



ATTACHMENTS

Development and Infrastructure Services Committee Meeting

13 September 2023

6.00pm

City of Albany Council Chambers

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Planning Report in support of Development Application for Extractive Industry (Gravel Pit)



Lot 4 on Diagram 70666 Deep Creek Road, Kalgan

Prepared for Aldamach Investments Pty Ltd

www.edgeplanning.com.au

April 2023

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1. INTRODUCTION

The purpose of this report is to explain the proposal from Aldamach Investments Pty Ltd for a proposed extractive industry (gravel pit) and to set out the planning merits of the proposal. The planning report is supported by associated plans and the Operations Management Plan.

The planning framework (outlined in section 3 of this report) supports the sustainable extraction of basic raw materials provided the proposal suitably addresses environmental, land use compatibility, access, landscape and other relevant planning considerations. The aim of this report is to address these matters and provide the City of Albany with relevant information to approve this Development Application for a gravel pit of 2.9 hectares.

The application site, to be called the 'site', is Lot 4 on Diagram 70666 Deep Creek Road, Kalgan.

The report includes the following:

- Context, location and background on the site;
- Overview of planning framework;
- Setting out the development proposal; and
- Planning considerations and planning justification.

The Application for Development Approval Form is provided in **Attachment 1**.

The report demonstrates that the proposed gravel pit is consistent with the planning framework and the principles of orderly and proper planning.

2. BACKGROUND

2.1 CONTEXT

The site is located in Kalgan which is approximately 27 kilometres (directly) north-east of Albany. **Attachment 2** shows the site's context. It is a rural locality and there are other gravel pits nearby.

The site has been used for plantations, grazing and a gravel pit. The area is characterised by rural activities.

The site is near the State road network.

The EPA Guideline '*Separation Distances between Industrial and Sensitive Land Uses*' (2005) requires a separation distance of 300 - 500 metres (depending on size) between a sensitive land use and extraction works. Where crushing and screening are proposed, the EPA Guideline sets out the buffer distance is on a 'case by case' basis.

The *City of Albany Local Planning Scheme No. 1* sets out a minimum separation distance of 200 metres.

The nearest existing residence is located approximately 320 metres to the north-north west and 320 metres to the south-south east of the proposed gravel pit (see **Attachment 2**). Other residences in the locality are further away from the proposed gravel pit (see **Attachment 2**). The proposed gravel crushing/screening area is located approximately 450 metres to the dwelling to the north-north west and 620 metres to the dwelling to the south-south east.

2.2 CADASTRAL DETAILS

A copy of the Certificate of Title and Diagram are provided in **Attachment 3**. Cadastral details for the site are summarised below in **Table 1**.

Lot and address	Lot 4 Deep Creek Road, Kalgan
Diagram	70666
Volume/Folio	1792 / 388
Area	94.05 hectares
Owner	Aldamach Investments Pty Ltd

2.3 PHYSICAL CHARACTERISTICS

The site is shown in **Attachment 4**. The site:

- Is largely cleared. There is some native vegetation in the western and north-

east sections. Native vegetation near the gravel pit includes Jarrah and Sheoak;

- Has been previously been used for a blue gum plantation, beef grazing and hay production. The property is currently used for grazing;
- Is gently sloping. The proposed gravel pit is located on land between approximately 70m Australian Height Datum (AHD) and 73m AHD;
- Contains a mix of soil types. The soil within the proposed gravel pit consists of clayey pea gravel suitable for use as basecourse gravel. Beneath a typical overburden depth of 200 mm is gravel to an approximate depth of 0.4m to 1.2m. Beneath the gravel is clayey sand;
- Contains no seasonal watercourses;
- Contains a shed;
- Contains multiple dams which provide water for livestock. The dams can provide water for dust suppression (as required) and for fire mitigation;
- Is fully fenced externally;
- Adjoins Deep Creek Road;
- Contains an existing crossover to Deep Creek Road located in the south-west section;
- There is a network of well-maintained internal access roads due to a previous blue gum plantation;
- Is distant to reticulated services other than power. Other services will be provided on-site; and
- Is not classified as a contaminated site on the DWER register.

The proposed gravel pit is located on land currently used for grazing.

No new or additional services will be required during the operation or rehabilitation of the site.

2.4 HERITAGE

The Department of Planning, Lands and Heritage's Aboriginal Heritage Inquiry System at <https://maps.daa.wa.gov.au/ahis/> shows there are no registered sites of Aboriginal significance on the subject land.

Landowners and land developers have an obligation under the *Aboriginal Heritage Act 1972* and the *Aboriginal Cultural Heritage Act 2021* to protect places and objects in Western Australia that are important to Aboriginal people because of the connections to their culture.

The site does not contain any structure or place of non-indigenous heritage significance on the City Albany's Heritage Survey or on the City's Heritage List.

3. PLANNING FRAMEWORK

3.1 OVERVIEW

This section will outline how the proposed gravel pit suitably address relevant legislation, planning policies, strategies, plans and the *City of Albany Local Planning Scheme No.1 (LPS1)*. These documents consider key planning, environmental, servicing and economic development matters.

3.2 STATE PLANNING FRAMEWORK

The following legislation, strategies and policies are of relevance to the Development Application:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- *State Planning Strategy 2050*;
- *State Planning Policy 1 State Planning Framework Policy*;
- *State Planning Policy 2 Environment and Natural Resources*;
- *State Planning Policy 2.4 Basic Raw Materials*;
- *State Planning Policy No. 2.9 Water Resources*;
- *State Planning Policy 3.7 Planning in Bushfire Prone Areas*;
- *Guidelines for Planning in Bushfire Prone Areas* - the property is within a bushfire prone area as outlined at <https://maps.slip.wa.gov.au/landgate/bushfireprone/>;
- *State Planning Policy 2.4 Planning for Basic Raw Materials Guidelines*;
- *Visual Landscape Planning in Western Australia Manual*;

- *Environmental Protection Authority Guidance Statement 3 – Separation Distances between Industrial and Sensitive Land Uses* - requires a separation distance between extractive industries (sand and limestone extraction) and a sensitive land use of 300 – 500 metres depending on size. Where crushing and screening is proposed, the EPA Guideline sets out the buffer distance is on a 'case by case' basis. Due to the modest size of the gravel pit and the location of the crushing and screening plant, a 300m buffer distance is considered appropriate; and
- *Environmental Protection Authority Guidance Statement 33 – Environmental Guidance for Planning and Development*.

3.3 REGIONAL PLANNING FRAMEWORK

The *Great Southern Regional Planning and Infrastructure Framework* and the *Lower Great Southern Strategy 2016* support economic development and appropriate extraction of basic raw materials.

3.4 LOCAL PLANNING FRAMEWORK

3.4.1 City of Albany Local Planning Scheme No. 1

The site is zoned 'Priority Agriculture' in the *City of Albany Local Planning Scheme No. 1 (LPS1)*.

Sections of LPS1, relevant to the Development Application, include:

- Clause 1.9c - Aims of the Scheme including promoting the sustainable management of basic raw materials;
- Objectives of the Priority Agriculture zone are set out in Clause 3.2.21;
- Clause 3.3 and Table 2 set out the Zoning Table. 'Industry Extractive' is a 'A' use in the Priority Agriculture zone. Accordingly, the local government has discretion to approve the proposed gravel pit subject to advertising;
- Clause 4.7.1 sets out criteria relating to basic raw materials including that no excavation is to occur within 200 metres of a residence not located on

the subject lot, 40m from a public road and 50m from a watercourse (further details are outlined in section 5.9 of this report); and

- Schedule 1 defines industry – extractive as:

industry – extractive means premises, other than premises used for mining operations, that are used for the extraction of basic raw materials including by means of ripping, blasting or dredging and may include facilities for any of the following purposes –

- (a) the processing of raw materials including crushing, screening, washing, blending or grading;
- (b) activities associated with the extraction of basic raw materials including wastewater treatment, storage, rehabilitation, loading, transportation, maintenance and administration;

3.4.2 Local Planning Strategy

The City's Local Planning Strategy identifies the site as 'Rural' in Figure 1. The Strategy supports job creation and diversifying the economic base.

3.4.3 Local Planning Policies

The key adopted local planning policy of relevance to the Development Application is Extractive Industries and Mining. It has an objective 'To protect mineral resources from encroaching developments and support extractive industries and mining operations that do not detract from the environment or adjacent uses.'

Section 5.10 of this report assesses the Development Application against the Policy.

Based on the Policy, this proposal is classified as 'Class 2'. The Policy states:

'Class 2 – An application can be given a Class 2 rating where the following applies:

- The size of the extraction site is between 0.75 hectares and three (3) hectares
- Maximum depth of excavation does not exceed 3 metres.'

The Policy further sets out:

'Example of a Class 2 Extractive Industry would include the regular extraction of sand, gravel or limestone to supply the local market, predominantly for the local building industry. Many of the medium to large building companies have exclusive use of such extraction pits (either owned or leased), in order to construct driveways, and provide clean fill to housing sites across the Albany Region.'

3.4.4 City of Albany Strategic Community Plan

The Strategic Community Plan sets the community's vision for the future and it is the principal strategic guide for the Council's future planning and activities.

The proposal is consistent with the Strategic Community Plan including that it supports a strong and diversified economy, it supports local job creation, there are manageable environmental and landscape impacts and it promotes a safe transport network.

3.4.5 City of Albany Extractive Industries Local Law

In addition to the Extractive Industries and Mining Policy is the City of Albany Extractive Industries Local Law.

3.6 PLANNING FRAMEWORK IMPLICATIONS FOR DEVELOPMENT APPLICATION

Common themes of the policies, strategies, plans and LPS1 and their implications for the Development Application include:

- Addressing land use compatibility;
- Addressing key environmental assets;
- Addressing bushfire and other fire risks;
- Addressing landscape impact;

- Supporting sustained growth, job creation, value-adding and economic development;
- Supporting local communities and local economies;
- Appropriate servicing including addressing stormwater management; and
- Addressing traffic safety and suitability of access.

Based on the above, the Development Application is consistent with the planning framework and is consistent with the principles of orderly and proper planning.

4. DEVELOPMENT PROPOSAL

Development approval is sought for a gravel pit of 2.9 hectares along with gravel crushing/screening and layout area. It is estimated that the gravel resource is approximately 24,500 tonnes. Details are provided on the Site Plan (refer to **Attachment 5**).

When operating, which will be as required, it is proposed the gravel pit will operate Monday to Friday from 7.00am – 5.00pm (shorter times during winter). There will be no extractive activities or haulage on weekends or public holidays.

Supporting the Development Application is an Operations Management Plan (**Attachment 6**). A Staging Plan is outlined in **Attachment 7** which limits the maximum area to be operational/open at any time to 1 hectare.

A development approval for a period of 5 years is proposed for operation of this gravel pit.

The maximum production of design capacity of the crushing and screening equipment is 4,900 tonnes per year.

The gravel crushing and screening equipment will be mobile and non-permanent. The equipment will be sourced from Palmer Civil Construction who have extensive experience in material processing including the provision of mobile crushing and screening plants. Background details are outlined at

<http://palmercivilconstruction.com.au/services/material-processing.html>

The screening of excavated material will remove debris and rock to produce a clean product.

Extraction will be to supply base-course gravel which is primarily used for roadworks.

The gravel pit is located on areas currently under pasture. There will be no clearing of native vegetation.

Road access is well established and maintained.

5. PLANNING CONSIDERATIONS AND PLANNING JUSTIFICATION

5.1 OVERVIEW

This section brings together an assessment of the site's attributes and the planning framework in considering key planning matters and justifying the Development Application. Further details are set out in the Operations Management Plan (see **Attachment 6**).

In addition to matters already set out in this correspondence and in the attachments, the planning justification for the gravel pit are outlined below. In summary, the site is suitable and capable for the gravel pit and the application is consistent with the requirements of orderly and proper planning.

The gravel pit will provide a valuable service to the district. The gravel pit will create and support jobs.

5.2 PLANNING SUITABILITY FOR GRAVEL PIT

The site is suitable for the gravel pit for reasons including:

- It is consistent with the planning framework;
- The use is compatible with the adjoining uses;
- It is consistent with LPS1 requirements for the Priority Agriculture Zone including objectives, standards and land use permissibility;

- It has generous separation distances (buffers) to off-site sensitive uses that exceed LPS1 standards;
- The development is complementary to adjoining and surrounding uses;
- All anticipated impacts associated with the gravel pit will be contained on the site;
- The development is located on cleared land and key environmental assets, including water resources, can be suitably addressed;
- There are minimal landscape considerations;
- The site has convenient access to the State road network;
- Traffic impacts will be modest, and traffic can readily be accommodated on Deep Creek Road;
- Vehicles will enter and leave the site in a forward gear and unloading/loading will occur on-site;
- It will support the local economy by providing employment opportunities; and
- The proposal will complement Albany and the district, increasing its overall viability, vitality and prosperity.

Further details relating to the site's suitability for the proposed gravel pit are outlined in this section.

5.3 COMPATIBILITY WITH ADJOINING AND NEARBY LAND USES

A key planning requirement is separating potentially conflicting land uses. This section outlines how the Development Application is compatible with adjoining and nearby land uses.

A gravel pit has previously operated on the site and the proposed gravel pit is well-buffered to sensitive uses.

The nearest existing residence is located approximately 320 metres to the north-north west and 320 metres to the south-south east of the proposed gravel pit (see **Attachment 2**). Other residences in the locality are further away from the proposed gravel pit (see **Attachment 2**). The proposed gravel crushing area is located approximately 450 metres to the dwelling

to the north-north west and 620 metres to the dwelling to the south-south east.

Clause 4.7.1 of LPS1 sets out that no excavation is to occur within 200 metres of a residence not located on the subject lot. The proposed gravel pit addresses LPS1 separation distances.

Environmental Protection Authority Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses (Guidance 3) provides recommendations on separation distances for industrial and sensitive land uses. The purpose of Guidance 3 is to outline generic setback distance distances between industrial and sensitive land uses, in order to ensure that the impacts of industrial development do not adversely affect the amenity and enjoyment of sensitive land uses.

The Guidance Statement does not list gravel extraction, however it does list sand and limestone extraction. The Guidance Statement sets out a separation distance between extraction and a sensitive land use of 300 - 500m depending on size.

Where crushing and screening is proposed, the Guideline Statement sets out the buffer distance is on a 'case by case' basis.

Due to the modest size of the gravel pit, and the location of the crushing and screening plant, a 300m buffer distance is considered appropriate. It is noted that the closest sensitive use is 320m from the gravel pit and the closest sensitive use is approximately 450m from the crushing and screening plant.

As stated on Page 2 of Guidance 3:

'In line with the requirements of the EP Act, it is necessary for individual industrial developers to take all reasonable and practicable measures to prevent or minimise emissions from their premises. It is generally expected that, through appropriate site layout, design of facilities, and the implementation of engineering and process controls, emissions from an individual industrial land use can be prevented from causing an adverse

environmental impact beyond the boundaries of the particular site or beyond the boundaries of an industrial estate.'

The gravel pit is considered compatible with adjoining and nearby land uses/development. The reasons include:

- The proposed gravel pit addresses LPS1 and has appropriately considered EPA separation distances for the crushing and screening plant;
- The proposed management measures outlined in **Attachment 6**;
- There is a requirement for operators to appropriately manage their operation and control their impacts on their own property in accordance with standard practice and legal principles; and
- Conditions imposed by the City through the development approval will assist to control the impacts of the gravel pit.

Given the above, the proposed gravel pit will provide for the safety and amenity of surrounding land uses. Accordingly, the site is suitable and capable of accommodating the gravel pit based on the zoning, context and site characteristics.

5.4 FIRE MANAGEMENT

The site is located within a bushfire prone area. While noting this, it is noted that:

- There will be a low-fuel area around the mobile diesel tanks;
- No habitable use is proposed;
- A Site Emergency Plan will be prepared by the operators or prepared as a condition of development approval; and
- The landowner will comply with the relevant requirements of the City's Annual Fire Break Notice.

5.5 LANDSCAPE

The proposed gravel pit will have minimal visual impacts given:

- The site is not visible from the South Coast Highway;
- Deep Creek Road is not a designated tourist route;

- There are established trees within the Deep Creek Road reserve;
- There is a large area of remnant vegetation, which will be retained, between Deep Creek Road and the gravel pit;
- An existing strip of blue gums will be retained near the southern boundary to screen the gravel pit from property to the south;
- The gravel pit is modest in scale; and
- Once rehabilitation has taken place and/or alternative land use is implemented there will be little evidence that extractive activities have occurred.

5.6 ENVIRONMENTAL IMPACT

5.6.1 Overview

It is expected there will be no or minimal off-site environmental impacts associated with the gravel pit. For instance:

- The development footprint of the proposed gravel pit has been previously cleared of native vegetation;
- There are appropriate separation distances (buffers) to sensitive land uses;
- Noise, dust and stormwater can be effectively managed; and
- The site will be suitably rehabilitated.

5.6.2 Noise management

The *Environmental Protection (Noise) Regulations 1997* prescribe standards for noise emissions.

It is suggested noise impacts will be modest given there are generous separation distances to sensitive uses and only day time activities are proposed. The site is located on a large rural property and is surrounded by other rural properties. Further details are outlined in **Attachment 6**.

5.6.3 Dust

It is suggested dust impacts will be modest given there are generous separation distances to sensitive uses, prevailing winds will not impact sensitive uses and there is

considerable retained vegetation assisting to mitigate any impacts. There is significant remnant vegetation between Deep Creek Road and the gravel pit. There is also a strip of blue gums which will be retained near the southern boundary. Further details are outlined in **Attachment 6**.

It is expected that more dust will be generated from traffic using Deep Creek Road than from the gravel pit operations.

5.7 TRAFFIC AND PARKING

The site has convenient access to the State road network on South Coast Highway.

Deep Creek Road is a well-formed gravel road which is 8 metres wide adjoining the application site. Deep Creek Road is a Restricted Access Vehicle (RAV) route.

The most available traffic counts on Deep Creek Road, from March 2018, reveal an average weekday traffic of 71 vehicles per day (with the percent of heavy vehicles being 21% trucks or 15 heavy vehicles per day).

Traffic will be campaign driven which will include the use of RAVs (pocket road trains) and as-of-right vehicles. There will be considerable periods where there will be no vehicles entering or leaving the site, while on other occasions there will be modest traffic generation. At peak times, it is estimated there would be 10 pocket road train movements entering the site per day and 10 pocket road train movements leaving the site per day.

Given the modest scale of the gravel pit, the existing road network has sufficient capacity to accommodate the traffic generated by the gravel pit.

Access to and from the gravel pit is via an existing crossover onto Deep Creek Road. There are appropriate sight distances from the existing crossover in both directions.

Heavy vehicles can suitably enter and leave the site in a forward gear.

All parking and unloading will occur on site.

5.8 STORMWATER MANAGEMENT

Stormwater will be effectively managed given the:

- Gravel pit is approximately 550 metres from the closest seasonal watercourse which is located to the north;
- Gravel pit is located on gently sloping land. Stormwater at the gravel pit area will flow primarily eastwards into grazing land;
- Gravel pit is located in an area that ranges from 72 – 75 metres above sea level and groundwater is well below the natural ground surface; and
- The site is generous in size and has sufficient space to accommodate on-site stormwater detention to address City requirements.

Further details are outlined in **Attachment 6**.



Photo 1: Main entrance to property

5.9 CITY OF ALBANY LOCAL PLANNING SCHEME NO. 1

Table 2 assesses the proposed extractive – industry (gravel pit) against relevant LPS1 provisions relating to the Priority Agriculture zone and the proposal.

Table 2 – Assessment of proposal against LPS3 provisions	
Relevant objectives and provisions	Compliance
Land use permissibility	Yes: 'A' (discretion) use
Front boundary setback (15 metres) – Table 8	Yes
Side boundary setback (10 metres) – Table 8	Yes
Rear setback (10 metres) – Table 8	Yes
No excavation within 200 metres of a residence not located on subject lot – clause 4.7.1	Yes
Excavation setback 40 metres from a public road – clause 4.7.1	Yes
No excavation within 50 metres of a watercourse or waterbody	Yes
Activities are screened from regional and district roads	Yes
Access – clause 4.8.1.5	Yes, vehicles can enter and leave the site in a forward gear.



Photo 2: tree planting on southern boundary

5.10 CITY OF ALBANY EXTRACTIVE INDUSTRIES AND MINING POLICY

Tables 3 and **4** assesses the proposed extractive – industry (gravel pit) against the Policy.

Table 3: General Development Requirements	
Requirements	Comments
No excavation is to occur within 200 metres of a residence not located on the subject property.	Complies
Buffers in accordance with EPA requirements to be accommodated within the boundaries of the subject property.	Complies. <i>Environmental Protection Authority Guidance Statement 3 – Separation Distances between Industrial and Sensitive Land Uses</i> - requires a separation distance between extractive industries (sand and limestone extraction) and a sensitive land use of 300 – 500 metres depending on size. Where crushing and screening is proposed, the EPA Guideline sets out the buffer distance is on a 'case by case' basis. The closest sensitive use is approximately 450m from the crushing and screening plant. Due to the modest size of the gravel pit and the location of the crushing and screening plant, a 300m buffer distance is considered appropriate.
The proposed pit is to be setback a minimum of 30 metres from any public road.	Complies
No excavation is to occur within 50 metres of a water course or body.	Complies
The clearing of remnant vegetation to access basic raw materials is discouraged, however where vegetation is affected as part of the proposal Council will consider the advice from the Department of Environment and Conservation.	Complies, no clearing of remnant native vegetation proposed.
Any extractive industry should not be located within visually obvious locations (locations obvious from major roads, townsites and tourist nodes).	Complies
Class 1 and 2 industries are to provide a written statement verifying that they have complied with all conditions of their planning scheme consent at the time of annual renewal. Class 2 industries may be asked to comply with the Local Law requirements applying to Class 3 operations in regards to annual renewal requirements; at the time of licence approval where the type or size of operation dictates a higher level of monitoring is required.	Not applicable at the Development Application stage.
New development shall be sited and designed to ensure that known reserves of basic raw materials and minerals shown on the following plans are not unreasonably precluded from future extraction.	Complies, no permanent buildings or structures are proposed.

Table 4: Extractive Industries – Requirements		
Information Required with Application	Class 2	Comment
Site plan to a scale between 1:500 and 1:2000 showing:		
i) The existing and proposed land contours based on the Australian Height Datum and plotted at 1m contour intervals.	√	Existing contours are shown. The average pit depth will be 0.7m with the depth being between 0.4m and 1.2m.
ii) Description of Land which the extractive industry site is to be located.	√	Lot 4 on Diagram 70666 Deep Creek Road, Kalgan.
iii) The external surface dimensions of the land.	√	Shown on site plan (Attachment 5).
iv) The location and depth of the existing and proposed excavation of the land.	√	The average depth is 0.7m.
v) The location of existing and proposed thoroughfares or other means of vehicle access to and egress from the land and to public thoroughfares in the vicinity of the land.	√	Existing crossover and driveway shown on site plan.
vi) The location of buildings, treatment plant, tanks and other improvements and developments existing on, approved for or proposed in respect of the land.	√	See site plan.
vii) The location of existing powerlines, telephone cables and any associated poles or pylons, sewers, pipelines, reserves, bridges, railway lines and registered grants of easement or other encumbrances over, on, under or adjacent to or in the vicinity of the land.	√	See site plan.
viii) The location of all existing dams, watercourses, drains or sumps on or adjacent to the land.	√	See site plan.
ix) The location and description of existing and proposed fences, gates and warning signs around the land.	N/A	The site does not adjoin a major road.
x) The location of the areas proposed to be used for stockpiling excavated material, treated material, overburden and soil storage on the land and elsewhere.	√	See site plan and refer to Operations Management Plan (Attachment 6).
Works and excavation program containing:		
i) The nature and estimated duration of the proposed extraction for which the licence is applied.	√	5 years.
ii) The stages and the timing of the stages in which it is proposed to carry out the extraction.	√	It will be undertaken in 3 stages with each stage approximately 1 hectare in area. Refer to Staging Plan.
iii) Details of the methods to be employed in the proposed excavation and a description of any on-site processing works.	√	Refer to Operations Management Plan.
iv) Details of the depth and extent of the existing and proposed excavation of the site.	√	Average depth of 0.7m.
v) An estimate of the depth of and the description of the nature and quantity of the overburden to be removed.	√	The overburden is approximately 0.2m thick which consists of grey sands.
vi) A description of the methods by which existing vegetation is to be cleared and	√	Refer to Operations Management Plan.

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topsoil and overburden removed or stockpiled.		
vii) A description of the means of access to the excavation site and the types of thoroughfares to be constructed.	√	See site plan.
viii) Details of the proposed number and size of trucks entering and leaving the site each day and the route or routes to be taken by those vehicles.	√	<p>Traffic will be campaign driven which will include the use of RAVs (pocket road trains) and as-of-right vehicles. There will be considerable periods where there will be no vehicles entering or leaving the site, while on other occasions there will be modest traffic generation. At peak times, it is estimated there would be 10 pocket road train movements entering the site per day and 10 pocket road train movements leaving the site per day.</p> <p>Nearly all haulage traffic will use the southern section of Deep Creek Road to most directly access the South Coast Highway. From the South Coast Highway, the route will depend on client or project requirements.</p>
ix) A description of any proposed buildings, treatment plant, tanks and other improvements.	√	No buildings, treatment plant, tanks or other amenities are proposed. There is an existing shed on the site.
x) Details of drainage conditions applicable to the land and methods by which the excavation site is to be kept drained.	√	Refer to Operations Management Plan.
xi) A description of the measures to be taken to minimise dust nuisance, erosion, watercourse siltation and dangers to the general public.	√	<p>Refer to Operations Management Plan.</p> <p>If dust suppression is required, a water spray truck would be used.</p>
xii) A description of the measures to be taken to comply with the <i>Environmental Protection Noise Regulations 1997</i> .	Applicable where a residence is within 300m of extraction site	<p>The closest dwelling is 320m from the gravel pit. The closest sensitive use is approximately 450m from the crushing and screening plant.</p> <p>Noise suppression will be kept to a minimum. The site is located in a rural area away from houses.</p> <p>Extraction work will occur on an off between 7.00am and 5.00pm Monday to Friday.</p> <p>Refer to Operations Management Plan.</p>
xiii) A description of the existing site environment and a report on the anticipated effect that the proposed excavation will have on the environment in the vicinity of the land.	√	<p>The gravel pit is located on cleared land and is setback approximately 550 metres from a seasonal watercourse.</p> <p>The existing site environment is pasture or grazing land. On completion of the extraction works, the site will be rehabilitated to allow future cropping or grazing.</p>
xiv) Details of the nature of existing vegetation, shrubs and trees and a description of measures to be taken to minimise the destruction of existing vegetation.	√	<p>No clearing is proposed.</p> <p>The pit will be located entirely within a 2.9ha area previously used for a blue gum plantation, cropping and livestock grazing. Remnant native vegetation will be retained</p>

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		as will a strip of blue gums near the southern boundary.
xv) A description of the measures to be taken in screening the excavation site, or otherwise minimising adverse visual impacts, from nearby thoroughfares or other areas.	√	Existing roadside vegetation and a large area of remnant vegetation will shield the works from motorists travelling along Deep Creek Road. Natural vegetation grows all along Deep Creek Road adjacent to the road. Therefore a natural screen is already provided.
Rehabilitation and decommissioning program indicating:		
The objectives of the program, having due regard to the nature of the surrounding area and proposed end-use of the excavation site.	√	Refer to Operations Management Plan. The objective of the works is to extract gravel for road building uses. Upon completion of the program, the gravel pit will be rehabilitated for future reuse as cropping or grazing.
Whether restoration and reinstatement of the excavation site is to be undertaken progressively or upon completion of excavation operations.	√	Will be undertaken in stages. It is the applicant's intention to open up a section of the 2.9ha area, extract the gravel and rehabilitate this section before opening up further areas. This will depend to some degree on the quality of gravel produced in the initial section.
How each face is to be made safe and batters sloped.	√	Given the average depth of 0.7 metres, there will be minimal batters. The pit will have three faces, one on the east, south and west sides. All batters will be sloped at 1V:4H.
xvi) The method by which topsoil is to be replaced and revegetated.	√	Refer to Operations Management Plan. Prior to replacement of the topsoil over the excavated ground, the clay underlying the gravel will be ripped. This allows seed stock within the topsoil to embed deeper in the soil profile. If needed, the topsoil will be graded with a grader to smoothen the ground surface.
xvii) The number and type of trees and shrubs to be planted and other landscaping features to be developed.	√	Not applicable as there is existing screening. No remnant vegetation will be cleared.
xviii) How rehabilitated areas are to be maintained.	√	Will be returned to pasture.
xix) The program for the removal of buildings, plant, waste and final site clean-up.	√	No buildings are being removed.
Evidence of Datum Peg / Surveyors Certificate		
i) Evidence that a datum peg has been established on the land related to a point approved by the local government on the surface of a constructed public thoroughfare or such other land in the vicinity.	N/A	Not applicable at the Development Application Stage.
ii) A certificate from a licenced surveyor certifying the correctness of: (a) the approved excavation site plan; (b) the datum peg and related point referred to in D(i); and	N/A	Not applicable at the Development Application Stage.

(c) pegs to mark external boundary of extraction area.		
iii) Copies of all land use planning approvals required under any planning legislation.	√	Currently seeking development approval.
iv) The consent in writing to the application from the owner of the excavation site.	√	Refer to Attachment 1 of this report.
v) Evidence that a notice of clearing has been given to the Commissioner of Soil and Land Conservation if that is required under regulation 4 of the <i>Soil and Land Conservation Regulations 1992</i> .	N/A	No clearing of native vegetation is proposed.
vi) The licence application fee specified by the local government from time to time.	N/A	Development Application fee paid by landowner.
Information required when applying for an Extractive Industry Licence – (Class 1 – 3) Key – 'X' = not required, '√' = required, & 'D' = subject to detail.		

5.11 SUPPORTING THE LOCAL AND REGIONAL ECONOMY

The City promotes employment and economic growth as outlined in publications such as the Strategic Community Plan and the Local Planning Strategy.

Approval and implementation of the gravel pit will have various economic benefits including supporting local employment, supporting local services, assisting in a more sustainable local economy and it will add to Albany's overall viability, vitality and prosperity.

A growing and more diverse economy will provide an important foundation for the future economic base of the community. This is consistent with the planning framework which promotes employment and economic growth.

5.12 PLANNING JUSTIFICATION

The planning justification for the Development Application is summarised in **Table 5**. As outlined below, the Development Application is consistent with the planning framework and the principles of orderly and proper planning.

Table 5 – Summarised Planning Justification				
Strategic	Land Use Planning	Environment and Landscape	Transport and Servicing	Economic and Community
<p>The Development Application is consistent with the planning framework.</p> <p>The gravel is necessary for providing material needed within the City of Albany for ongoing building, road construction and road maintenance.</p> <p>The site is well located for a gravel pit including it is compatible with adjoining and nearby uses.</p>	<p>There are appropriate buffers to off-site uses (sensitive) and mitigation measures will address land use compatibility and amenity.</p> <p>The site is suitable and capable for a gravel pit.</p> <p>Development will be effectively controlled as required through development conditions.</p> <p>Consistent with the requirements of orderly and proper planning.</p> <p>The local government has discretion through LPS1 to approve the application.</p>	<p>The development footprint for the gravel pit contains no environmental assets and the gravel pit is expected to create manageable environmental impacts.</p> <p>Bushfire risks can be managed.</p> <p>There are limited landscape impacts given it is screened from Deep Creek Road.</p> <p>There are no heritage constraints and the site is not located in a public drinking water source area.</p>	<p>The site has convenient access to the State road network.</p> <p>Traffic impacts can be accommodated on Deep Creek Road.</p> <p>There are appropriate vehicle sight distances from the existing crossover.</p> <p>All loading and unloading will be undertaken on-site.</p> <p>Stormwater will be effectively managed onsite.</p>	<p>The gravel pit will promote job creation by supporting the development of Albany and assist to diversify and grow the local/regional economy.</p> <p>The development will generate and support economic activity.</p> <p>The proposal will assist in enhancing Albany and assist in creating jobs. This includes adding to its overall viability, vitality and prosperity.</p>

6. CONCLUSION

This report confirms that the Development Application for the gravel pit is consistent with the planning framework, the site is both suitable and capable of accommodating a gravel pit and the proposal represents orderly and proper planning.

Implementation of the approval will provide a range of benefits to Albany as outlined in this report.

The approval of the City is respectfully requested.



OPERATIONS MANAGEMENT PLAN



Lot 4 on Diagram 70666 Deep Creek Road, Kalgan

Prepared for Aldamach Investments Pty Ltd

www.edgeplanning.com.au

April 2023

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1. INTRODUCTION

The purpose of the Operations Management Plan is to set out how the landowner/operator will manage the gravel pit and later suitably restore the land. The Operations Management Plan should be read in conjunction with the Planning Report.

2.0 WORKS AND EXCAVATION PROGRAM

2.1 PROPOSED EXTRACTION

It is proposed to extract gravel from an area of 2.9 hectares in a staged manner, dependent on client/project requirements. It is estimated that the gravel resource is approximately 25,000 tonnes. Excavation activities at this scale are considered to be low scale for gravel excavation.

One of the property owners is the owner/Direct of the Raptor Group Pty Ltd who will undertake extraction and transport of material.

Active extraction areas and the lay-down area, gravel crushing and stock pile area are well set back from property boundaries as outlined on the Site Plan.

Deep excavation is not required due to the gravel being in the upper levels of the soil profile. Each active area will be stripped of topsoil and this will be stockpiled for rehabilitation. The soil will be excavated with a front-end loader.

Gravel is extracted via ripping of the surface and excavated with earthmoving plant (i.e. excavator). Gravel is then stockpiled and loaded into haulage trucks to transport the gravel off-site.

A dozer will be used to strip the area of approximately 150 mm to 200 mm of overburden. The area for excavation of gravel shall be free of all top soil, stumps and roots. The overburden shall be stockpiled in windrows not more than 3 metres in height and will be used to rehabilitate the site following gravel extraction.

A dozer will then be used to push up the gravel into a stockpile in readiness for processing. The excavation will continue to a depth that wins all gravel material and does not encroach on the underlying clay formation. Areas of lateritic rock may be encountered. The lateritic rock is to be ripped and pushed up with the gravel.

The maximum production of design capacity of the crushing and screening equipment is 4,900 tonnes per year.

The gravel crushing and screening equipment will be mobile and non-permanent. The equipment will be sourced from Palmer Civil Construction who have extensive experience in material processing including the provision of mobile crushing and screening plants. Background details are outlined at <http://palmercivilconstruction.com.au/services/material-processing.html>

The screening of excavated material will remove debris and rock to produce a clean product.

By developing up to 1 hectare at a time, gravel will be pushed up using a dozer and processed as required using a screen and a crushing plant. The processed gravel, now classed as road base, will be stockpiled, sampled and tested.

2.2 DEPTHS AND EXTENT OF EXCAVATION

The depths of extraction will be modest, dependent on the profile of the lateritic layer for the gravel pit. The average depth of excavation is 0.7m with the depth varying between 0.4m and 1.2m.

2.3 OPERATING TIMES

Market demand for gravel will have an influence on the operation of the gravel pit and will operate on an occasional basis. It is proposed that the gravel pit will operate Monday to Friday from 7.00am – 5.00pm for extraction and processing. There will be no extractive activities or haulage on weekends or public holidays. Haulage of material will be dependent on demand for the material from clients/projects.

2.4 MOBILE PLANT AND VEHICLES

Plant and vehicles which will be used for the excavation operations and haulage includes:

- 30 wheel loader (or equivalent)
- 30 tonne excavator
- Roller water truck
- Trailer mounted fire unit
- Semi-trailers (24 tonne)
- Pocket road Trains (52 tonne)
- 4WD (operator transport)
- Grader
- Service truck (weekly visits)
- Mobile screen and stacker (depending on deposit variability)

2.5 PUBLIC ACCESS AND SAFETY

There is an existing ringlock rural fence around the site and existing locked gates. The gates will be closed at all times, except the entry gate which will be closed when the pit is not in use.

The site is located on a rural property and is surrounded by rural land. Public access is restricted. Direct access to the property, outside of operating times, will be controlled by locked gates and no access to the public is authorised. There will be a sign on the front gate with contact details for any visitors to site.

In case of a fire starting from localised events near the pit or by operational activity, the operator will have a trailer mounted fire unit on-site.

The operator will prepare a Site Emergency Plan and set out procedures prior to the commencement of operations.

2.6 SURROUNDING ROAD NETWORK AND TRANSPORT MOVEMENTS

The site is accessed directly from Deep Creek Road. There are existing unsealed internal tracks which will be well-maintained. Most internal tracks are existing while there is a need for some additional tracks.

The main property entry/exit is existing in the south-west section of the site. The entry is a

well compacted gravel road. The internal road network will provide all weather access to all operational vehicles.

Extracted gravel will be removed and transported via a variety of vehicle types (including pocket road trains and semi-trailers), dependent on client and project requirements.

Truck movements will be dependent on client and project requirements. It is reasonable to expect 10 trucks in and 10 trucks out per day during peak usage. All vehicles will be accredited with Main Roads Western Australia under WA Heavy Vehicle Accreditation.

The proposed haulage route will be predominantly on Deep Creek Road (southern section) to the South Coast Highway. All drivers are required to drive responsibly.

2.7 HYDROCARBON MANAGEMENT

No fuel or hydrocarbons will be permanently stored onsite. Fuel will be brought to site as required with a service truck and the operator's ute will have a fuel pod. Vehicles will be taken from the pit for fuelling as required. Appropriate measures will be undertaken to ensure no potential contamination of the soil occurs. Such measures (for refuelling or vehicle breakdown) will include hydrocarbon management kits such as drip trays, plastic liners/sheets, which are kept in the operator's site vehicle. In the event of a spill, any contaminated soil will be contained and removed to an appropriate disposal site and any old oils will be collected and recycled offsite at the nearest licensed facility.

2.8 VEGETATION

The site for the gravel pit is cleared of remnant native vegetation. The gravel pit footprint was recently used as a blue gum plantation. Following the extraction of the gravel, the land will be rehabilitated and returned to pasture.

2.9 VISUAL AMENITY

Views into the site and the proposed gravel pit are restricted in all directions by existing vegetation including remnant vegetation (to be retained) along with a buffer strip of blue gums (to be retained) near the southern boundary.

3.0 STAFF AND RESPONSIBILITIES

3.1 OVERVIEW

Aldamach Pty Ltd will have a Site Supervisor from the Raptor Group Pty Ltd who will supervise the operation of the gravel pit. The entire operation including staff, plant and equipment will be managed by the Raptor Group Pty Ltd. Key responsibilities are listed below.

3.2 SITE SUPERVISOR

The Site Supervisor will be responsible for:

- Providing induction training to all employees prior to commencing work at the site including:
 - Reporting procedures for accidents/incidents, injuries and fires;
 - Emergency procedures;
 - Education on use of PPE;
 - Lifting and manual handling skills;
 - Location of First Aid kit;
 - Site security and access;
 - Fatigue reduction measures; and
 - Employee's rights and responsibilities.
- Liaising with the management to convey any issues;
- Site security;
- Listing competencies required for specialist work;
- Emergency response and management; and
- Accident/incident reporting and investigation.

3.3 PLANT OPERATOR

The Plant Operator is responsible for implementing and adhering to the following:

- Hazard and risk identification and control;
- Plant/equipment inspections;
- Minimisation of noise generation;
- Use PPE for noise protection if required;
- Ensuring necessary sun protection measures are in place;
- Managing site traffic;
- Minimisation of dust generation by spraying water; and
- Liaising with the Site Supervisor.

4.0 GRAVEL COMPLIANCE

4.1 OVERVIEW

The material in the gravel pit will be sold to State Government, local government and commercial clients. If the material is sold to Main Roads WA or the City as road making materials, the gravel must comply with the requirements of Main Roads WA and City specifications. The specifications will provide guidance to the preparation of gravel materials for acceptance by Main Roads WA and the City. Outlined below is a summary of key specifications for processed gravels.

4.2 SUB BASE GRAVEL

The gravel sub base material shall consist of durable pebble in soil mortar. The material shall be free from cobbles greater than 75 mm and free from clods, stumps, roots, sticks, vegetable matter or other deleterious materials.

The sub base material shall meet the grading requirements set by Main Roads WA and the City. The grading of material passing the 75 mm sieve shall vary from coarse to fine in a uniform and consistent manner. The material shall not be gap graded as represented by the grading crossing from the maximum limit for one sieve size to the minimum limit for another sieve size.

4.3 BASECOURSE GRAVEL

Gravel basecourse material shall consist of durable pebble in soil mortar. The material shall be free from particles having any dimension greater than 50 mm and free

from clods, stumps, roots, sticks, vegetable matter or other deleterious materials.

5.0 DUST

5.1 OVERVIEW

The objective is to prevent the generation of dust to ensure that no visible dust is discharged beyond the boundary of the site.

Dust emissions may arise from topsoil removal, gravel excavation, traffic on internal unsealed roads, loading of materials, operation of heavy equipment and from exposed surfaces such as material stockpiles.

The impacts will be minimised given the modest size of the operation, adjacent land use, prevailing wind speed/direction, and distance to the nearest sensitive land uses.

5.2 MANAGEMENT MEASURES

The following management and mitigation measures are proposed to manage dust:

- Existing vegetated areas will be maintained;
- Temporarily halting dust generation activities during adverse weather conditions where strong winds are blowing towards the closest receptors;
- Good housekeeping practices are adopted on-site to minimise dust generation;
- Materials excavated as part of the excavation activities are stockpiled within specific locations (see Site Plan);
- Wetting stockpiles as required;
- Unsealed roads and exposed areas are watered down as required;
- Limiting the speed on internal haul roads to below 40 km/hr;
- Undertaking scheduled maintenance of unsealed roads;
- Trucks removing road base from the pit shall have their loads covered;
- The stockpile height to a maximum of 3m;
- Instruction provided to all staff on dust minimising measures to be adopted;

- Dust emissions are monitored on a regular basis through visual inspections of disturbed and open areas;
- Disturbed areas to be progressively stabilised with pasture once no longer required; and
- Displaying a contact phone number at the entrance to the pit to facilitate the prompt reporting of any dust-related concerns.

6.0 DRAINAGE

6.1 OVERVIEW

The gravel pit is well removed from the seasonal creek (approximately 550m to the north) and the gravel pit is located on gently sloping land.

No groundwater exposure or contamination from the proposed extractive activities is anticipated. There is a very low risk of impacts to the regional salinity from the proposed operations.

6.2 MANAGEMENT MEASURES

The following management and mitigation measures are proposed to manage stormwater:

- Stormwater channels/bunds to be constructed around the pit to direct stormwater away from the pit and into the surrounding pasture;
- Installing a water collection point (sediment trap) to prevent the outflow of sediment from the gravel pit. Stormwater within the pit to be directed to the sediment trap for the settling of suspended solids. The stormwater collected in the sediment trap to evaporate and/or be discharged into pastured areas; and
- Drainage of the rehabilitated gravel pit will re-establish the contours to allow for water movement to freely drain over the surrounding environment.

7.0 NOISE

7.1 OVERVIEW

No noise management issues are anticipated for the proposed operations, however industry standards for managing noise levels will be implemented.

7.2 MANAGEMENT MEASURES

The following management and mitigation measures are proposed to manage noise:

- The gravel pit, when operational, will operate Monday to Friday from 7.00am – 5.00pm and not operate on public holidays;
- Plant and equipment to be maintained in an appropriate manner as per manufacturer's recommendations;
- Retain remnant vegetation;
- Retain blue gum strip near the southern boundary;
- Speed limits are enforced on all site access roads;
- All mobile plant used on-site will be regularly maintained, including exhaust mufflers;
- Personnel have access at all times to operational manuals for equipment being utilised and must be familiar with the procedures detailed in the operations manual;
- All workers must wear appropriate hearing protection if in close proximity to noisy machinery for extended periods;
- Trucks to enter and leave the site in a forward gear to minimise the use of reversing beepers; and
- Displaying a contact phone number at the entrance to the pit to facilitate the prompt reporting of any noise-related concerns.

8.0 WEED MANAGEMENT

8.1 OVERVIEW

The proposed gravel pit footprint is currently pastured. There is no evidence of declared weeds or dieback.

8.2 MANAGEMENT MEASURES

The following management and mitigation measures are proposed to manage weeds:

- Will address the management of declared weeds defined under the *Biosecurity and Agriculture Management Act 2007* and the *Biosecurity and Agriculture Management Regulations 2013*;
- The operator will adopt practices to prevent declared weeds from entering the site and the gravel pit footprint;
- The operator will adopt practices to eradicate and manage all declared weeds including in the stockpile;
- Inspection for weeds will be undertaken on a weekly basis;
- There will be a seasonal weed control program with the intent to treat to destroy and control seed set of all declared weeds associated with gravel pit operations;
- The treatment of a declared weed may be by application of a herbicide, mechanical removal or any other legal effective means; and
- Where herbicide application is the preferred control option, the herbicide must be an appropriately registered herbicide.

9.0 REHABILITATION

9.1 OVERVIEW

The rehabilitation objective for this site is to return the area post-extraction to a stable and erosion resistant landform. It will blend with the surrounding landscape.

The excavation of the gravel pit will be to an average depth of 0.7m below ground level. Once excavation has finished, the area will be rehabilitated back to arable land (pasture).

This requires ripping the underlying clay base of the pit to a depth of 500 mm. The furrows will run along the contour of the pit to form water retention contours. The overburden that was removed during stripping during the excavation of the pit will be placed over the ripped base of the pit. The area will not be compacted.

Rehabilitation will be undertaken in a staged manner, with rehabilitation beginning once an area has been extracted (generally an area of 1 hectare).

9.2 REHABILITATION MEASURES

The gravel pit will be contoured to suit the topography and rehabilitated back to pasture. Rehabilitation of the completed areas will be progressive, with the areas returned to pasture. Due to the small scale of the extractive operations, and that the intent is to return the area to pasture, a detailed Site Rehabilitation Plan is not considered necessary.

The following management measures are proposed to rehabilitate the gravel pit:

- Stockpiled topsoil will be retained during extraction and spread back over the completed areas. This will blend the topography of the rehabilitated surface into the surrounding landscape using a gentle side slope between the pit and surrounding environment;
- Pit floor shall be shaped using the existing pit floor before being ripped to a minimum depth of 500mm;
- The pit floor will be ripped along the contour to allow the pit to freely drain to the local environment;

- Area will be prepared for planting, which may require weed management;
- Spread topsoil evenly back over the pit floor; and
- Seeding of pasture grasses, as soon as possible following the placement of the overburden, in order to provide erosion control.

10.0 NATIVE VEGETATION PROTECTION

10.1 OVERVIEW

As outlined in section 2.8, the gravel pit is located on cleared land and no clearing of native vegetation is proposed.

10.2 MANAGEMENT MEASURES

The following management and mitigation measures are proposed to protect native vegetation:

- Existing native vegetation will be protected; and
- Management of the site to monitor for any impacts on native vegetation and to mitigate and risks to its integrity.

CITY OF ALBANY LOCAL PLANNING SCHEME No. 1
Extractive Industry (Gravel) – Lot 4 Deep Creek Rd, Kalgan, P2230154
SCHEDULE OF SUBMISSIONS AND MODIFICATIONS
Note: This is a broad summary of the submissions only.

Summary of submission.	Applicant Response
<p><u>Road Safety and maintenance</u></p> <p>Condition of Road, ongoing Maintenance and safety– inadequate for current volume of traffic</p> <p>There will be an increase in traffic, and heavy vehicle traffic specifically, and according to the planning report and operations management plan, no mitigation measures have been taken. Specifically:</p> <ul style="list-style-type: none"> • <i>At the intersection of Deep Creek Road and South Coast Highway it is unlikely that the design of the road structure on the highway and also on Deep Creek was intended to meet the needs of the increased axle loads, braking and frequency of heavy vehicles. This will result in greater wear, shunting and breaking of the intersection road surfaces and increased risk to road users.</i> • <i>Construction of the road on the approaches to the site entrance is unlikely to meet the needs of the increased axle loads, braking and frequency of heavy vehicles. This will result in greater wear and breaking of the road surface and increased risk to road users.</i> 	<p>Many of the road safety and maintenance issues relate to the current standard of Deep Creek Road. It is understood that a number of local landowners have, for many years, been dissatisfied with the standard of Deep Creek Road. It is understood Deep Creek Road is graded 6 times a year which is the maximum frequency of grading undertaken by the City.</p> <p>Based on submitter comments, it appears Deep Creek Road is in need of a rebuild including adding considerable gravel. These road safety and maintenance issues apply irrespective of the Development Application.</p> <p>Deep Creek Road has low traffic volumes. The City’s most recent traffic counts, in March 2018, reveal an average weekday traffic of 71 vehicles per day (with the percent of heavy vehicles being 21% trucks or 15 heavy vehicles per day).</p> <p>Deep Creek Road is a Restricted Access Vehicle (RAV) route. It has accordingly been assessed as being suitable for heavy vehicles by Main Roads Western Australia. Additionally, Main Roads Western Australia has accepted RAVs using the Deep Creek Road/South Coast Highway intersection.</p> <p>The proposed gravel pit will marginally increase in traffic on Deep Creek Road. The pit operators highlight that traffic will be campaign driven.</p>

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Summary of submission.	Applicant Response
	<p>There will be considerable periods where there will be no gravel extraction and no vehicles entering or leaving the site. On other occasions, there will be modest traffic generation. At peak times, it is estimated there will be 10 pocket road train movements entering the site per day and 10 pocket road train movements leaving the site per day. Over the course of the requested 5 year approval period, it will average at less than 1 heavy vehicle movement per day. This is based on the following calculations:</p> <ul style="list-style-type: none"> • 24,500 tonnes – total gravel source subject to the current Development Application. • Seeking a 5 year approval with the pit operating Mondays to Fridays (weekdays). There are 1303 weekdays in the requested 5 year approval period. • Pocket road trains can legally carry 52 tonnes of gravel. • To extract the 24,500 tonnes of gravel will result in 471.15 outward trips by a pocket road train and 471.15 inward trips by a pocket road train. This is a total of 942.3 trips (rounded up to 943 trips). • Over the course of the requested 5 year approval, there will be an average of 0.72 pocket road trains per weekday (or 0.36 outward trips by a pocket road train per weekday and 0.36 inward trips by a pocket road train per weekday).

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Summary of submission.	Applicant Response
<ul style="list-style-type: none"> • <i>Sight distances on Deep Creek are too short at the entrance to the site for other road users. The reduced sight distances will increase the risk to approaching road users as slow-moving heavy vehicles enter and leave the site.</i> • <i>Times of use overlap with those of the school bus. This will result in increased risk to the school bus and its occupants.</i> <p>While bluegum harvesting operations were in progress last winter, the road became virtually impassable to all but 4x4 vehicles. The City grader at one point partially graded it but was forced to stop due to the level of mud and return at a later date. Should this facility be</p>	<p>The average number of heavy vehicle movements is comparable to many farming operations over the course of the year.</p> <p>Given the modest scale of the gravel pit, the existing road network has sufficient capacity to accommodate the traffic generated by the gravel pit.</p> <p>Access to and from the gravel pit is via an existing crossover onto Deep Creek Road. This crossover was previously used as part of harvesting and hauling bluegums on Lot 4 Deep Creek Road. There are appropriate sight distances from the existing crossover in both directions. Subject to City requirements, our client supports meeting the costs of advisory signage associated with heavy vehicles and upcoming access.</p> <p>There may be occasions when there is overlap. Risks can be reduced through driver induction and communication between haulage drivers and school bus drivers. All heavy vehicle drivers associated with the gravel pit are to observe speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions.</p> <p>Noted. The current standard of Deep Creek Road needs review irrespective of the Development Application. As outlined above,</p>

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Summary of submission.	Applicant Response
<p>approved we would strongly contend that the frequency of grading requires significant increase, possibly under a cost-sharing arrangement with the facility owner who stands to significantly profit from the quantities of gravel to be extracted and sold. At present we already suffer significant dust, corrugation and mud damage to our vehicles; this facility stands to significantly increase all of these issues.</p>	<p>there will be on average low heavy haulage traffic associated with the gravel pit.</p> <p>Approval of the gravel pit will provide the City with a convenient and very likely cost effective source of gravel to upgrade Deep Creek Road through a likely rebuild. Accessing the gravel from Lot 4 Deep Creek Road will have less traffic impacts that hauling gravel from further afield. Our client intends to sell gravel to the City, Main Roads Western Australia and others.</p> <p>Our client supports a suitable partnership approach with the City which relates to the minor traffic impacts of the gravel pit over the course of the requested approval period of 5 years. While there is a need to work through relevant details, the Raptor Group could provide a grader and operator to grade Deep Creek Road an agreed number of times per year or following more intensive campaigns to an agreed number of gradings per year.</p> <p>It is suggested the partnership approach could be progressed through the receipt of draft development conditions. The draft conditions are then reviewed by our client with a goal of seeking wording to the satisfaction of the City and our client.</p> <p>There is a need to ensure that any development condition fairly relates to the development for which permission is given (a clear 'nexus'), it is reasonable and it is equitable. There is a need to</p>

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Summary of submission.	Applicant Response
<p>Deep Creek Rd is a poorly maintained, dangerous road which we all put up with due to the obvious relative isolation and small number of residents. When it does get graded it is better for a few days, perhaps a week until the fines are either blown or washed away and we're back to square one. When there is increased heavy vehicle traffic on it, the road dilapidates to an obscene amount. A couple of years ago there was blue gum harvesting toward the northern end of Deep Creek Rd which damaged the road to a point it can no longer return from with grading alone. Increased heavy vehicle traffic related to the gravel pit at the southern end of Deep Creek Rd further damaged it in the first kilometre from South Coast Hwy.</p> <p>The only viable path forward for Deep Creek Rd to become a safe and viable road for all traffic is for it to be totally renovated. This can be done in one of two ways:</p> <p><i>1. The road is totally dug up and rebuilt as a gravel road, resulting in the same maintenance and damage issues we have now in the future, incurring increased long-term costs to the City, or</i></p> <p><i>2. The road is rebuilt as a bitumen road. This will incur increased upfront costs but long-term financial savings and a far safer road for all traffic types.</i></p>	<p>ensure conditions are based on accepted planning and legal principles.</p> <p>Noted. This relates to the current standard of Deep Creek Road. These road safety and maintenance issues apply irrespective of the Development Application.</p> <p>This is a City decision.</p>

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Summary of submission.	Applicant Response
<p>With the current state of Deep Creek Rd, it is only a matter of time before there is a major accident and people are seriously hurt or killed. It would be inspiring if the council saw fit to engage some long-term planning and long-term financial management, and decided to do what was best for its population, both residents and those using the road in their employment; and bituminise Deep Creek Rd.</p> <p>Having lived on this Road for nearly 20 years, it is my concern that the low care maintenance haphazardly granted us by the Town Council is not at all adequate to maintain any further traffic. In winter our road is full of water, Mud, potholes and slush, and summer, Potholes and extreme dust and the other two seasons consist of Potholes and dust.</p> <p>I feel then that the further usage of trucks will impact on our/my safety on our road. However IF our road was to be bituminized before the commencement of the usage of the gravel pit I would still not be all that pleased at the additional traffic, but I would find it acceptable.</p>	<p>Noted. This relates to the current standard of Deep Creek Road. These road safety and maintenance issues apply irrespective of the Development Application.</p> <p>While our client supports sealing of Deep Creek Road, there is a need to ensure that any development condition fairly relates to the development for which permission is given (a clear 'nexus'), it is reasonable and it is equitable. There is a need to ensure conditions are based on accepted planning and legal principles. Based on the low traffic generation and low traffic impacts of the gravel pit, there is no reasonable basis to require our client to seal, financially contribute to sealing or await the sealing of Deep Creek Road prior to commencing gravel pit operations.</p>
<p><u>Noise, dust, health issues:</u></p> <p><u>Dust</u></p>	<p>The gravel pit is modest in scale including the development footprint and depth of extraction. The gravel pit addresses City standards and addresses <i>Environmental Protection Authority Guidance Statement 3 – Separation Distances between Industrial and Sensitive Land Uses</i>. The Operations Management Plan includes a number of practical management</p>

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Note: This is a broad summary of the submissions only.

Summary of submission.	Applicant Response
<p>Noise</p> <p>There will be an increase in noise pollution, and according to the planning report and operations management plan, no mitigation measures have been taken.</p> <p>The planning report and operations management plan does not quantify the noise produced by the screening process or provide an acceptable quantifiable noise level at the site boundaries to allow testing.</p> <p>Dust</p> <p>There will be an increase in dust pollution, and according to the planning report and operations management plan, no mitigation measures have been taken other than to cease operation under windy conditions.</p> <p>The planning report and operations management plan does not provide a chemical analysis of the dust to address any toxic constituents.</p> <p>Additionally any dust emitted from the facility will be carried by the prevailing winds directly onto our dam catchment and roof spaces, from which our personal drinking and stock water are drawn. I would like assurance that should dust be emitted from the facility in spite of the claims in the information pack, that action would be taken by the City should the</p>	<p>measures to address noise. The Department of Water and Environmental Regulation (DWER) recently raised no issues with noise impacts.</p> <p>As outlined below, our client supports the operating times being reduced. The Development Application proposed the gravel pit will operate Monday to Friday from 7.00am – 6.00pm (shorter times during winter). There will be no extractive activities or haulage on weekends or public holidays. To address neighbour feedback, our client supports gravel pit operations (extraction and screening) ceasing at 5.00pm rather than 6.00pm.</p> <p>The gravel pit is modest in scale including the development footprint and depth of extraction. The gravel pit addresses City standards and addresses <i>Environmental Protection Authority Guidance Statement 3 – Separation Distances between Industrial and Sensitive Land Uses</i>. The Operations Management Plan includes a number of practical management measures to address dust. DWER recently raised no issues with dust impacts.</p> <p>Our client recently spoke to the submitter and explained the gravel pit is modest in scale and is not a ‘mine’.</p>

CITY OF ALBANY LOCAL PLANNING SCHEME No. 1 Extractive Industry (Gravel) – Lot 4 Deep Creek Rd, Kalgan, P2230154 SCHEDULE OF SUBMISSIONS AND MODIFICATIONS <i>Note: This is a broad summary of the submissions only.</i>	
Summary of submission.	Applicant Response
<p>issue be raised – none of us want to effectively live inside a mine site, and we are all also concerned about negative impacts to our lifestyles and property values.</p>	
<p><u>Hours of Operation</u></p> <p>The proposed operating hours of the facility, namely 7am to 6pm weekdays. It is my strong feeling as well as that of my neighbours on all sides who will all be affected by sound, vibration and dust from the activities, that works should be limited to the hours of 7am to 5pm on weekdays. This 10-hour window should be ample to operate the facility without impinging on the leisure time and amenity of the surrounding residents, any additional time required to operate suggests poor planning on behalf of the operator.</p>	<p>Our client supports gravel pit operations (extraction and screening) ceasing at 5.00pm rather than 6.00pm.</p>
<p><u>Value of property</u></p>	<p>This is not a valid planning consideration. Property values are not set out in matters to be considered by local government in assessing a Development Application as outlined in the <i>Planning and Development (Local Planning Schemes) Regulations</i> – Schedule 2, Part 9, clause 67(2).</p>
<p><u>DWER – Stormwater Management Plan</u></p>	<p>Our client accepts a development condition requiring preparation and implementation of a Stormwater Management Plan to be prepared to the satisfaction of the City.</p>



City of Albany
Policy

Local Planning Policy 3.1: Caravan Park and Tourist Development Uses in the Rural or Priority Agriculture Zones

Document Approval			
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Manager Planning and Building		Executive Director Infrastructure, Development and Environment	
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Objectives

1. Encourage small-scale low impact tourism accommodation uses in rural areas, that are compatible with existing agricultural uses, enhances the rural tourism experience on existing farmland, creates additional opportunities to diversify agricultural activities and provides economic benefits to rural and regional communities.
2. To ensure that proposed incidental caravan park or tourist development uses are in appropriate locations, and compatible with the objectives of the applicable zone in accordance with City of Albany Local Planning Scheme No. 2 (LPS2).
3. Guide the implementation of land use and development provisions outlined under LPS2, that enable the ability to consider incidental Caravan Park (Nature Based Park) or Tourist Development land use proposals in the Rural and Priority Agriculture zones.
4. To provide further guidance on information required and the assessment of development applications for incidental caravan park or tourist development uses in the Rural or Priority Agriculture zone accordance with LPS2.
5. To ensure approved incidental caravan park or tourist development uses are appropriately managed and mitigate adverse impacts on neighbouring properties and the locality.

Scope

Inclusions

6. The policy is applicable to incidental Caravan Park and/or Tourist Development proposals on land within the Rural or Priority Agriculture zones, for the purposes of providing small scale low impact tourist accommodation.

Exclusions

7. Caravan Park or Tourist Development proposals on land in other zones to those outlined in Inclusions above, are not covered by this policy.
8. The following land uses are not covered by this policy:
 - Other forms of tourist accommodation such as hosted and unhosted short-term accommodation uses including Holiday House or Holiday Accommodation, Bed & Breakfast, Park Home Park, Hotel or Motel.
 - Other forms of short-term accommodation facilities provided on rural land that are not for the purposes of tourist accommodation, such as Workforce Accommodation
 - Incidental land uses that are not permitted in the Rural or Priority Agriculture zones, that may otherwise be associated with a Tourist Development or Caravan Park land use.

Policy Statement

9. Proposals for incidental Caravan Park and/or Tourist Development land uses within the Rural or Priority Agriculture zone shall demonstrate:
 - That the proposed development will be incidental to the principal use of the land for agricultural purposes; and
 - That the proposal satisfactorily meets the definition of low impact tourist development and:
 - is located within an area of high tourism value; or
 - forms part of an agritourism experience offered at the subject site; or
 - is in proximity to a nearby tourist attraction.

Land use compatibility

10. Applications for incidental Caravan Park use should generally meet the definition for 'nature based park' as outlined under the *Caravan Parks and Camping Grounds Regulations 1997*.
11. Caravan Park and Tourist Development are sensitive land uses and therefore proposals located on land zoned Rural or Priority Agriculture will be required to demonstrate:
 - Compatibility with existing predominant agricultural uses, ensuring the primacy of existing or expected agricultural uses is maintained, limiting any adverse effect on rural production activities

on the subject land or nearby land, and mitigates conflict between the existing and proposed uses; and

- That the land is suitable for the use, including scale, siting and design of the proposal, and that relevant environmental considerations and vulnerability to natural hazards (such as bushfire, flood or erosion) have been adequately addressed.

Siting, design and operation

12. Applications are required to demonstrate that the proposed development:

- Will result in the retention and enhancement of existing vegetation on the land;
- Will not adversely affect the visual character of the property and surrounds;
- Is located so as to avoid ridge lines, escarpments or visually exposed sites and situated where screening vegetation or landform can be utilised;
- Is designed to minimise impacts on vegetation, waterway, wetlands, soil quality and existing land uses;
- Siting to ensure minimal visual and other adverse impacts on environmentally sensitive areas, landscapes or places of cultural or historic significance.
- Is of a scale and nature so as to be self-sustaining on the lot or demonstrating the ability to provide servicing without significant modifications to existing infrastructure.

13. In accordance with and in addition to the requirements under Schedules 5 and 6 of LPS2 and as per clauses 11-13 above, applications for Caravan Park or Tourist Development uses in the Rural and Priority Agriculture zones are to meet the following:

- Setback a minimum 50 metres from neighbouring property boundaries; and
- Provision of screening vegetation to public roads and neighbouring property(s); and
- The subject lot being equal to or greater than 5 ha; and
- Cabins or chalets shall have a maximum of two bedrooms; and
- Maximum limits for accommodation units and/or caravan/camping bays:

Lot size	Total no. of accommodation permitted	Accommodation type (total permitted per type)	
		Cabins/chalet units <i>(refer Schedule 5 of LPS2)</i>	Caravan/camping bays
>5-10 ha	5	5	4
>10-20 ha	8	8	8
>20 ha	15	8	10

14. Further to be above, applications are to demonstrate that all other applicable requirements of LPS2, state planning policy or relevant legislation have been addressed, including but not limited to:

- *State Planning Policy 3.7 Planning in Bushfire Prone Areas* and associated Guidelines, including submission of required supporting documentation.
- Environmental considerations such as:
 - Management of sewerage / on-site effluent disposal (where required)
 - Development on land subject to flooding; and
 - Minimum setbacks from water resources
- Development and land use requirements where located within a Special Control Area

15. Materials and finishes of all proposed buildings and/or structures including cabins/chalets, shall be in keeping with the existing development on site and the rural amenity of the area. The use of natural materials and/or neutral colours and finishes is preferred, and the use of reflective building materials limited to circumstances where it is not able to be viewed from public roads or dwellings on adjoining properties.

16. In accordance with and in addition to the requirements outlined under Schedule 6 of LPS2, an incidental Caravan Park use are to provide the following facilities on-site at a minimum:
 - Toilet and shower facilities that are environmentally responsible;
 - Provision of suitable ablutions for handwashing and dishwashing;
 - Potable water.
17. Further to clause 15 above, where the facilities are not proposed to be provided on-site, a management plan will be required to outline how occupants will be advised of the requirement to provide the amenities as part of their self-contained portable camping arrangement.
18. There are no specific requirements outlined under this policy for provision of dedicated recreational facilities or amenities as part of an incidental Caravan Park or Tourist Development proposal on land zoned Rural or Priority Agriculture. Applications that include dedicated recreational facilities and amenities (including associated buildings or structures) such as camp kitchens, BBQ shelters or shade structures associated with a proposed incidental Caravan Park and/or Tourist Development will be considered on a case-by-case basis, and will need to demonstrate that the development on its merits meets all other considerations and requirements outlined above.
19. Additional infrastructure or works to support the proposed development, such as the provision of formalised vehicle and trailer parking, sealed road access within and to the site will be identified on a case-by-case basis, based on the nature and scale of the development proposed, in accordance with the considerations and requirements above and informed by any relevant matters outlined under other applicable legislation including the *Caravan Parks and Camping Grounds Act 1995* and *Caravan Parks and Camping Grounds Regulations 1997*.
20. Provision of additional on-site accommodation, such as a Caretaker's Dwelling or on-site manager's accommodation, will not be supported as part of an application for an incidental Caravan Park and/or Tourist Development proposal, where it is to be provided solely for the purpose of managing the tourist accommodation proposal.

Management Plan

21. A management plan submitted as part of an application and shall outline the following:
 - Confirmation of the amenities (potable water and toilets etc) that are proposed to be provided or not provided, and details of how these will be communicated to visitors, especially where not provided;
 - Traffic management, including vehicle access and proposed parking to support the development.
 - Waste management
 - Effluent and wastewater management
 - Vegetation screening
 - Site planning;
 - Environmental impact and sustainability;
 - Waste management;
 - Traffic management; and
 - Risk management, including reference to required supporting documentation in relation to bushfire.
22. The City of Albany has the discretion to apply additional management measures to be addressed by the plan, in order to adequately address and mitigate any concerns.

Development application requirements

23. To address matters outlined above, development applications for Caravan Parks and/or Tourist Development are to include the following plans and information:
 - Scaled plans including the following:
 - Site plan showing the proposed location of the development, existing development (buildings and/or structures), vehicle access to the proposed development, distances between proposed and existing uses
 - Layout plan of the proposed development, including location of proposed caravan bays and/or chalets/cabins, and any associated infrastructure

- Elevation and floor plans of proposed buildings or structures, including chalets/cabins and amenities or facilities
 - Covering letter, outlining details of the proposed development, including:
 - Total number of accommodation units/bays
 - Approximate number of guests at full capacity
 - Summary outlining how the proposed development meets the requirements outlined above
 - A management plan for the operation of the development, in accordance with the above
 - Supporting bushfire documentation in accordance with SPP3.7 as outlined above.
24. Additional supporting information may be required to be provided to support the proposal, including but not limited to:
- Site and soil evaluation

Legislative and Strategic Context

25. The policy operates within the following framework of legislation.
- *Planning and Development Act 2005*
 - *Planning and Development (Local Planning Schemes) Regulations 2015*
 - *Caravan Parks and Camping Grounds Act 1995*
 - *Caravan Parks and Camping Grounds Regulations 1997*
 - Planning Policy 3.7 Planning in Bushfire Prone Areas
 - City of Albany Local Planning Scheme No.1

Review Position and Date

26. This policy was adopted on **XXXXXX**. This policy should be reviewed every two years, or earlier if required.

Associated Documents

27. Related strategies, procedures, references, guidelines or other documents that have a bearing on this policy and that may be useful reference material for users of this policy:
- Albany Local Planning Strategy 2019
 - State Planning Policy 2.5 Rural Planning
 - State Planning Policy 2.6 State Coastal Planning
 - State Planning Policy 2.9 Water Resources,
 - State Planning Policy 3.4 Natural Hazards and Disasters
 - State Planning Policy 4.1 Industrial Interface
 - Government Sewage Policy (as amended)
 - Department of Health's Guidelines for the Separation of Agricultural and Residential Land Uses
 - Department of Planning, Lands and Heritage Rural Planning Guidelines V3 (Dec 2016)
 - DPLH Tourism Planning Guidelines (2014)
 - DPLH Visual Landscape Planning in Western Australia Manual (2007)

Definitions

agritourism on-farm tourism experience offered at the subject property that may include, farm tours and/or demonstrations, farm to fork cooking classes, pick your own produce, educational experiences, historical or cultural experiences, or on-farm cafes or restaurants.

cabin means a dwelling forming part of a tourist development or caravan park that is —

- (a) an individual unit other than a chalet; and
- (b) designed to provide short-term accommodation for guests

camping ground means an area of land on which camps, but not caravans, are situated for habitation but does not include any land prescribed for the purposes of this definition;

caravan park as defined in the *Caravan Parks and Camping Grounds Act 1995*, means an area of land on which caravans, or caravans and camps, are situated for habitation

chalet means a dwelling forming part of a tourist development or caravan park that is —

- (a) a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and
- (b) designed to provide short-term accommodation for guests

low impact tourist development is development predominantly of a tourist nature that has been designed in such a manner that it does not detract from the rural and natural amenity of the locality.

nature based park as defined under the *Caravan Parks and Camping Grounds Regulations 1996*, means a facility in an area that —

- (a) is not in close proximity to an area that is built up with structures used for business, industry or dwelling-houses at intervals of less than 100 m for a distance of 500 m or more; and
- (b) has been predominantly formed by nature; and
- (c) has limited or controlled artificial light and noise intrusion.

short-term accommodation means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12-month period;

tourist attraction include sites and places that people visit for pleasure and interest, usually whilst on holiday, and that may provide a unique cultural experience. For example national parks, beaches, urban or wilderness trails, places of historic interest or significance, botanical gardens, arts and culture facilities (museums, galleries), recreation or sporting facilities, food and wine regions, annual events or festivals, or places of cultural significance where tours or experiences are offered to visitors on country by traditional custodians.

tourist development means a building, or a group of buildings forming a complex, other than a bed and breakfast, a caravan park or holiday accommodation, used to provide —

- (a) short-term accommodation for guests; and
- (b) onsite facilities for the use of guests; and
- (c) facilities for the management of the development.