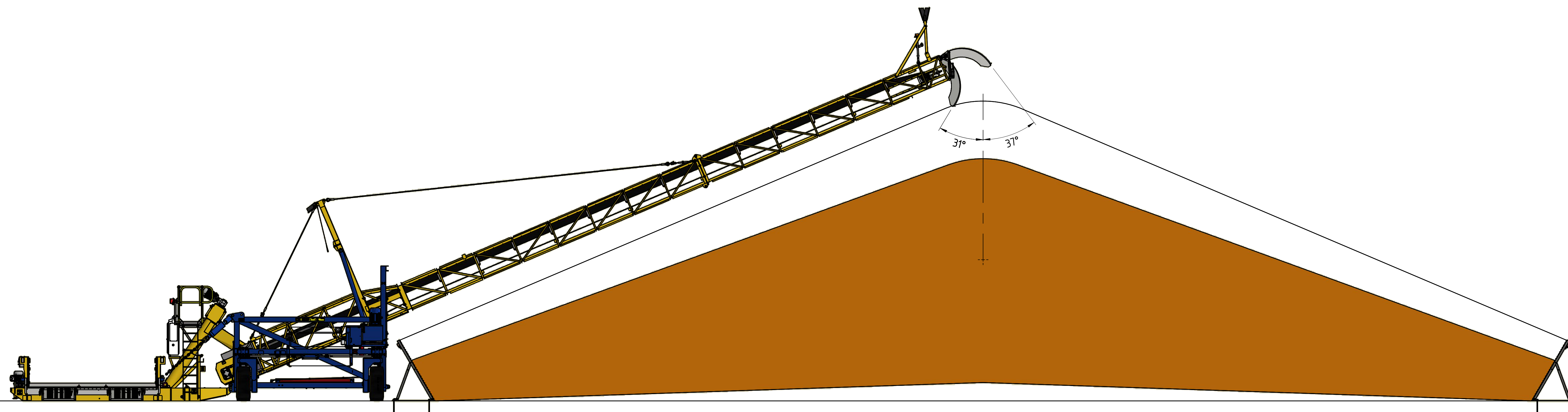
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				ENGINEER	30/12/1899
DD					
BY	CHK	APP		APPROVED	30/12/1899

DRAWING TITLE
DOG STACKER BULKHEAD
ARRANGEMENT
GENERAL ARRANGEMENT

SITE VARIOUS		SIZE A1
PROJECT LAYOUT		
DRAWING No S040-ENG-ME-DGA-0010	SHEET 1 OF 2	REV. 0



S040-ENG-ME-DGA-0010
GENERAL ARRANGEMENT



Stormwater Management Plan

Project:	Newdegate 2026 Peak Planning Stormwater Management Plan
Client:	CBH
Author:	B. Smith / R. Needham
Date:	31 st July 2026
Shawmac Document #:	2606017-SWMP-001
CBH Document #:	940-P-0141-CI-RPT-0001

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Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
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B	R. Needham		R. Needham	31.07.2026

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1. Introduction

1.1. The Project

CBH are proposing to construct two (2) temporary open bulkheads (TBH 08, 09 and 10) at their existing East Newdegate grain receival site as part of their Peak Planning project for 2026. Refer to **Figure 1** for an extract of CBH's concept plan

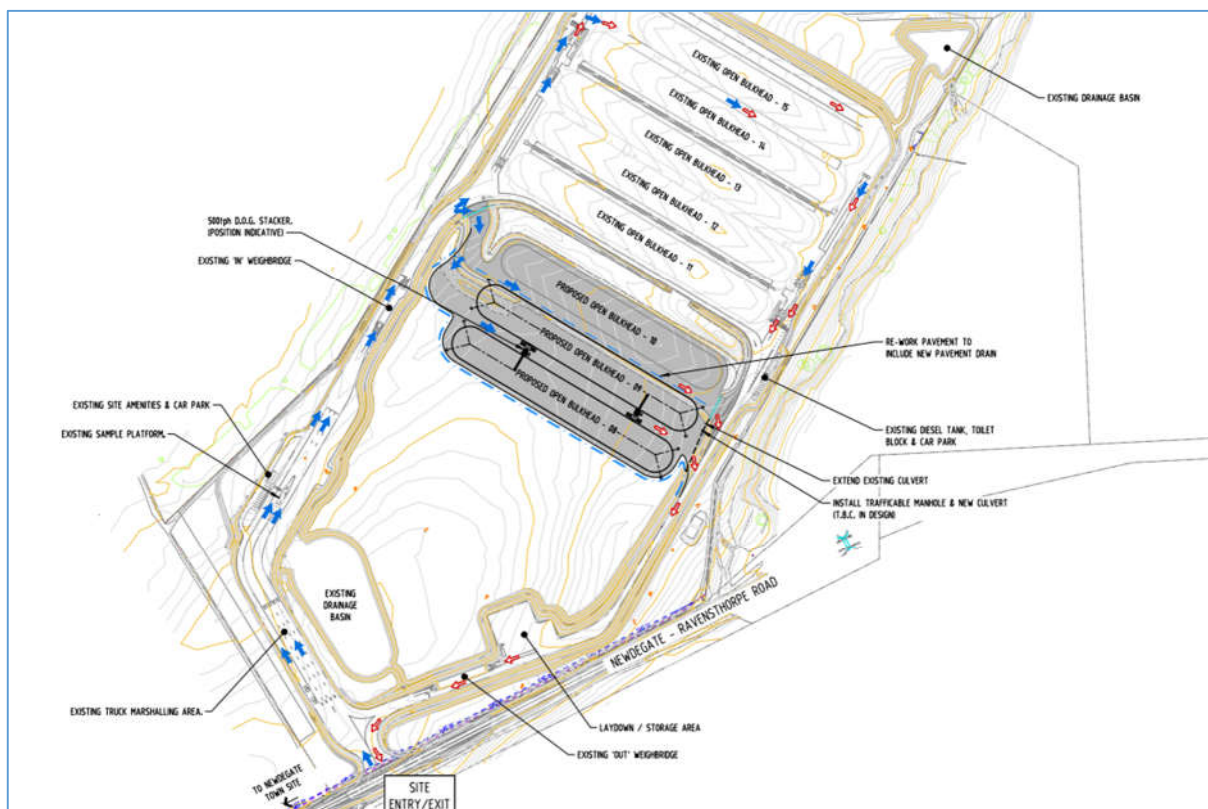


Figure 1: CBH Concept Plan Excerpt

1.2. Purpose

The purpose of this report is to outline and quantify the stormwater management measures adopted for the design process of TBH08, TBH09 and TBH10.

2. Pre Development Situation

2.1. Site Characteristics and Surface Water Catchments

The existing Eastern Newdegate permanent CBH Site consists of 2 major internal catchments, which direct stormwater into two existing stormwater basins. Runoff from the bulkheads is conveyed to these basins via a network of pipes and open drains. The Site is bounded by open paddocks to the west, north and east, and by Newdegate-Ravensthorpe Road to the south. The proposed TBH's fall within the existing CBH site footprint, just below OBH10.

Figure 2 shows the site layout and characteristics.

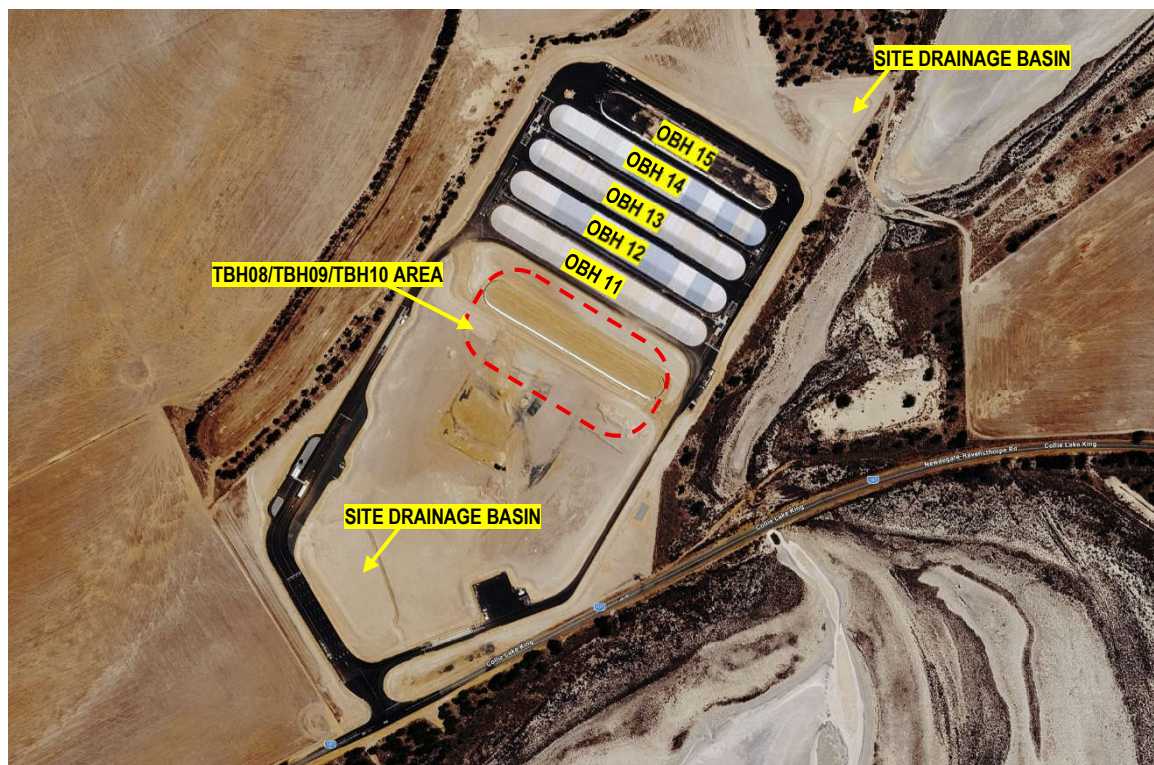


Figure 2: Site Characteristics

Figure 3 shows the existing CBH Catchments.

At present, stormwater from the internal Catchments A and B is redirected towards existing Basins at either side of the site. The northern basin is relieved through a culvert into the large salt lake to the north east of the site, and the southern basin can overtop a high level weir in its southeast, before passing through a culvert and spilling into the Newdegate-Ravensthorpe Road table drain.

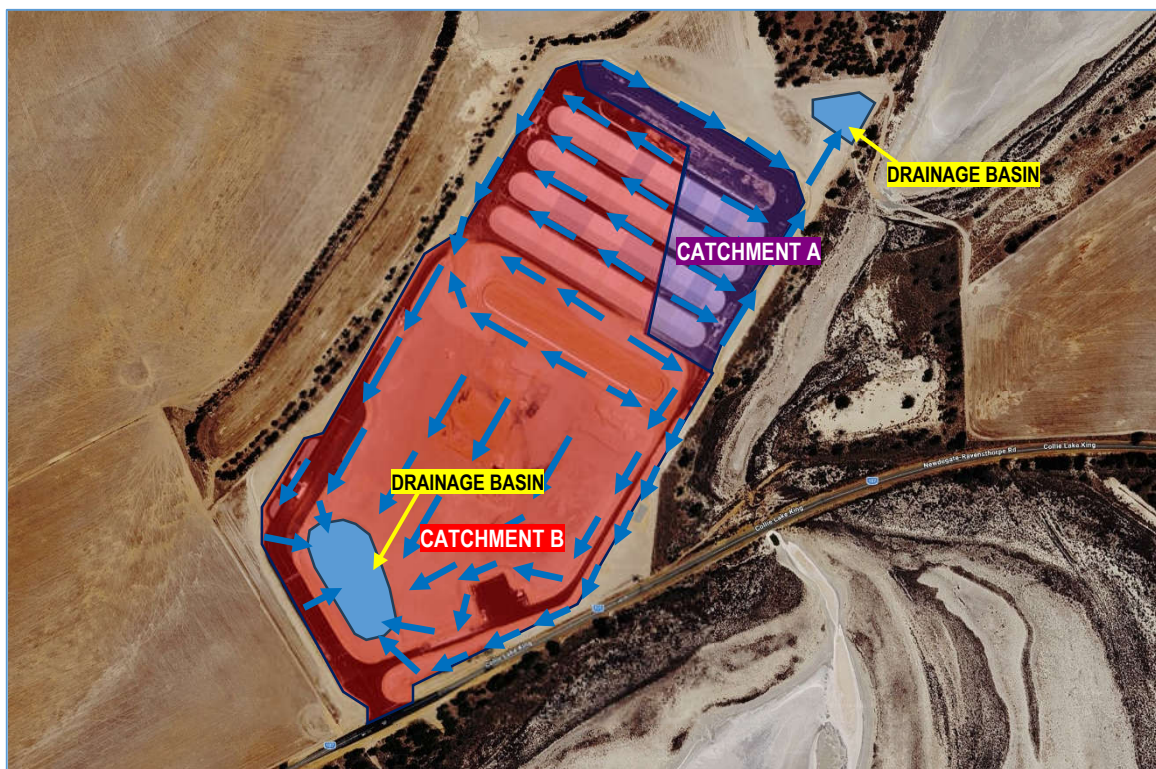


Figure 3: Existing Catchments

3. Stormwater Management Strategy

3.1. Strategy Overview

The temporary OBH's are located within the existing Catchment B (Refer to **Figure 3**), which ultimately drains into the site's existing southern stormwater basin. Due to the expected increase of runoff resulting from the addition of impervious pavement, the basin was reassessed for the 20% AEP event.

Stormwater is conveyed to the existing basin primarily through the existing site drains. On the western side of the new bulkheads, runoff will be directed over the pavements into new open drains, connecting to the existing open drains running along the western access road and into the basin.

On the eastern side, runoff from TBH08/09 will be directed over the existing sealed access road pavement and into the existing open drain on the eastern side of the eastern access road and into the basin via an existing culvert. Runoff from TBH10 and the northern half of TBH09 will be directed into a swale drain, with a culvert outfall into the existing open drain along the western side of the eastern access road which will then discharge to the basin.

The large basin is proposed to remain unchanged, not being free draining. The high-level emergency overflow spillway, which in large events, directs stormwater under Newdegate-Ravensthorpe Road through a culvert, and towards Lake Burkett is not proposed to be modified. It is recommended that CBH make contingency to pump the stored water out of this basin as required to free up capacity for future events.

3.2. Design Criteria and Modelling Assumptions

Based on the adopted strategy and CBH's emergency/temporary design specifications, the key stormwater management design criteria are summarised as follows:

- The basins are to be sized for the critical 20% AEP event, with a minimum 300mm freeboard.
- The basin, open drains and culverts are to be sized for the 20% AEP event in accordance with CBH requirements.
- A nominal 100mm/day infiltration rate has been assumed to reflect some seepage and evaporation.
- Open drains are to be set at a minimum 300mm deep below the bottom of pavement, or 600mm below surface where no pavement is to be installed.
- Culvert headwater heights are to be limited to a maximum 300mm below shoulder surface level.
- Culverts may have a minimum 400mm cover.
- Minimum drain fall of 0.3% in accordance with CBH requirements.
- As per CBH Peak Planning Specification, no scour protection or road kerb to be implemented.

Shawmac has prepared an XPSTORM model for the proposed works as shown in Figure 4. The following key

assumptions were utilised:

- For the CBH site, infiltration losses were assumed as 15mm for pervious areas. Nil losses were assumed for impervious areas. The earthworks formation is assumed to be impervious notwithstanding it will consist of unsealed pavement.
- Basin infiltration losses – 100mm/day.
- Model outcomes reflect the median event from the hydraulic model.
- Rainfall intensities and temporal patterns are consistent with ARR 2019.
- Mannings 'n' value assumed as follows:
 - 0.025 for open drains
 - 0.014 for concrete culverts
- Culvert energy loss coefficients of 0.5 (entry) and 1.0 (exit).
- Pressure change coefficients of 0.5 (Ku) and 0.0 (B)



Figure 4: XPSTORM Model



3.3. Stormwater Quantity and Model Outcomes

Table 1, and Table 2 provide the key modelling outcomes for the basins, and culverts.

Table 1: Basin Modelling Outcomes

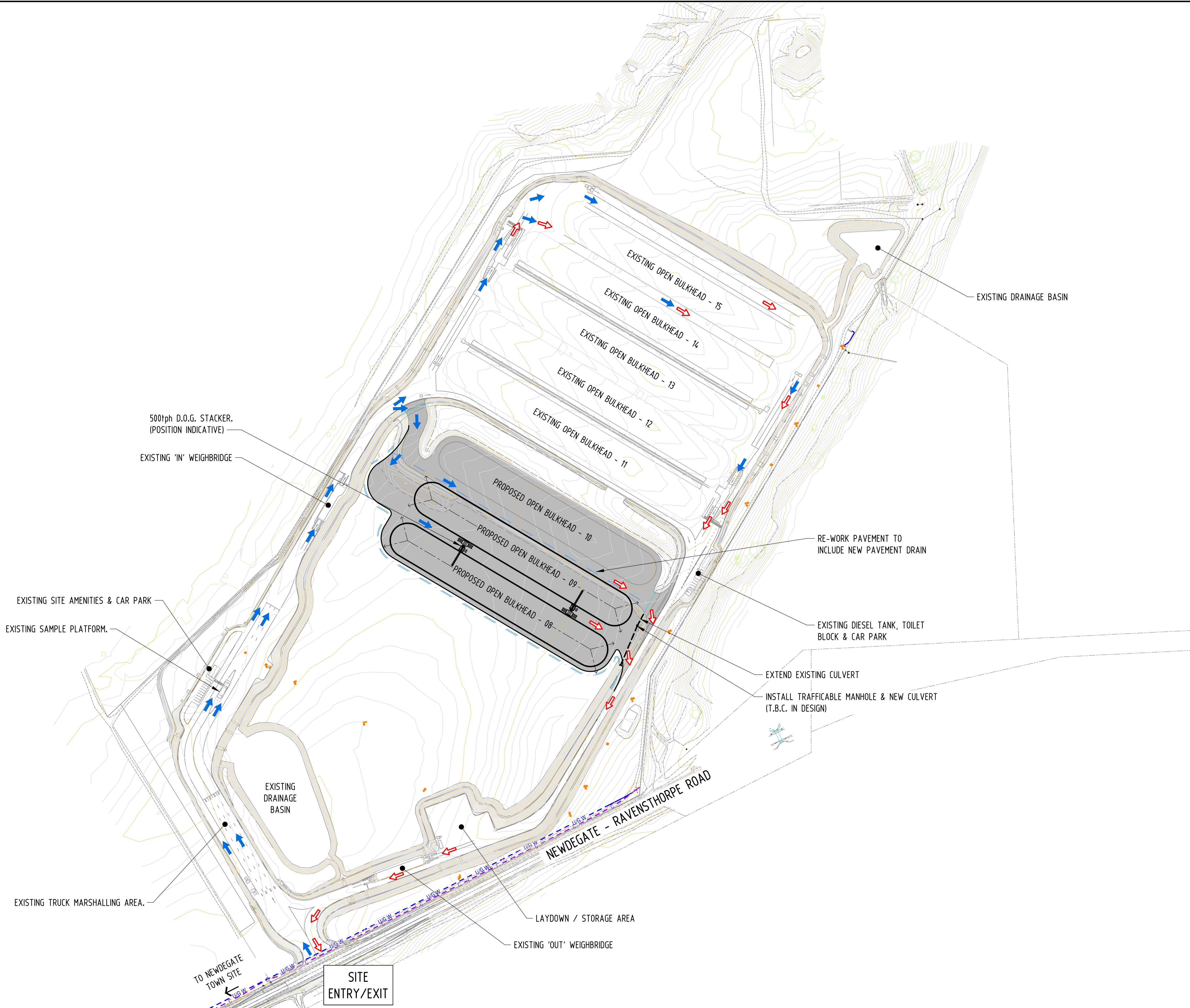
Element	Basin 1
Basin Top Area (m ²)	10,519
Basin Base Area (m ²)	8,234
Basin Top Level (m AHD)	294.3
Basin Base Level (m AHD)	292.3
Total Basin Capacity (m ³)	18,753
Basin TWL (m AHD)	293.27
Freeboard to Subgrade (m)	1.33
Critical Event (hr)	24

Table 2: Culvert Modelling Outcomes

Culvert	Description	Type	Inlet (m AHD)	HW Level (m AHD)	Freeboard to U/S Shoulder	Max Flow (m ³ /s)	Max Velocity (m ³ /s)
A	Under TBH 09/10 Area	1x450HDPE	295.00	295.08	0.80	0.075	1.03
B	Under TBH 08 Area	1x450 HDPE	294.40	294.61	0.95	0.119	1.78



Appendix A – CBH Concept Plan



DRAWING LEGEND

- TRAFFIC MOVEMENTS - TRUCKS FULL
- TRAFFIC MOVEMENTS - TRUCKS EMPTY
- LOT BOUNDARIES
- CBH SITE BOUNDARY
- O/H P OVERHEAD POWER LINES
- U/G P UNDERGROUND POWER LINES
- U/G W UNDERGROUND WATER PIPES
- C UNDERGROUND COMMS LINE

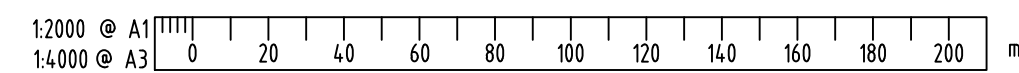
STORAGE CAPACITIES

EXISTING STORAGE - EAST SITE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(11)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(12)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(13)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(14)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(15)	32,095	†
TOTAL EXISTING STORAGE - EAST SITE			189,295 †
PROPOSED STORAGE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 08)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 09)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 10)	32,750	†
TOTAL PROPOSED STORAGE			98,250 †
TOTAL SITE STORAGE		287,545 †	

HATCHING LEGEND

AREA OF EXPANSION WORKS	41,445m ²
-------------------------	----------------------

PRELIMINARY ISSUE
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Butlingham</td><td colspan="2">29.07.26</td><td colspan="2">TITLE</td><td colspan="8">NEWDEGATE EAST 2026 PEAK PLANNING PEAK PLANNING APPROVAL CONCEPTUAL LAYOUT No. 1</td></tr><tr><td>SHEET</td><td colspan="2">A1</td><td>CHECKED</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2">DRG No</td><td colspan="6">940-ENG-CI-DCO-0006</td><td colspan="2">SHEET</td><td colspan="2">1 OF 1</td><td colspan="2">REV.</td><td colspan="2">A</td></tr><tr><td>PROJECT</td><td colspan="2"></td><td>DESIGNED</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td></td><td colspan="2"></td><td>DESIGN APPR</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td></td><td colspan="2"></td><td>PROJECT APPR</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr></table>										SCALE	1:2000		DRAWN	J. 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Consulting Civil & Traffic
Engineers, Risk Managers.

PO Box 1271
East Victoria Park
WA 6981

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

Tom Shaw
Project Manager – Project Delivery
CBH
Level 6, 240 St Georges Terrace
Perth, WA 60004
via email chris.ong@cbh.com.au

5th August 2026

Dear Tom

Re: Newdegate East Peak Planning Project – Traffic Impacts

It is understood that CBH are planning to undertake temporary works at its existing Newdegate East grain receival site to accommodate excess storage demand. The temporary works involves the construction of three temporary open bulkheads (TBH 08/09/10) on vacant land adjacent to the permanent OBHs, as shown in **Figure 1** and the attached concept plans as provided by CBH.

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



Figure 1: Site Location

Traffic Volumes

The proposed site works consists of constructing two new emergency-specification (unsealed) bulkheads, providing 98,250t of storage.

Although there is an increase in total site storage, CBH advise that there is not expected to be an increase in grower demand, and it is anticipated that the development will result in a net decrease in peak truck movements which occur during the busy harvest period. This is because Harvest Essential Moves (HEM's) will be reduced. HEM's occur when local production exceeds the onsite storage capacity, and to continue to offer a service to growers during the harvest, grain must be out-turned to restore storage capacity. The proposed increase in storage will accordingly reduce the risk that storage capacity be exceeded, and that out-turning needs to be undertaken during the busy harvest period.

Out-turning outside of the harvest period will ultimately be required to remove all grain from site for export, but this will be undertaken at the same rate that currently occurs (approximately 2,000t/day), although over a longer period, proportional to the increase in storage.

Traffic Impacts and Level of Assessment

In accordance with WAPC's Transport Impact Guidelines (refer excerpt in **Figure 2**), for individual developments which generate a low traffic impact (<10 vehicle trips during peak hour) a formal transport impact document is not normally required, but a brief description of the proposed development should be provided to confirm the low traffic impacts.

As explained previously, the modest increase in storage capacity will not result in any increase in peak hour trips but rather is likely to result in a reduction in peak movements. Accordingly, the traffic impacts are low (nil), and a formal transport impact document is not needed.

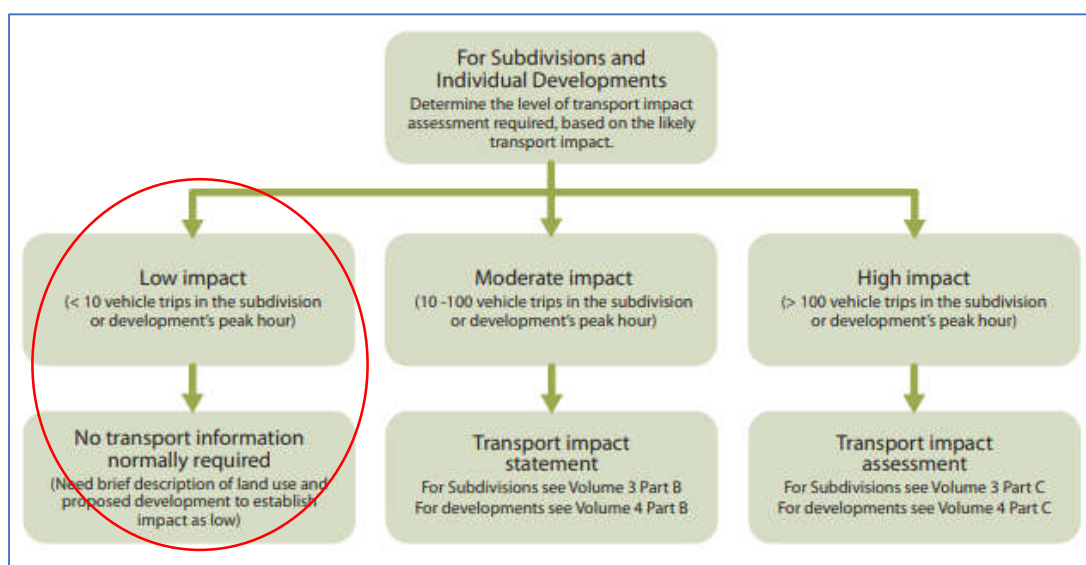


Figure 2: Project Location

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

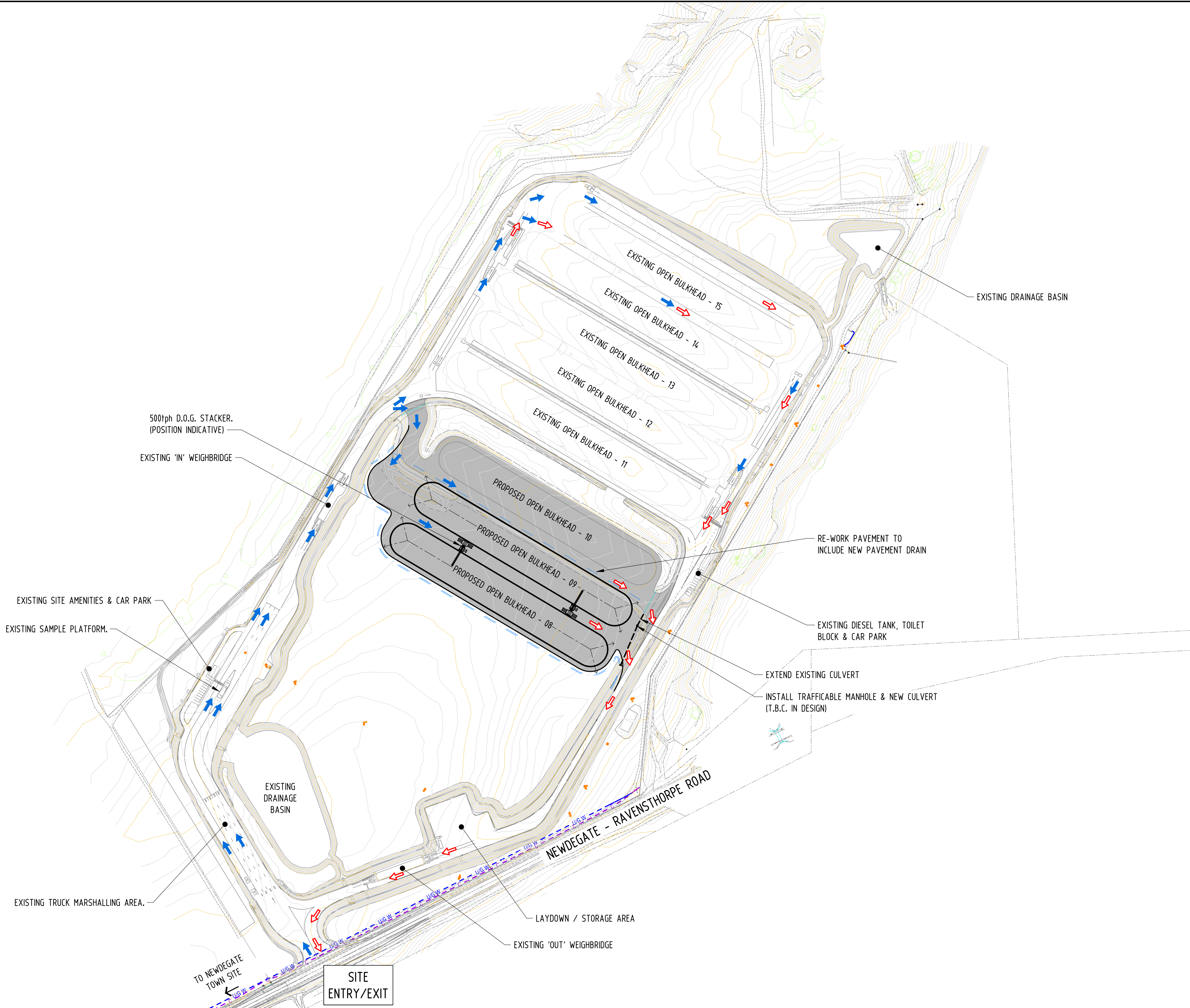
Kind Regards

Ryan Needham

Manager, Civil

Attachments:

940-ENG-CI-DCO-0006_A – CBH Concept Plan



DRAWING LEGEND

- TRAFFIC MOVEMENTS - TRUCKS FULL
- TRAFFIC MOVEMENTS - TRUCKS EMPTY
- LOT BOUNDARIES
- CBH SITE BOUNDARY
- O/H P OVERHEAD POWER LINES
- U/G P UNDERGROUND POWER LINES
- U/G W UNDERGROUND WATER PIPES
- C UNDERGROUND COMMS LINE

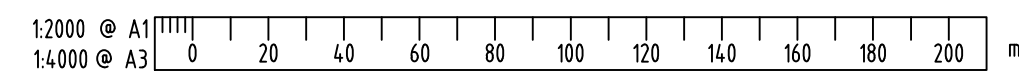
STORAGE CAPACITIES

EXISTING STORAGE - EAST SITE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(11)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(12)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(13)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(14)	39,300	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(15)	32,095	†
TOTAL EXISTING STORAGE - EAST SITE			189,295 †
PROPOSED STORAGE			
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 08)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 09)	32,750	†
1.8m INT. STEEL FRAMED OPEN BULKHEAD	(TBH 10)	32,750	†
TOTAL PROPOSED STORAGE			98,250 †
TOTAL SITE STORAGE		287,545 †	

HATCHING LEGEND

	AREA OF EXPANSION WORKS	41,445m ²
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PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE 29.07.26



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