

SHIRE OF KENT
LOCAL PLANNING SCHEME NO.3



NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING PROPOSAL

Planning and Development Act 2005
Shire of Kent

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

Property Address: Lot 11 (No.67) Jolley Road, Pingrup

Proposal: Construction and use of three (3) new steel framed grain storage bulkheads on the abovementioned property comprising an additional total combined storage capacity of 30,130 tonnes including various associated improvements to support its continued use by Cooperative Bulk Handling Limited for grain handling and storage purposes.

Details of the proposal are attached.

Comments on the proposal are now invited and can be emailed to ceo@kent.wa.gov.au or posted to the Shire's Chief Executive Officer at PO Box 15 NYABING WA 6341 by no later than **Wednesday 30 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.

Christie Smith
Chief Executive Officer
Shire of Kent

25 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

30 June 2026

Christie Smith
Chief Executive Officer
Shire of Kent
Via email: ceo@kent.wa.gov.au

Dear Christie,

LOT 11 ON DEPOSITED PLAN 419099 – ADDITIONS TO EXISTING GRAIN HANDLING FACILITY.

CBH is seeking development approval from the Shire of Kent for three open storage bulkheads at its existing grain processing facility located at Lot 11 on Deposited Plan 419099, Pingrup.

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 Special Meeting of Council on 14th October 2025, the Shire of Kent approved a request by CBH for a temporary works exemption for three open storage bulkheads and associated vehicular access and drainage works at its Pingrup facility. This temporary works exemption will expire on 28th October 2026 being 12 months following construction of the bulkheads. It should be noted that only TBH09 & TBH10 were constructed from the approved Site Plan.

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.

As such we are currently in the process of preparing 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 two open storage bulkheads (TBH09 & TBH10) the subject of the temporary works exemption as well as construct an additional open storage bulkhead (TBH11) 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 Kent Local Planning Scheme No. 2.

The three main items of consideration for an application of this type are traffic generation, stormwater management and noise and dust management.

Noise & Dust Management

CBH shall ensure that noise from the specification and installation of any mechanical equipment as well as traffic and construction noise does not exceed assigned levels prescribed in the *Environmental Protection (Noise) Regulations 1997*, when it is received at a neighbouring property. CBH undertakes frequent noise and dust monitoring across its sites when required to ensure that dust and noise levels are measured and are mitigated whenever there is an exceedance.

Stormwater Management

The proposed works introduce a new low specification bulkhead (TBH11) to the south of the existing TBH09 and TBH10. The existing drainage on the southern edge of TBH10 will be filled in and replaced with a new open drain south of TBH11, tying into the existing system to discharge into Basin 'A'. The existing levee will be removed and replaced to the south of TBH11.

A Stormwater Management Plan has been provided in support of this application for development approval.

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 Pingrup 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 two open storage bulkheads (TBH09 & TBH10) and the construction of an additional open storage bulkhead (TBH11) 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 Kent expeditiously given the straightforward nature of the application, two bulkheads have 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

REGISTER NUMBER

11/DP419099DUPLICATE
EDITION**1**

DATE DUPLICATE ISSUED

26/8/2020VOLUME
2986FOLIO
813**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 11 ON DEPOSITED PLAN 419099

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)CO-OPERATIVE BULK HANDLING LTD OF LEVEL 6 240 ST GEORGES TERRACE PERTH WA 6000
(AF 0466513) REGISTERED 7/8/2020**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.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

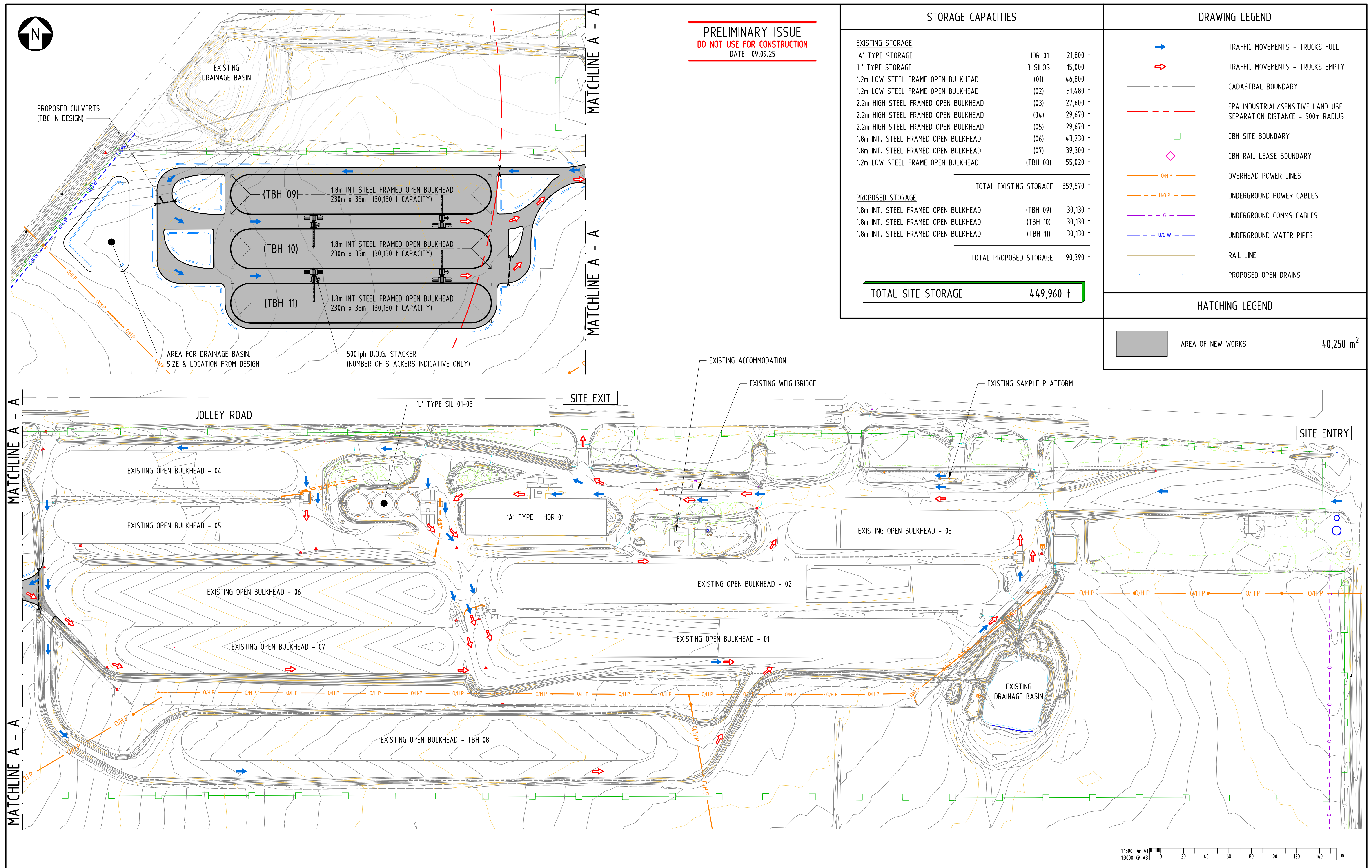
-----END OF CERTIFICATE OF TITLE-----

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.

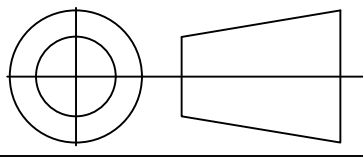
SKETCH OF LAND: DP419099
PREVIOUS TITLE: 2141-111, 2141-112
PROPERTY STREET ADDRESS: 67 JOLLEY RD, PINGRUP.
LOCAL GOVERNMENT AUTHORITY: SHIRE OF KENT





AREA OF NEW WORKS 40,250 m²

5	TITLE		
	PINGRUP 2025 PEAK PLANNING 3 x ADDITIONAL OPEN BULKHEADS CONCEPTUAL LAYOUT No. 2		
	DRG No	591-ENG-CI-DCO-0004	SHEET 1 OF 1
			REV. A

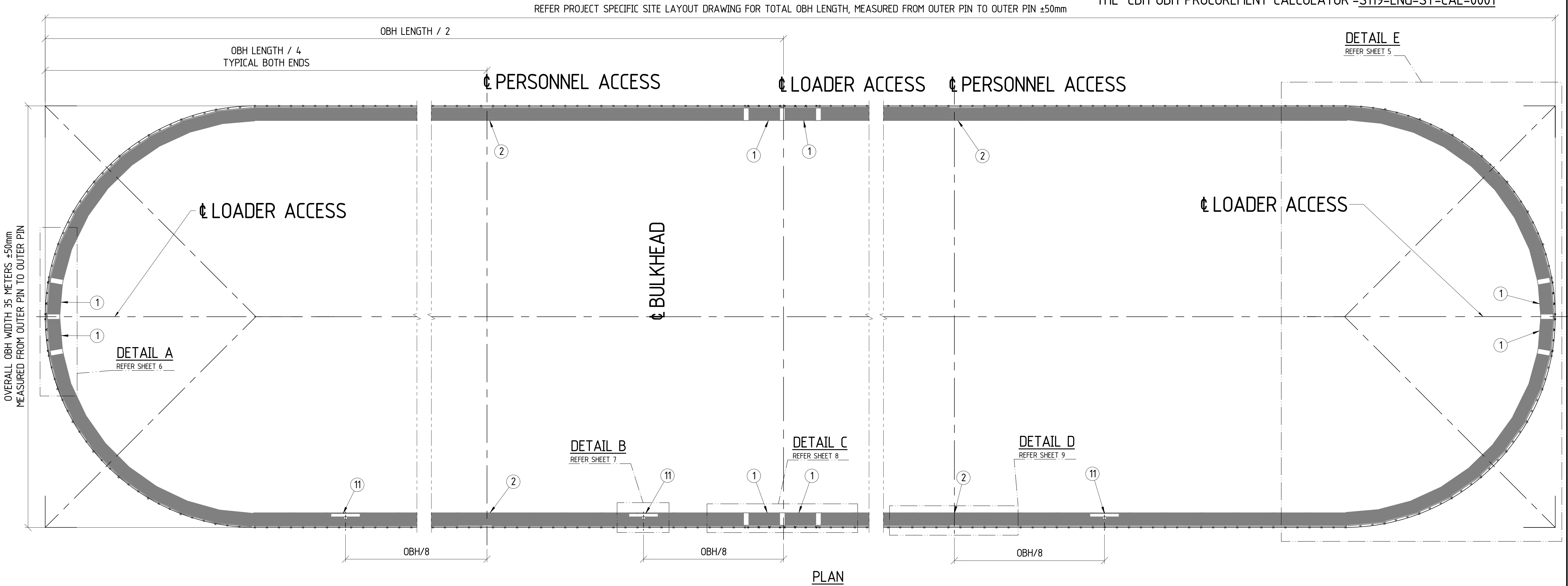


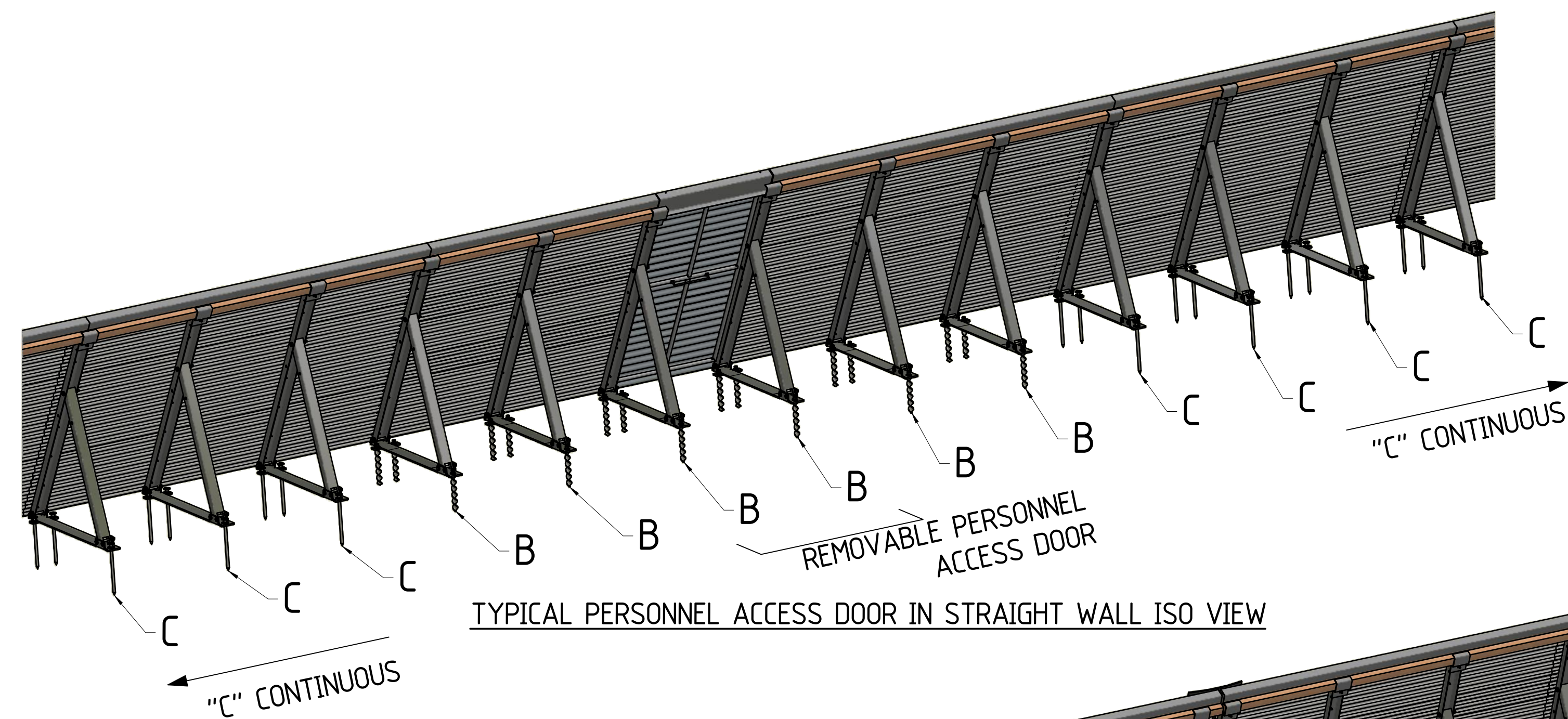
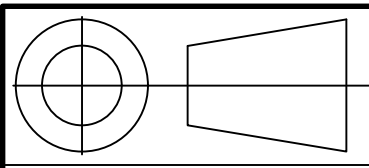
INSTALLATION NOTES:

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.

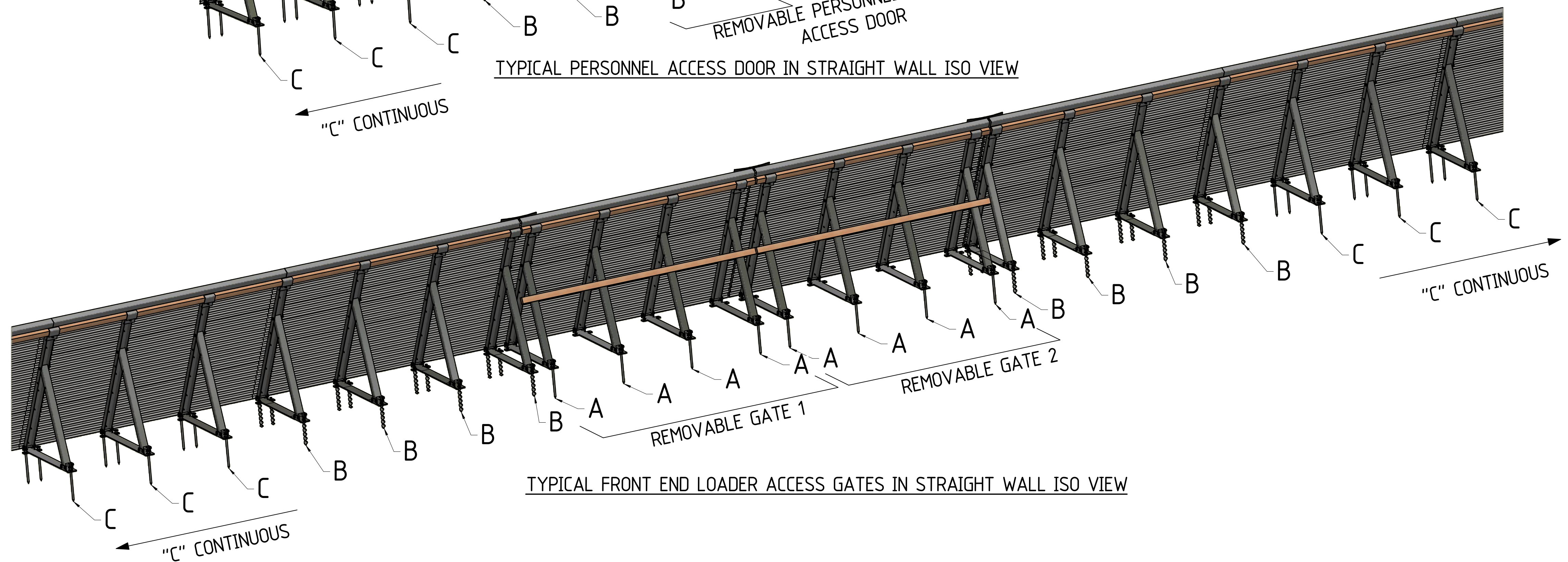
PARTS LIST (PER UNIT)									
ITEM No	DESCRIPTION	WIDTH	LENGTH	QTY	CBH OR SUPPLIER PART No	PROCESS	SAP Code	MASS Kg	TO DETAIL
1	FRONT END LOADER ACCESS GATE			REFER NOTE	S119-ENG-ST-ASY-0034	FIELD FIT	N/A	184.4	Yes
2	PERSONNEL ACCESS DOOR			REFER NOTE	S119-ENG-ST-ASY-0017	FITTING	N/A	17.1	Yes
3	STRAIGHT 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

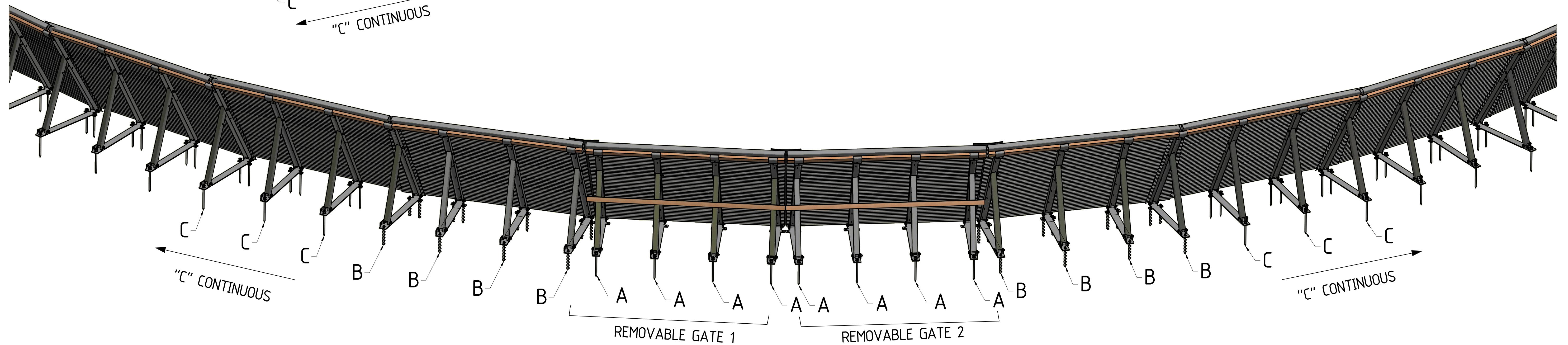




TYPICAL PERSONNEL ACCESS DOOR IN STRAIGHT WALL ISO VIEW



TYPICAL FRONT END LOADER ACCESS GATES IN STRAIGHT WALL ISO VIEW



TYPICAL FRONT END LOADER ACCESS GATES IN CURVED WALL ISO VIEW

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											DRAWN SCR 10/06/2020 CHECKED LS 10/06/2020 ENGINEER BC 11/06/2020 APPROVED NH 11/06/2020	DRAWING TITLE 1.8m OPEN BULK HEAD GENERAL ARRANGEMENT ANCHORINGS LAYOUT	SITE VARIOUS PROJECT STANDARD DRAWING No S119-ENG-ST-DGA-0003	SHEET 2 OF 9	REV. 0
		REF DRG No.	REFERENCE DRAWING TITLE	REV	DATE	REVISIONS	BY	CHK	APP	REV	DATE	REVISIONS				
		DO NOT SCALE FROM THIS DRAWING														

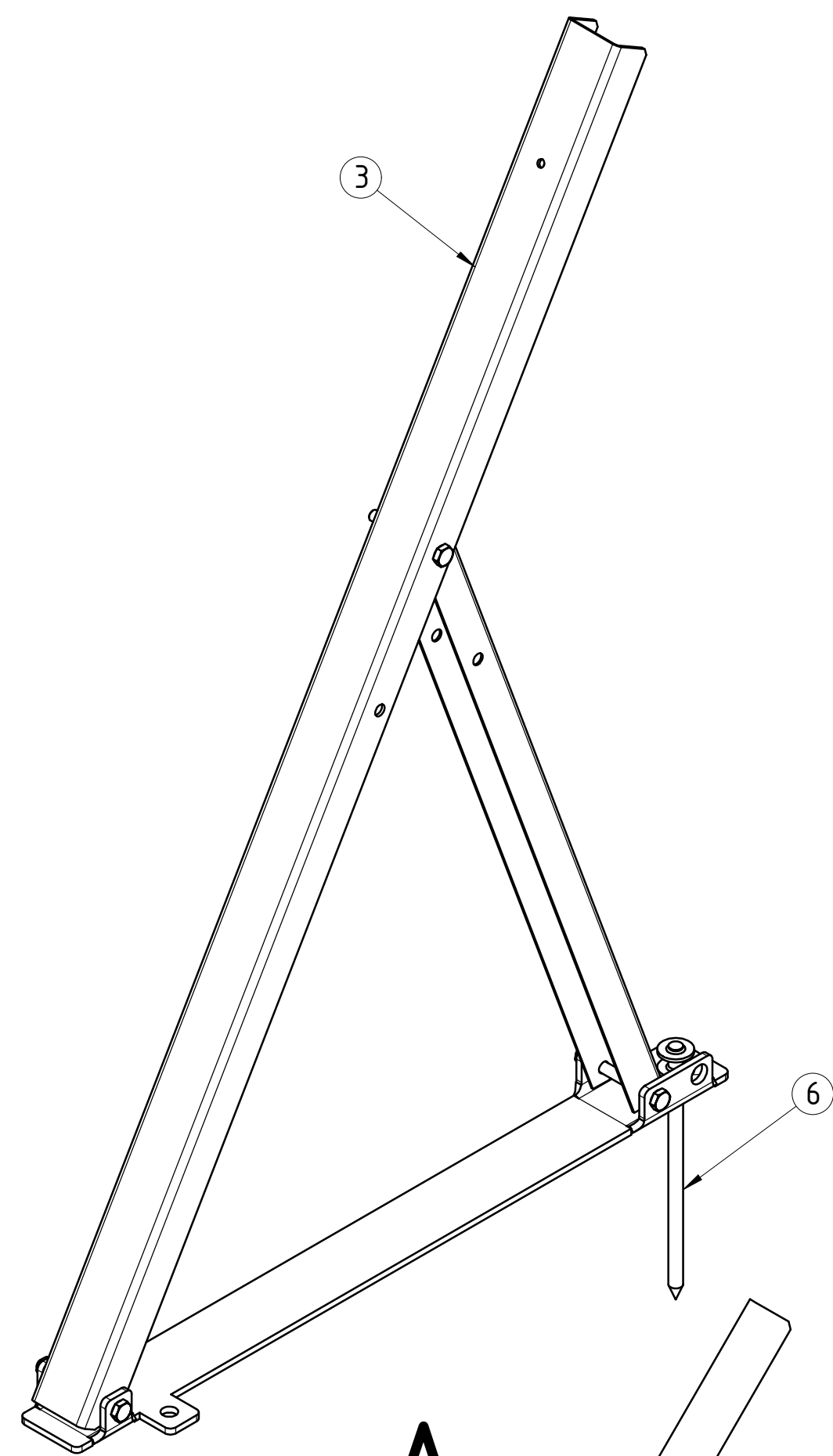


Diagram B shows the assembled truss structure. The structure is made of extruded aluminum and is anchored to a concrete surface using four anchors, labeled 4 and 7. The structure consists of two vertical legs and a horizontal base, connected by diagonal bracing. A large letter 'B' is placed below the structure.

A

ARRANGEMENT 'A'

- PURPOSE:** ARRANGEMENT FOR FRONT END LOADING (S119-ENG-ST-ASY) PIN ANCHOR IS TO BE RE-DOOR IS TO BE RE-DOOR
- STRUT TYPE:** STRUT
- PIN TYPE:** STRAIGHT
- PIN QUANTITY:** 1

B

ARRANGEMENT

- PURPOSE: ARRANGE EITHER SIDE OF THE GATES AND 3 STAIR ACCESS DOORS, AND REMOVED THE SURFACE HIGHER WIND LOADS
- STRUT TYPE: SPIRAL
- PIN TYPE: SPIRAL
- PIN QUANTITY: 3

UTS
CESS
SONNEL
S ARE
RIENCE

ARRANGEMENT
PURPOSE: ARRANGEMENT
LOCATIONS, OTHER T
AND 'B' ARE USED

- STRUT TYPE: S
- PIN TYPE: STRA
- PIN QUANTITY:

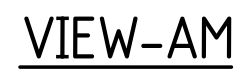
A

B

Q

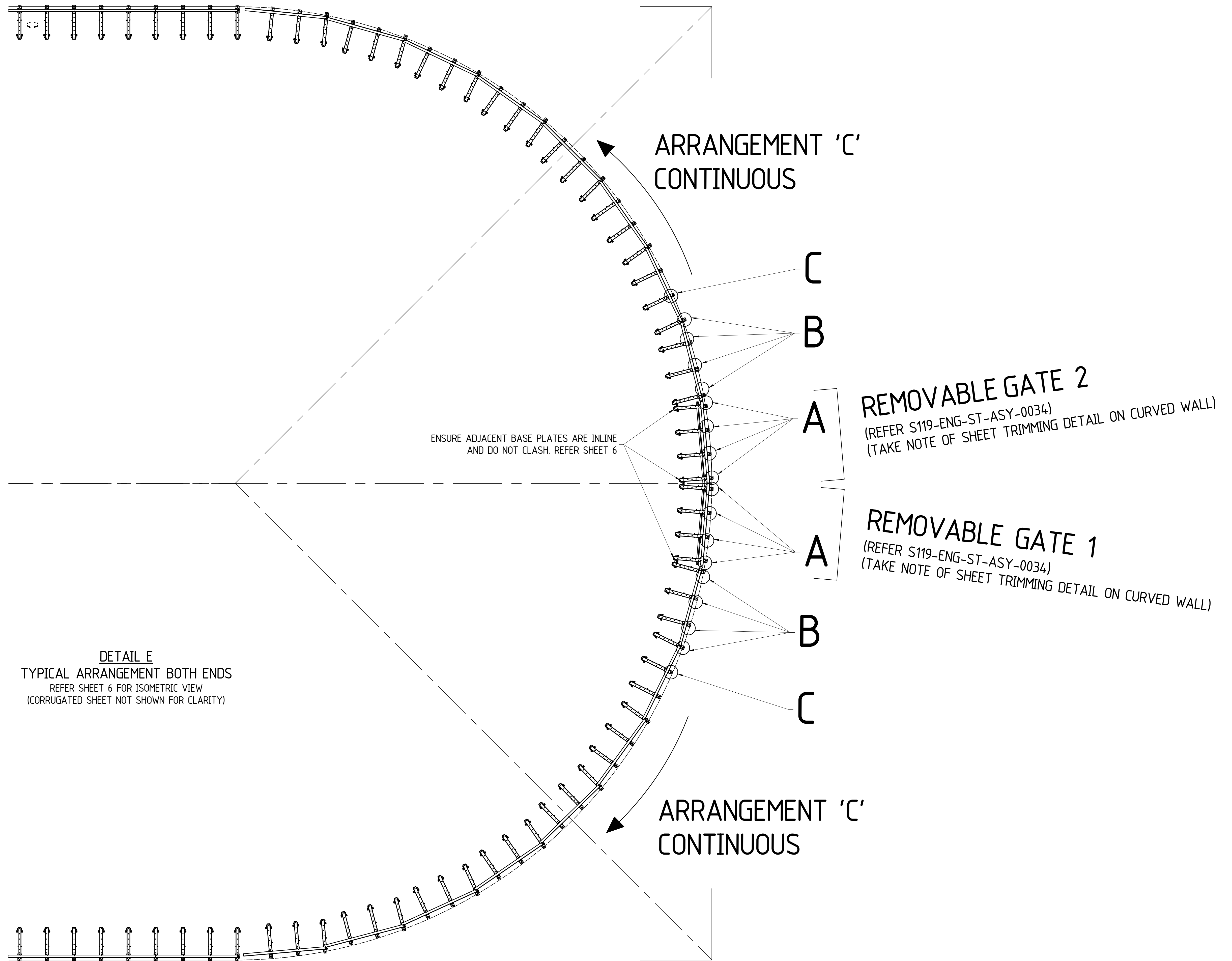


5 Z-CAPPING TEK SCREW
SEE IMPORTANT NOTES



DETAIL V
SHEET OVERLAP
(STRUT NOT SHOWN FOR CLARITY)

[illegible]



DO NOT SCALE FROM THIS DRAWING

									0	10/06/2020	COPIED FROM S-119, ISSUED FOR CONSTRUCTION		
REF DRG No.	REFERENCE DRAWING TITLE	REV	DATE	REVISIONS			BY	CHK	APP	REV	DATE	REVISIONS	

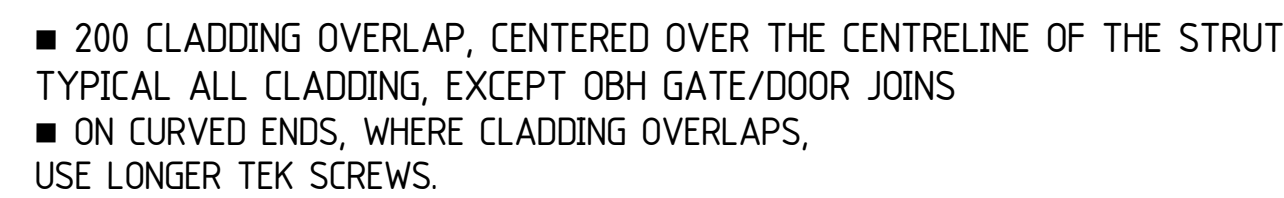
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				CHECKED	LS 10/06/2020
				ENGINEER	BC 11/06/2020
SCR	LS	NH		APPROVED	NH 11/06/2020
BY	CHK	APP			

SITE	VARIOUS
PROJECT	STANDARD

DRAWING No
S119-ENG-ST-DGA-0003

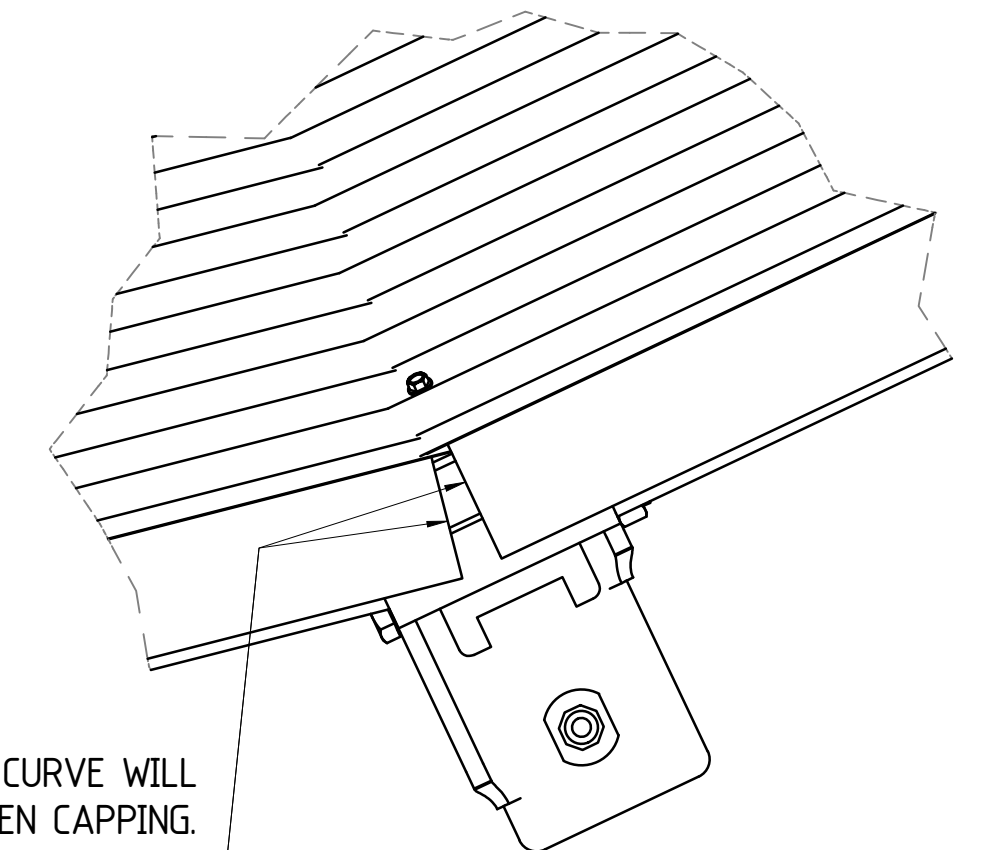
SHEET	REV.
5 OF 9	0

SIZE
A1



- 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,
- USE LONGER TEK SCREWS.



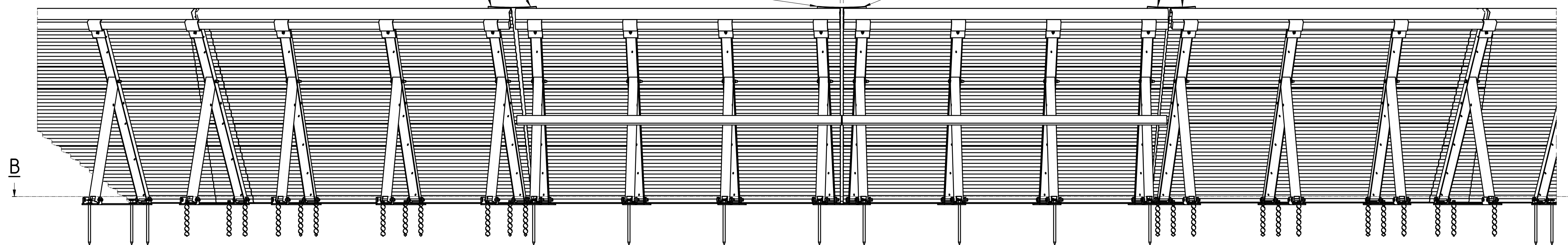
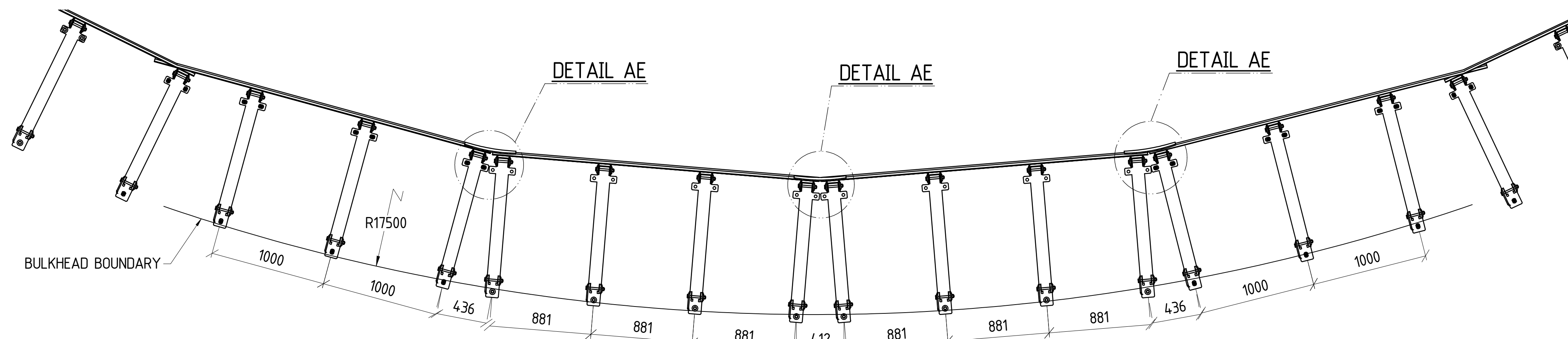
DETAIL AC

FITTING THE Z-CAPPING TO A CURVE WILL
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.

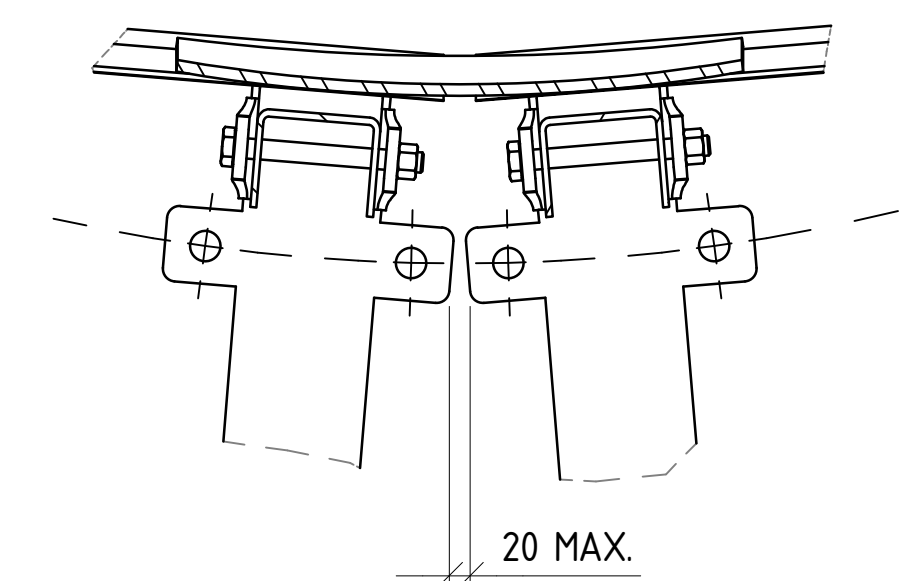
CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED
TO SUIT ON BOTH SIDES TO CREATE A BUTT JOIN
BETWEEN THE FIXED WALL AND THE REMOVABLE GATE.
REFER S119-ENG-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL.
MAX ALLOWABLE GAP BETWEEN BUTT
JOINTS IS 20mm - TYPICAL ALL GATES

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-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



DETAIL AE
TYPICAL STRUT FOOT ALIGNMENT
AT GATE JOINS
(PINS NOT SHOWN FOR CLARITY)



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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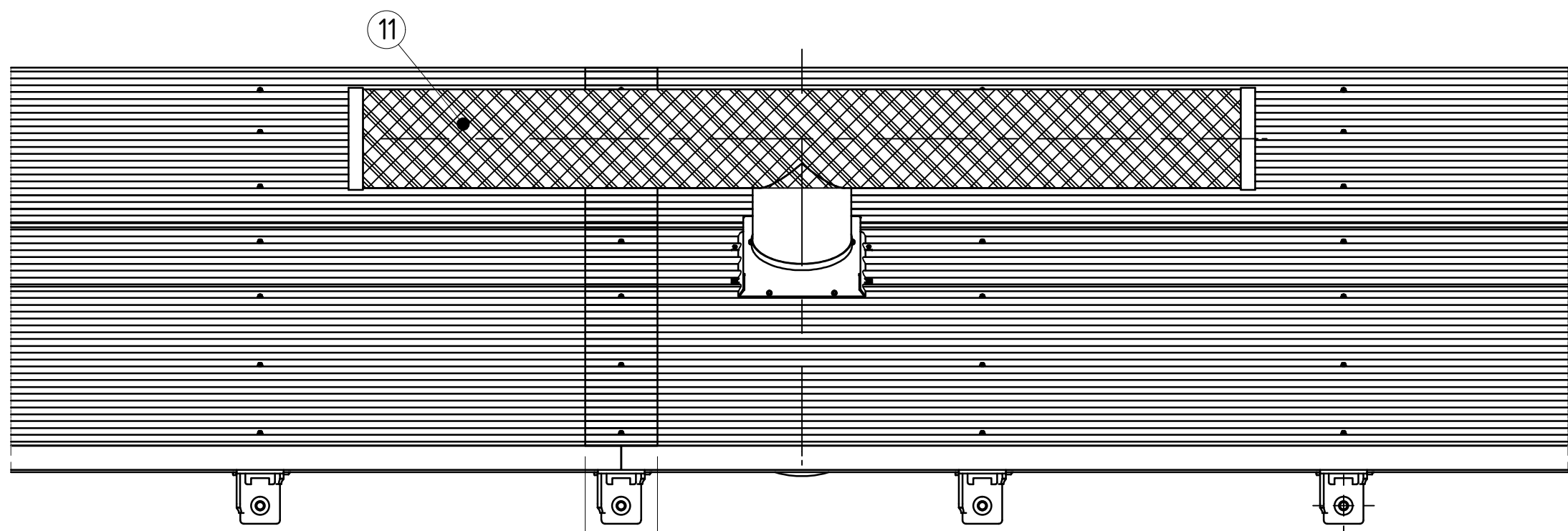
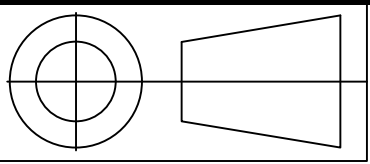
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	CURVED OBH OPENING DETAIL

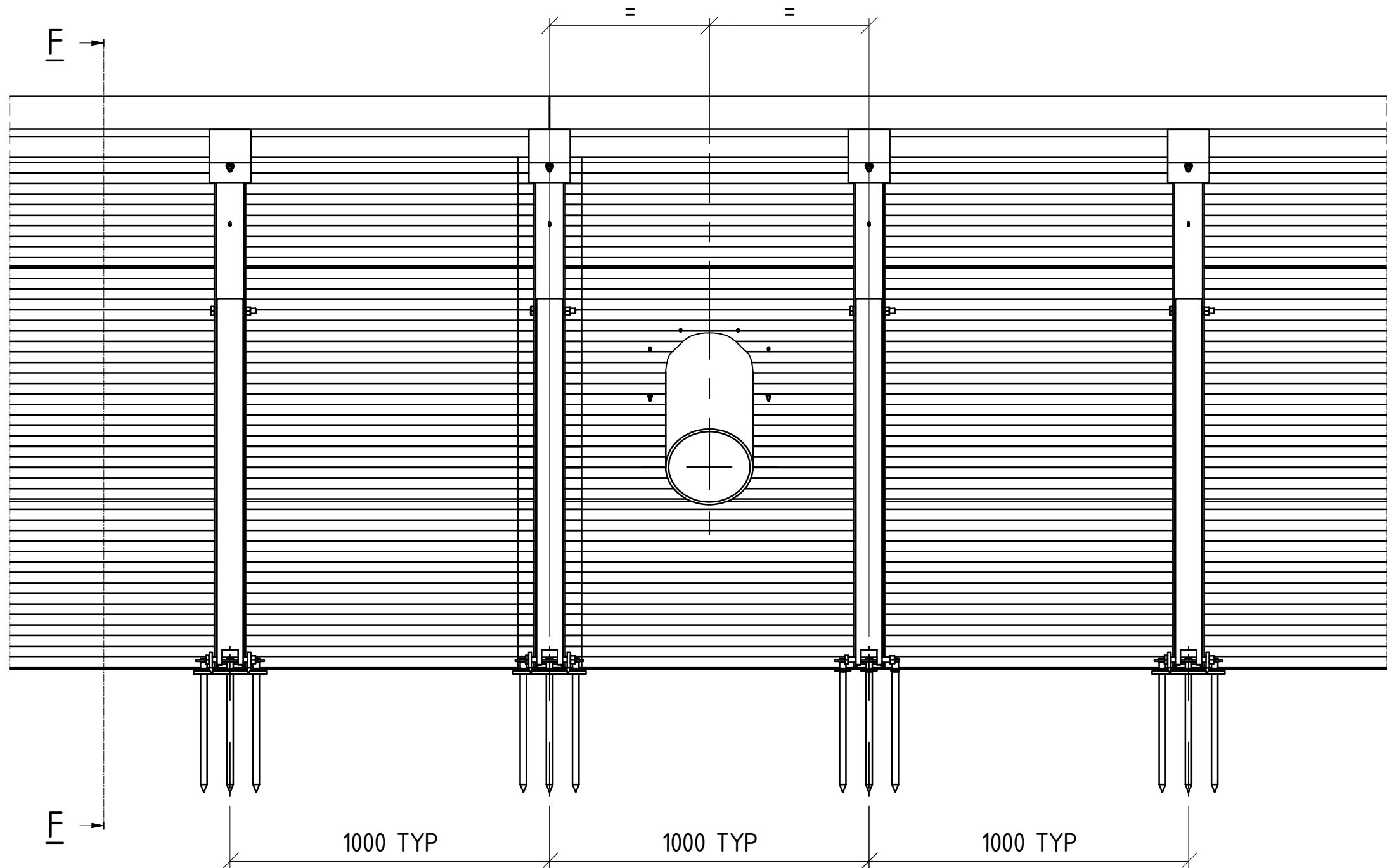
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PROJECT	STANDARD

DRAWING No	SHEET	REV.
S119-ENG-ST-DGA-0003	6 OF 9	0

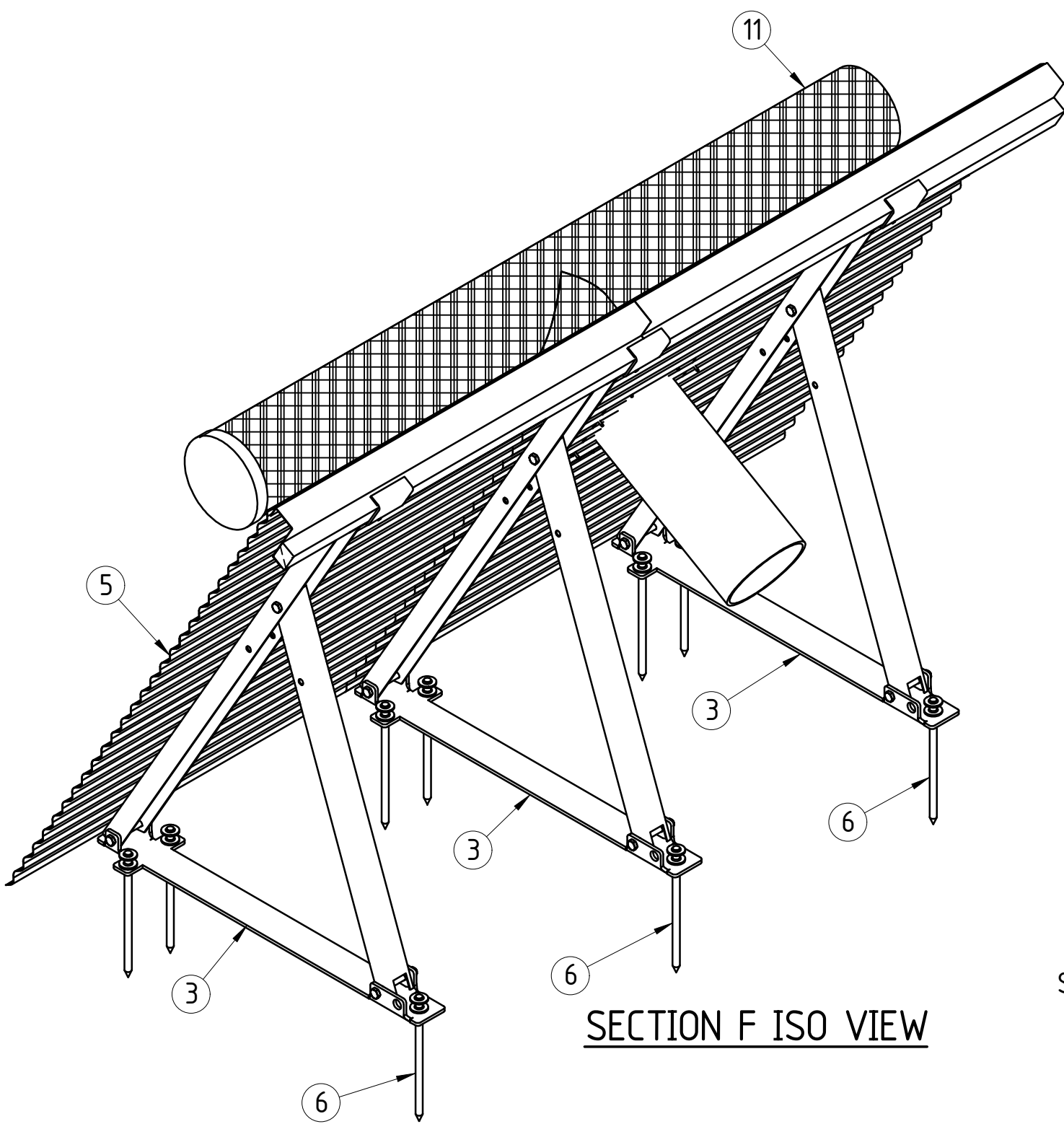


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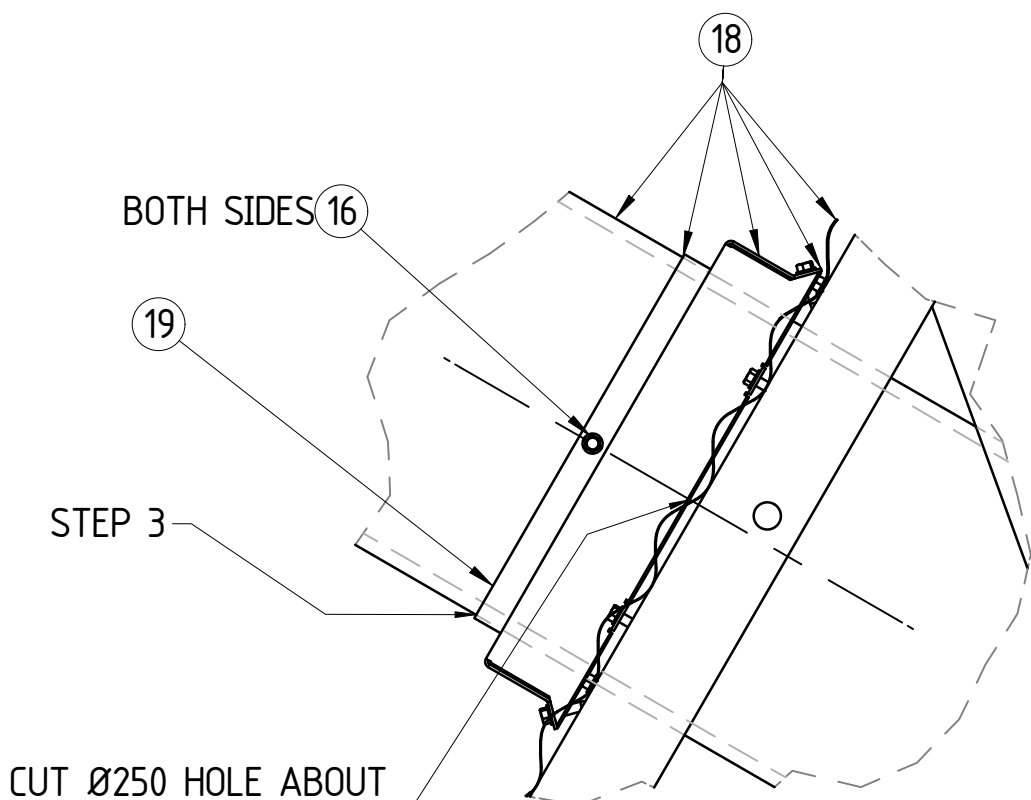
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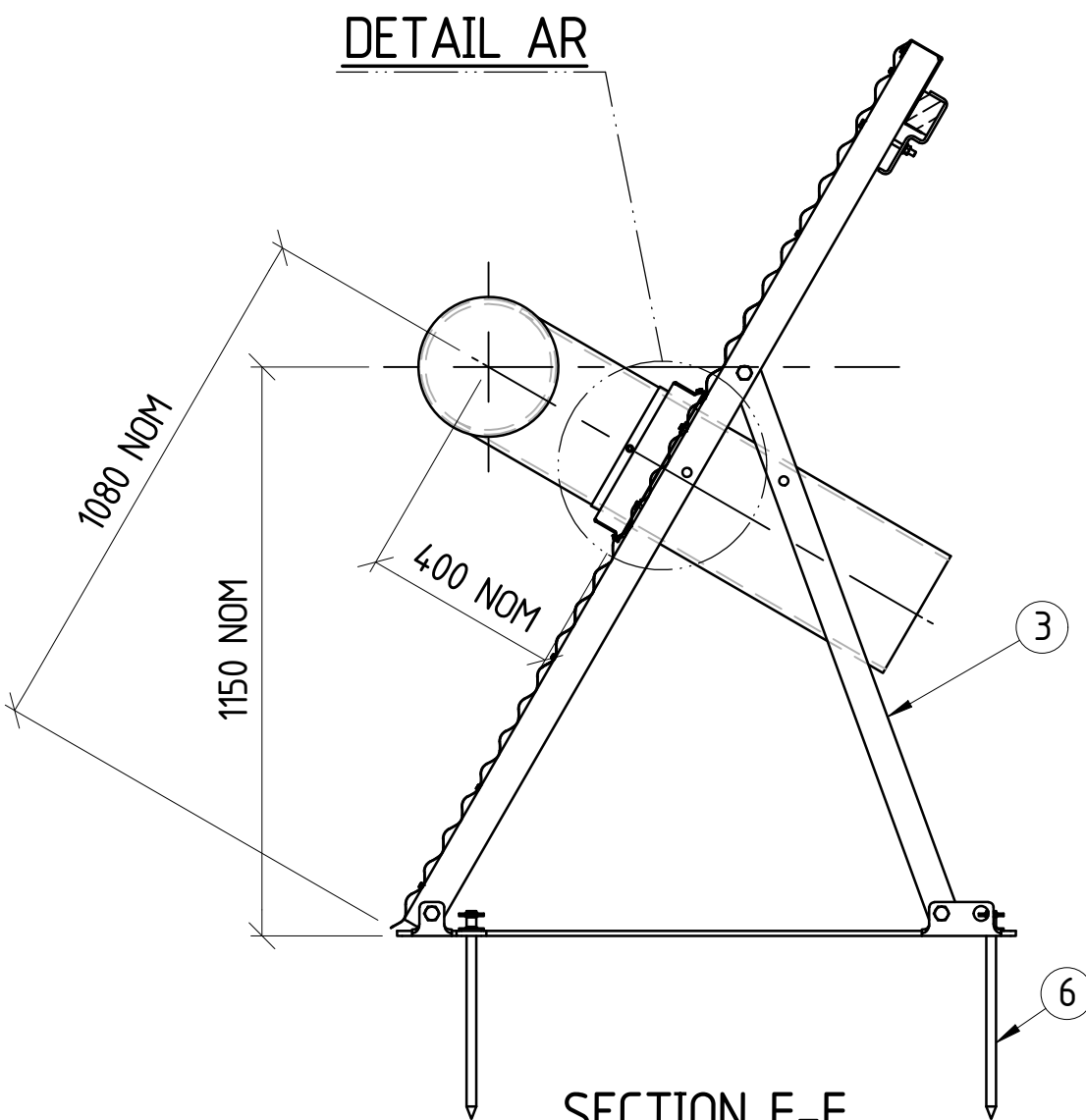
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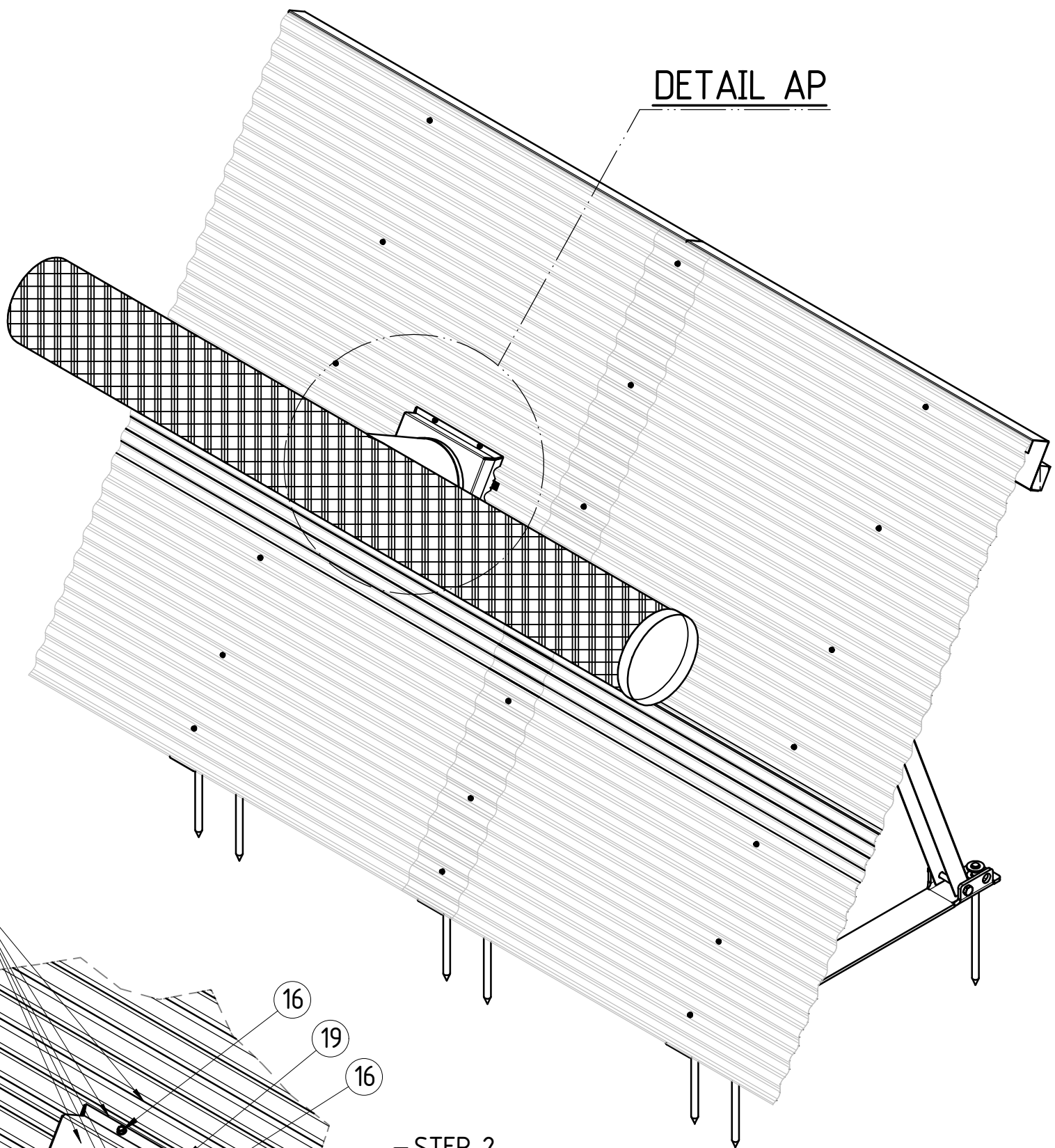
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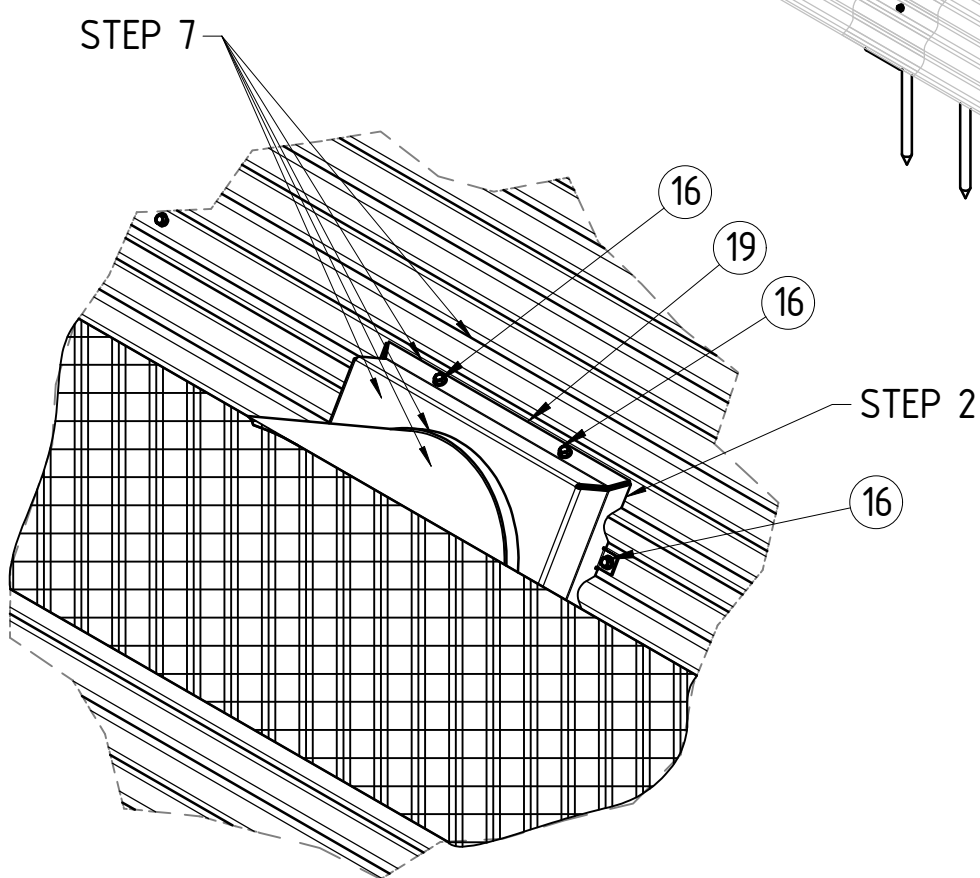
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SECTION F-F



DETAIL AP



DETAIL AP

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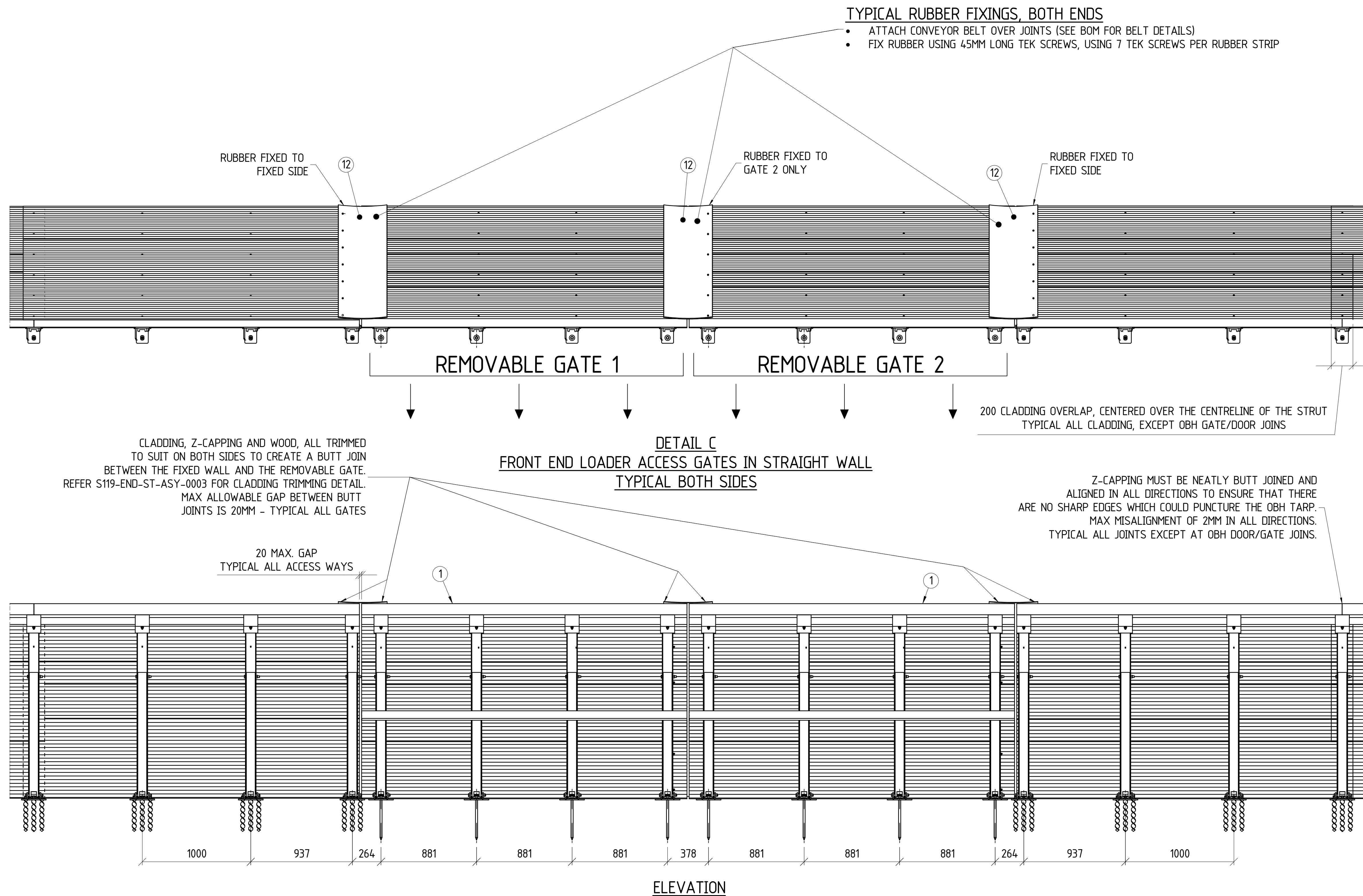
- THE 'T' PIECE IS USED TO PUMP HAZARDOUS FUMIGANT INTO THE STORAGE AFTER IT IS FULLY SEALED. CARE MUST BE TAKEN WHEN INSTALLING THE 'T' PIECE AND APPLYING THE SEALANTS TO ENSURE THE SEAL IS APPLIED TO A HIGH QUALITY.

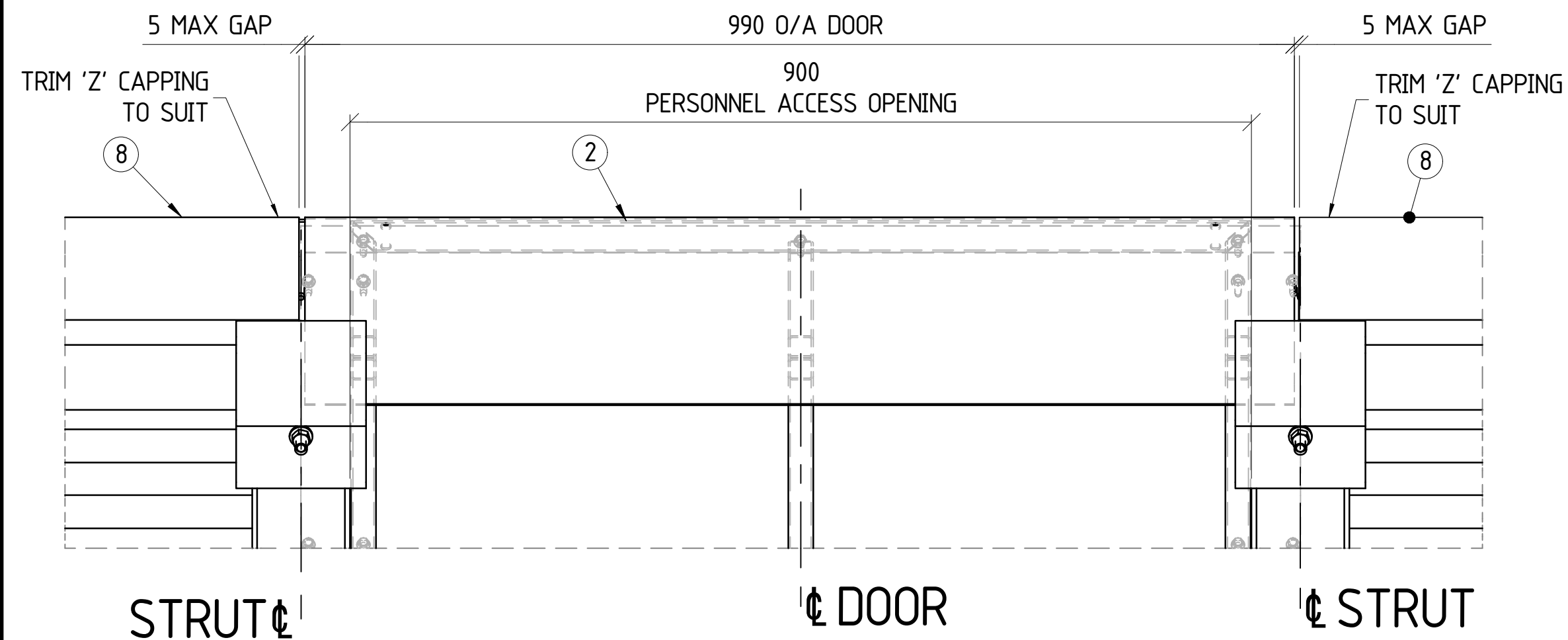
USE THE FOLLOWING QUANTITY'S PER 1 'T'PIECE

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

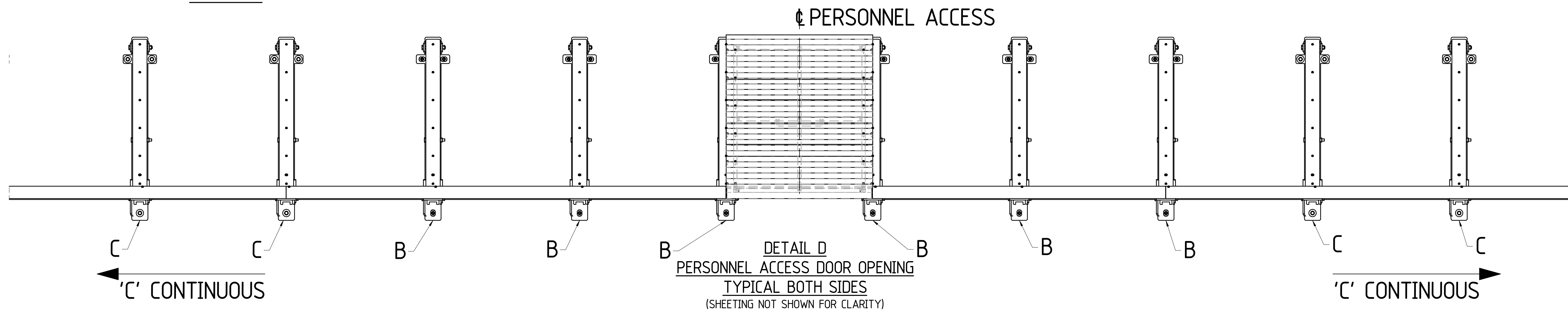
PROCEDURE:

- 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.

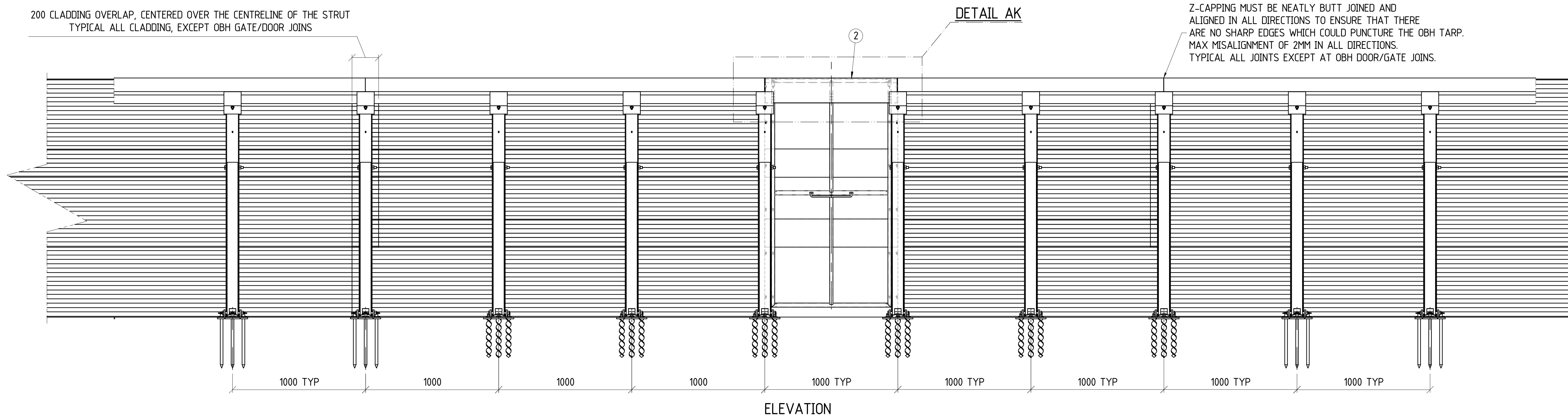
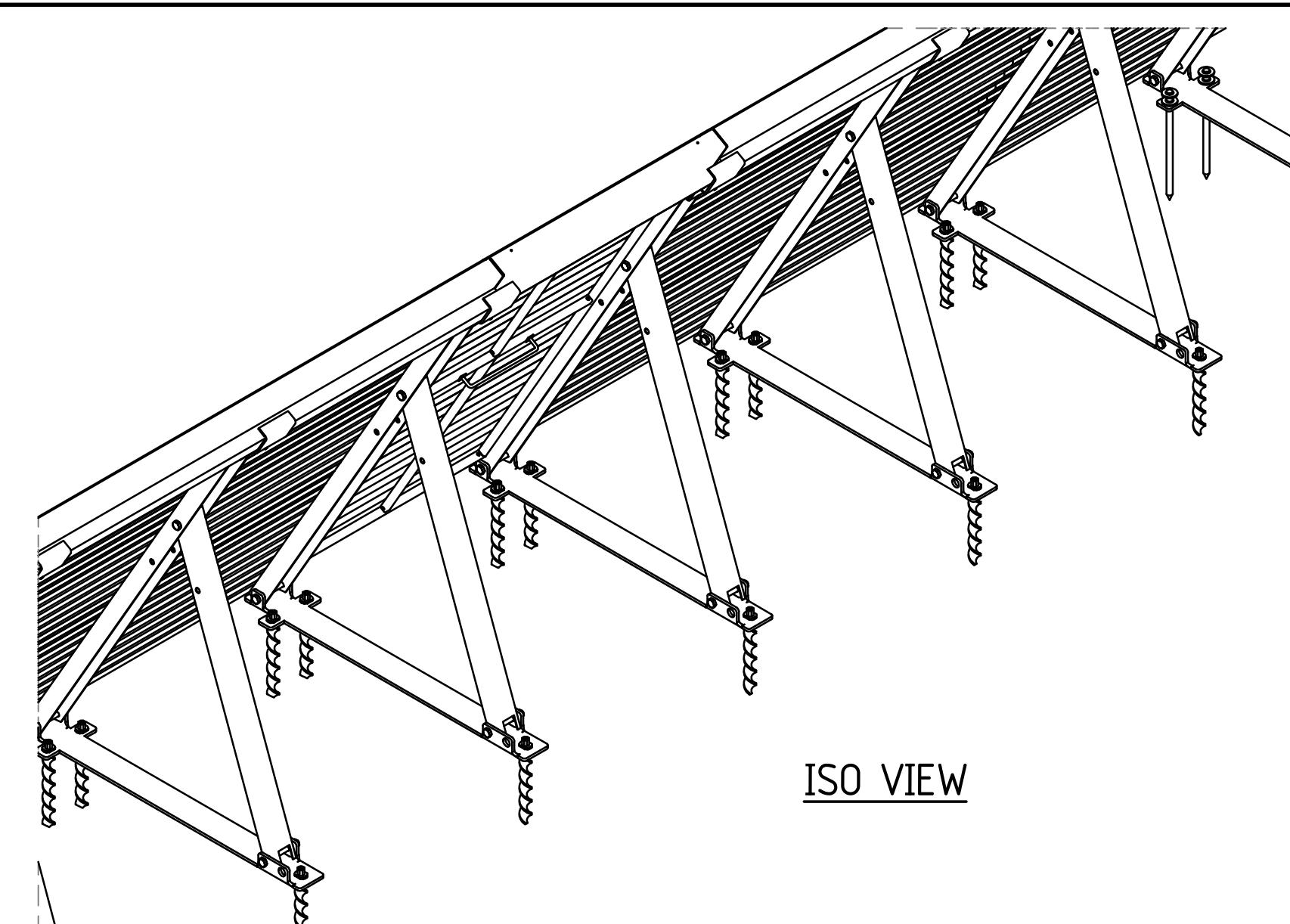




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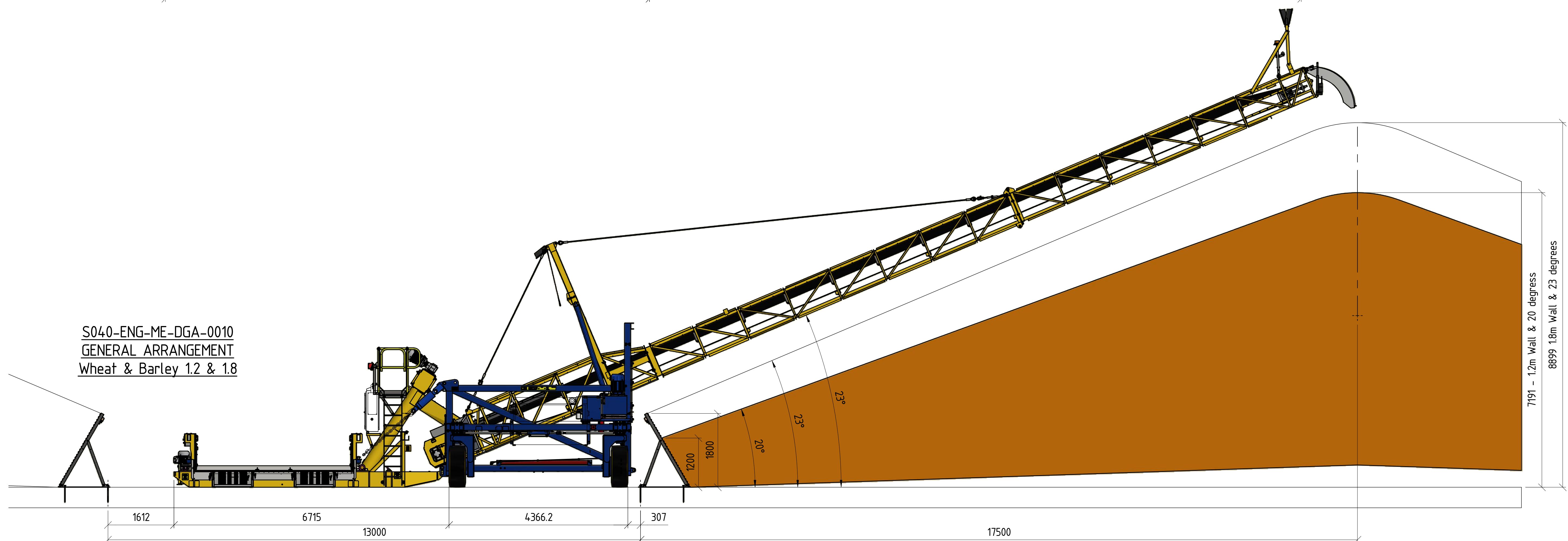
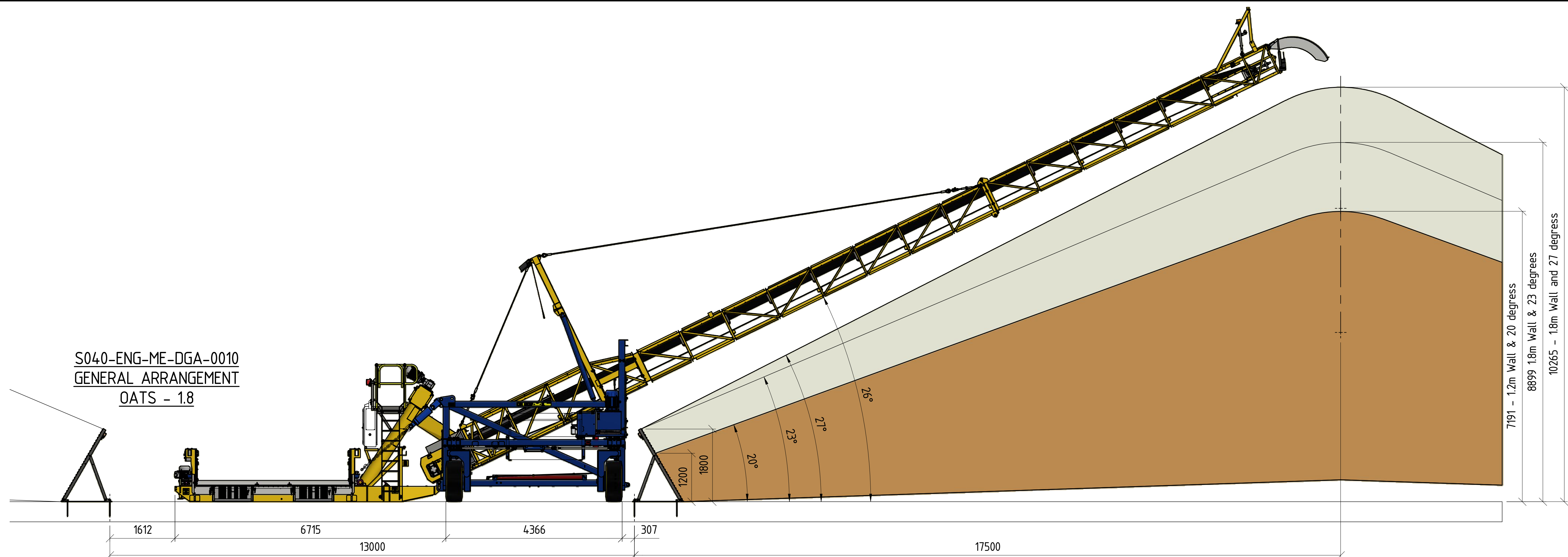


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ELEVATION

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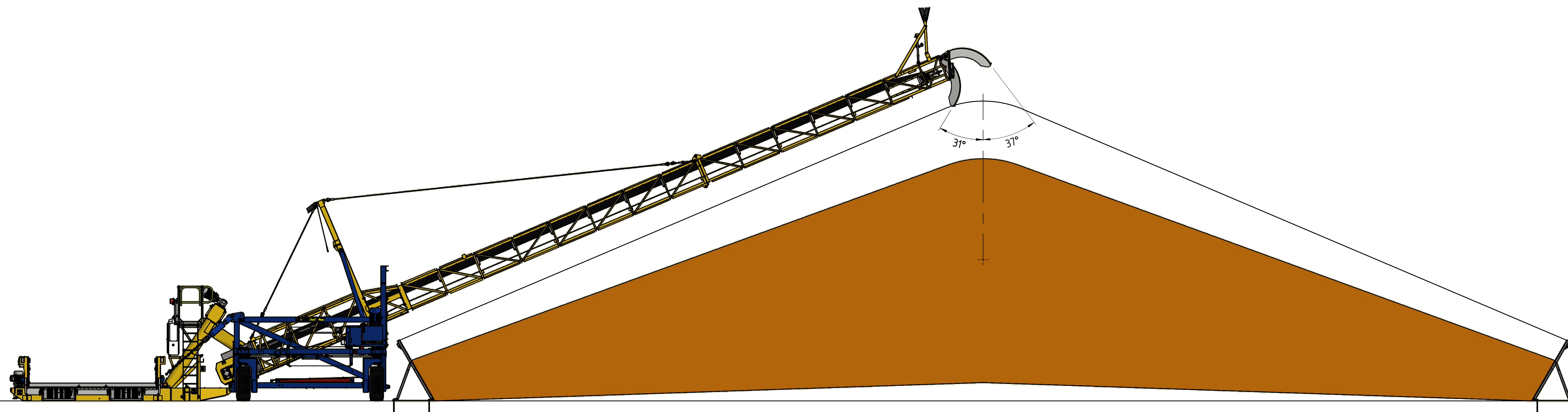
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3	DRAWING TITLE
	DOG STACKER BULKHEAD
	ARRANGEMENT
	GENERAL ARRANGEMENT

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

SIZE
A1



S040-ENG-ME-DGA-0010
GENERAL ARRANGEMENT



Stormwater Management Plan

Project:	Pingrup Emergency Storage Stormwater Management Plan
Client:	CBH Group
Author:	J.Li
Date:	30th March 2026
Shawmac Document #:	2603005-REP-001
CBH Document #:	591-P-01454-CI-RPT-0001

CONSULTING CIVIL AND TRAFFIC ENGINEERS
1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
PHONE|+61 8 9355 1300
EMAIL| admin@shawmac.com.au



Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
A	J. Li	R. Needham	R. Needham	30.03.26

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File Reference: Y:\Jobs Active 2026\CE - Roads & Drainage\CBH_Pingrup Peak Planning_2603005\7. Internal Reviews\2. SWMP 2\2603005-REP-



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1. Introduction

1.1. The Project

The CBH Group 2026 peak planning program at Pingrup has recently been scheduled to proceed. The proposed works involve the construction of one additional emergency bulkhead (TBH 11) to the south of the existing emergency bulkheads TBH 09 and TBH 10, together with associated drainage and access infrastructure

The concept plan is shown in **Figure 1**. Refer to **Appendix A – CBH Concept Plan** for the full concept plan drawing.

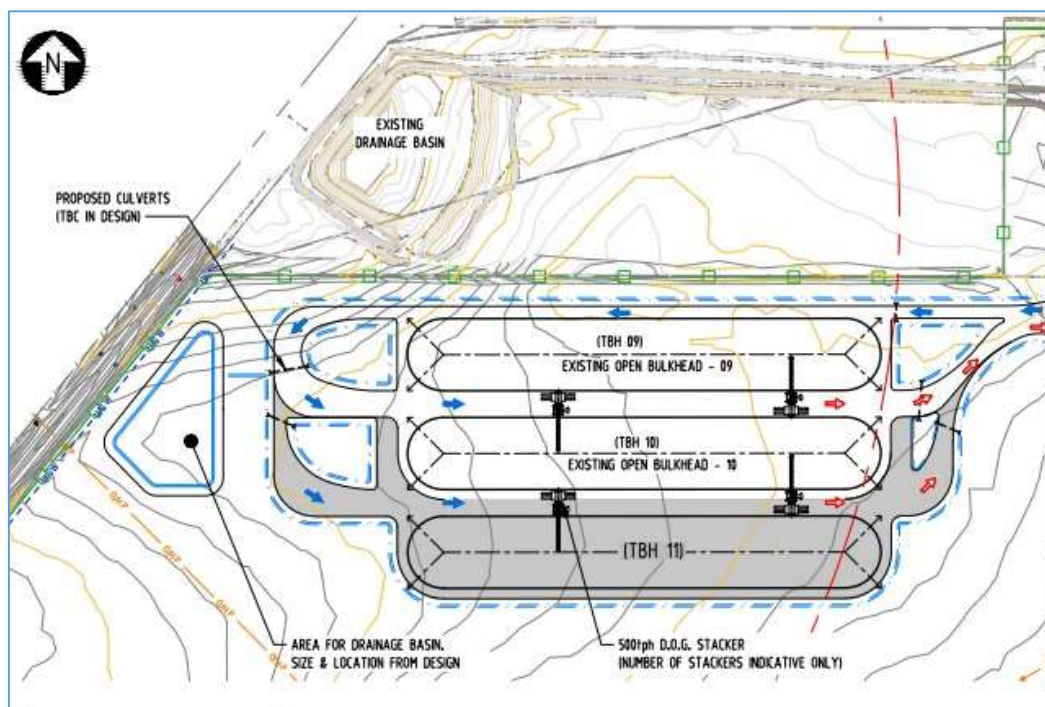


Figure 1: CBH Concept

1.2. Purpose

This report outlines and quantifies the proposed stormwater management measures adopted for the peak planning expansion works at Pingrup. The report assesses the post-development stormwater performance and demonstrates compliance with CBH's stormwater management design criteria.

2. Pre-developed Situation

2.1. Site Characteristics

The Pingrup grain storage facility currently contains 8 x permanent specification open bulkheads, 3x emergency specification open bulkheads, 1x horizontal storage facility and 3x silos. The proposed TBH11 peak planning expansion is located immediately west of the main site and south of the existing emergency bulkheads TBH 09 and TBH 10. The expansion area is currently used for cropping and is otherwise vacant. Refer to the aerial **Figure 2** below for the existing site characteristics.

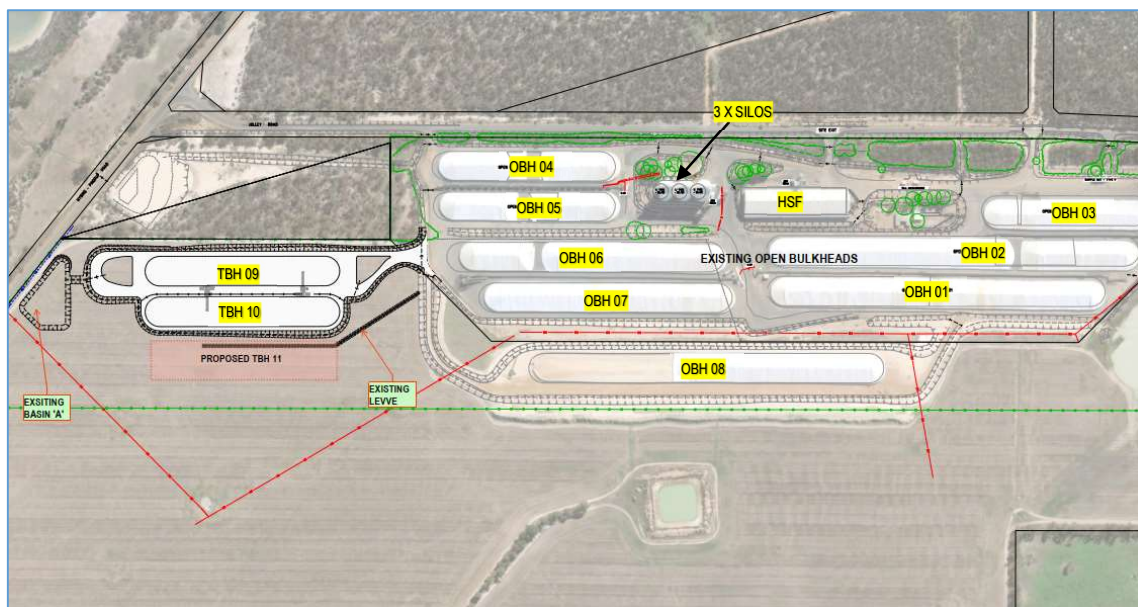


Figure 2: Existing Site Characteristics

2.2. Topography

The site exhibits a general fall from east to west. The highest elevation is approximately RL 288.50 mAHD and the lowest is approximately RL 285.50 mAHD, giving an elevation range of approximately 3.0m across the site. The average site gradient is approximately 0.7%, and the terrain is considered relatively flat. The flat topography means that minimum drain grades govern much of the drainage design. Refer to **Figure 3** for the existing terrain with 2.0m contours



Figure 3: Existing Topography

2.3. Geotechnical

No geotechnical investigations have been completed for the emergency bulkhead area. Standard CBH peak planning construction requirements for earthworks and drainage infrastructure apply. Soil permeability and infiltration parameters used in the stormwater model are consistent with CBH's standard design criteria for the similar grain storage facilities, as described in **Section 3.2**.

2.4. Catchment and Surface Water Flows

The existing stormwater catchments contributing to and through the site are described as follows, and as shown in **Figure 4**.

In general, Catchments A or B within in the main site discharge runoff to the existing Basin 1 located west of the site along Nyabing-Pingrup Road. Catchment C within in the main site discharges runoff to the existing Basin 2 located immediately east of the site. Catchment D consists of TBH 09 and TBH 10 which discharge runoff into the existing Basin 'A' located immediately to their west. A levee has been constructed to the south of TBH09/10 which diverts runoff from the external catchment west to bypass Basin A.



Figure 4: Existing Catchment Areas

An XPSTORM baseline model was developed for the existing site conditions using the assumptions described in Section 3.2. Refer to **Figure 5** for the XP model for existing conditions. The modelled event is the 5-year ARI, consistent with CBH's peak planning design criteria. The existing basin, culvert and drain model results are presented in below **Table 1**,

Table 2 and **Table 3** respectively.

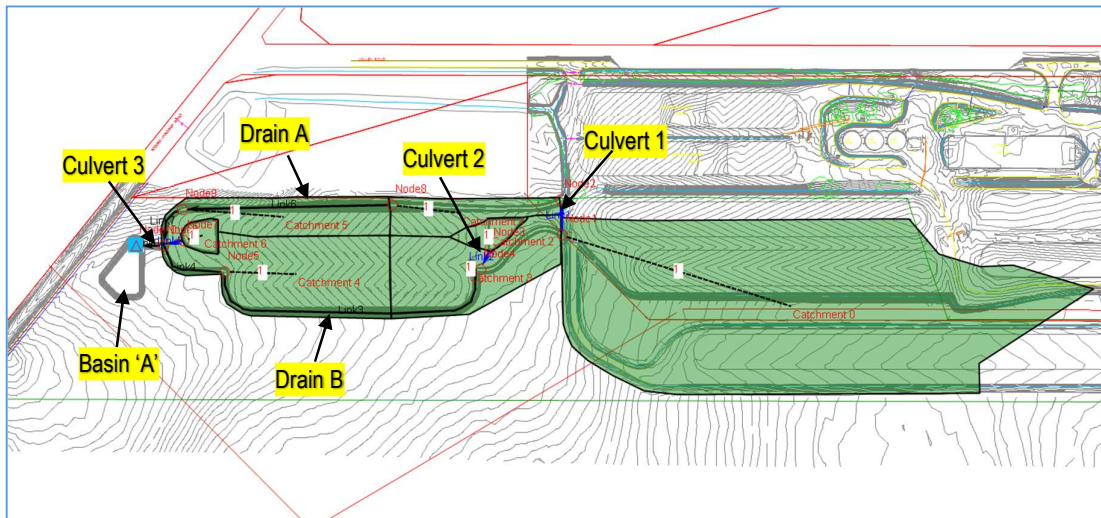


Figure 5: XP Storm Model Existing Conditions

Table 1: Existing Basin Data

Element	Basin 'A'
Basin Base Area	2,394
Basin Top Area	3,712
Basin Base Level	285.2
Basin Top Level	286.4
Total Basin Capacity	3,162
Basin TWL	285.9
Lowest Adjacent Shoulder Level	286.5
Freeboard to Lowest Adjacent Shoulder	0.6
Critical Event	20%_24hr



Table 2: Existing Culvert Data

Culvert	Type	U/S Shoulder or Ground Level	HW Level	Freeboard to U/S	Max Flow (m ³ /s)	Max Velocity (m ³ /s)
Culvert 1	2x600 HDPE	288.02	288.55	0.53	0.53	1.89
Culvert 2	1x450 HDPE	287.69	288.50	0.81	0.02	0.58
Culvert 3	1x450 HDPE	285.60	286.70	1.10	0.02	0.62

Table 3: Existing Table Drain Data

Culvert	Location	Type	HW Level (m AHD)	Shoulder Level (m AHD)	Subgrade Level (m AHD)	Freeboard to Subgrade Level (m)	Max Flow (m ³ /s)	Max Velocity (m ³ /s)
Drain A	North of TBH 09	1m wide 0.6m deep Trapezoidal	286.12	286.7	286.5	0.38	0.13	0.66
Drain B	South of TBH 10	1m wide 0.6m deep Trapezoidal	286.23	286.8	286.6	0.37	0.25	0.61

3. Stormwater Management Strategy

3.1. Strategy Overview

The proposed works introduce a new emergency bulkhead (TBH 11) to the south of the existing TBH 09 and TBH 10. The existing drainage on the southern edge of TBH 10 will be filled in and replaced with a new open drain south of TBH 11, tying into the existing system to discharge into Basin 'A'. The existing levee will be removed and replaced to the south of TBH 11.

The proposed drainage strategy adopts graded surface drainage into a series of table drains and culverts, ultimately discharging into Basin 'A'. The key proposed drainage measures are:

- New 1.1 m wide table drain south of TBH 11 at minimum grade of 0.3%.
- 2 x new culverts connecting the new drain to the existing drainage system.
- Relocation of south levee bund to redirect upstream catchment flows.
- New access road and D.O.G. road construction and associated pavement drainage.

A key site-specific constraint is the relatively flat terrain; therefore, all drainage grading is at the minimum grade of 0.3%. Refer to Drawing 591-ENG-CI-DGA-0013_A for full details of the proposed drainage design.

It is noted that the existing drainage basin is not free draining and will hold water semi-permanently. There is risk that, if the basin is full at the time a rainfall event occurs, that the basin will overtop potentially causing scour to the downstream land and infrastructure. In addition, water levels may rise higher than the designed freeboards, potentially saturating the adjacent subgrades and leading to premature pavement failures. CBH should consider pumping the basin out regularly to maintain storage capacity.

3.2. Design Criteria and Modelling Assumptions

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

- All drainage design is to be based on the 20-year ARI in accordance with ARR 2019 methods.
- A nominal 50mm/day infiltration rate has been applied to the basins to reflect some seepage and evaporation, but otherwise the basins are considered to be impermeable.
- Culverts have minimum 400mm cover and headwater heights are to be limited to a maximum 300mm below shoulder surface level (short-term ponding only).
- Longer duration water levels e.g. within drainage basins, to be limited to a maximum 300mm below top of subgrade. If this cannot be achieved, then the surrounding pavements may be cement stabilised.
- Minimum open drain falls of 0.3% in accordance with CBH requirements.

- Minimum fall along pavement drains to be 0.6%.
- Scour protection is not required for peak planning projects.

An XPSTORM model has been built for the proposed works. Refer to **Figure 6** for the model setup. 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. Compacted but unsealed bulkhead areas were considered impervious.
- A nominal 50mm/day basin infiltration rate has been assumed to reflect seepage and evaporation.
- Rainfall intensities and temporal patterns are consistent with ARR 2019.
- Mannings 'n' value of 0.025 was assumed for the existing open drains.
- Mannings 'n' value of 0.016 and 0.014 was assumed for pavement (asphalt surface) and concrete lined drains respectively.
- Culvert energy loss coefficients of 0.5 (entry) and 1.0 (exit).

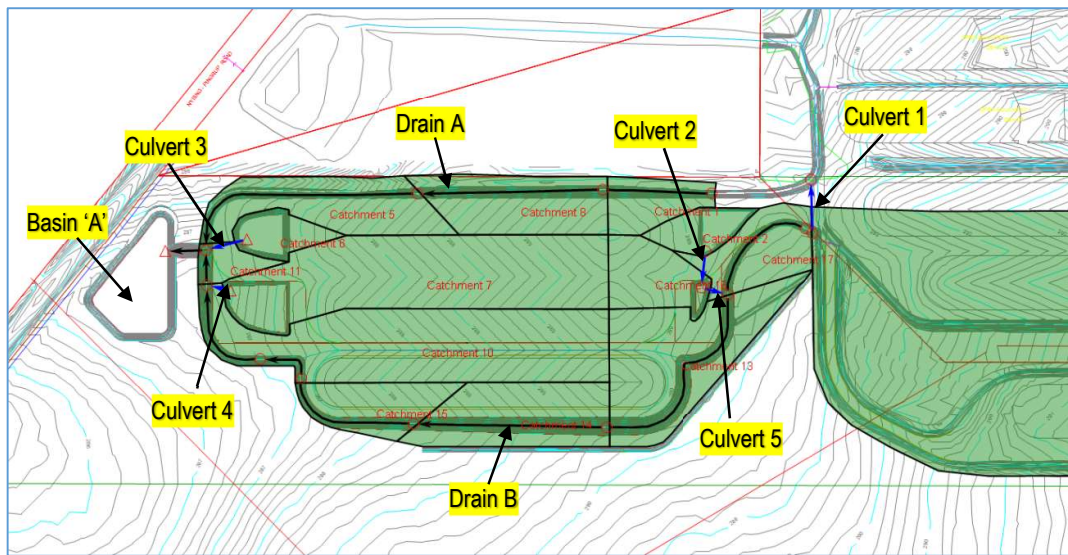


Figure 6: XP Storm Model Post Development

3.3. Stormwater Quantity and Model Outcomes

The post-development XPSTORM model results for Basin 'A' and all culverts are presented in Tables 3 and 4 respectively. Existing conditions values are shown in brackets for comparison.

Table 4: Post-Development Basin Data

Element	Basin 'A'
Basin Base Area	2,394
Basin Top Area	3,712
Basin Base Level	285.2
Basin Top Level	286.4
Total Basin Capacity	3,162
Basin TWL	285.93
Lowest Adjacent Shoulder Level	286.5
Freeboard to Lowest Adjacent Shoulder	0.57
Critical Event	20%_24hr

Table 5: Post-Development Culvert Data

Culvert	Type	U/S Shoulder or Ground Level	HW Level	Freeboard to U/S Shoulder	Max Flow (m³/s)	Max Velocity (m³/s)
Culvert 1	2x600 HDPE	288.02	288.55	0.53	0.53	1.89
Culvert 2	1x450 HDPE	287.69	288.50	0.81	0.02	0.58
Culvert 3	1x450 HDPE	285.60	286.70	1.10	0.02	0.62
Culvert 4	1x450 HDPE	286.46	285.73	0.73	0.09	0.82
Culvert 5	1x450 HDPE	288.31	287.42	0.89	0.04	0.88

Table 6: Post Development Drain Data

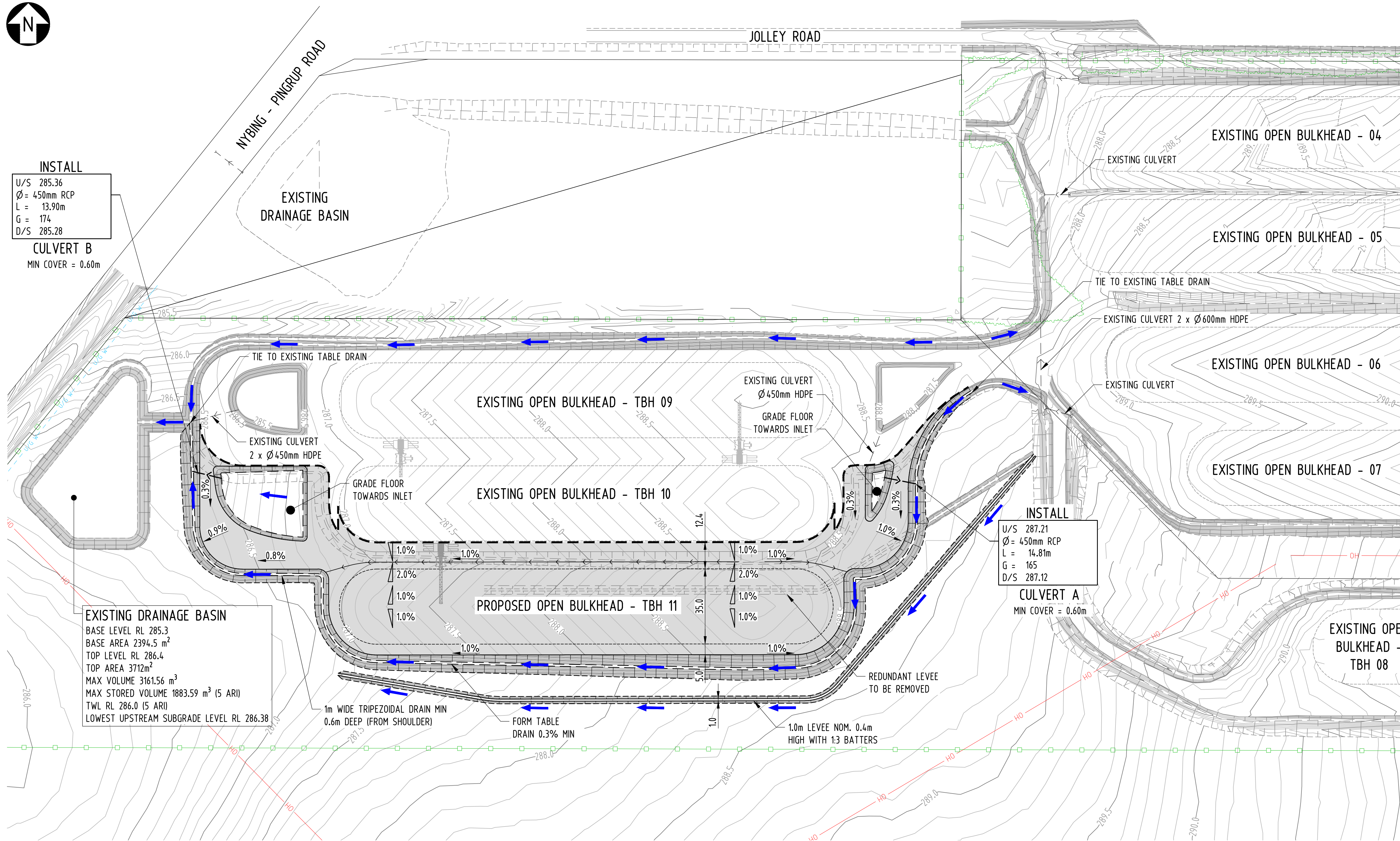
	Location	Type	HW Level (m AHD)	Shoulder Level (m AHD)	Subgrade Level (m AHD)	Freeboard to Subgrade Level (m)	Max Flow (m³/s)	Max Velocity (m³/s)
Drain A	North of TBH 09	1m wide 0.6m deep Trapezoidal	286.12	286.7	286.5	0.38	0.13	0.66
Drain B	South of TBH 1	1m wide 0.6m deep Trapezoidal	286.37	286.9	286.7	0.33	0.27	0.90

The post-development modelling demonstrates that the drainage design outcomes comply with CBH's design criteria:

- Basin 'A' achieves a post-development TWL of RL 285.93 mAHD, providing 0.57 m freeboard to the lowest adjacent shoulder (RL 286.5 mAHD). This provides a minimum 370mm freeboard to the top of subgrade for the permanent water level, greater than the 300mm requirement, noting that this will not be achieved if the basin is already full when a rainfall event occurs. As discussed previously, CBH should plan to pump the basin dry regularly to avoid this situation.
- All culvert flow velocities are below the 2m/s scour protection threshold and minimum of 300mm freeboard to adjacent shoulder achieved for the short-term freeboard at culvert inlet
- All drain grades meet the minimum 0.3% open drain grade requirement, and no flow velocity is greater than 2m/s.



Appendix A – CBH Concept Plan

[illegible]



Consulting Civil & Traffic
Engineers, Risk Managers.

PO Box 1271
East Victoria Park
WA 6981

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

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

30th June 2026

Dear Chris

Re: Pingrup Peak Planning Project – Traffic Impacts

It is understood that CBH has recently undertaken temporary works at its existing Pingrup grain receival site to accommodate excess storage demand. The temporary works involved the construction of three temporary open bulkheads (TBH09/10/11) on vacant land west of existing site, as shown in **Figure 1** and the attached concept plans as provided by CBH. CBH now wish to operate the storage areas permanently.

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



Figure 1: Site Location

Traffic Volumes

The proposed site works consisted of constructing three new emergency-specification (unsealed) bulkheads, providing 90,390 t 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.

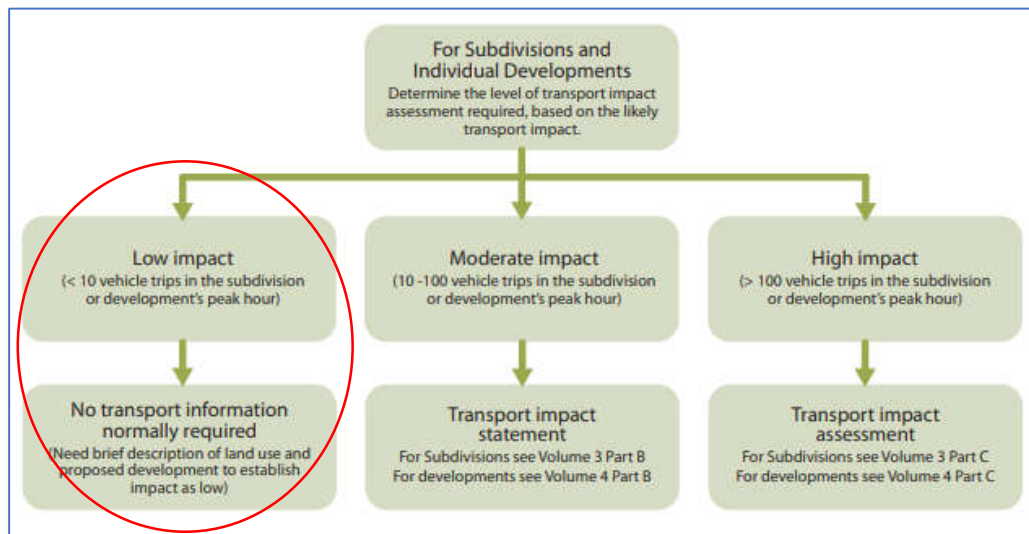


Figure 2: Project Location

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:

591-ENG-CI-DCO-0004_A – CBH Concept Plan

