

DEVELOPMENT APPLICATION

Grain Storage and Handling Facility

Lot 25091 on Deposited Plan 150716
Totadgin Hall Road, Merredin WA 6415

Landowners	[REDACTED]
Certificate of Title	Volume 1215 Folio 758
Responsible authority	Shire of Merredin
Planning scheme	Shire of Merredin Local Planning Scheme No. 6
Application type	Development approval — industry—rural (grain storage and handling facility) with ancillary transport operations
Document status	FINAL DRAFT FOR SUBMISSION

Completion notice

The agreed aerial layout is the owner-measured planning site plan. No licensed survey or separately commissioned CAD plan is proposed. Manufacturers' technical drawings will support the weighbridge, shed and silo components.

1. Executive summary

This application seeks development approval for the establishment and staged expansion of a grain storage and handling facility on Lot 25091, Totadgin Hall Road, Merredin. The site is a large farming property comprising 202.3539 hectares and is owned by Bradley Michael Atkinson and Elizabeth Mary Atkinson as joint tenants.

The proposal builds on an existing approximately 20,000-tonne on-farm grain bunker. The first development stage adds one matching 20,000-tonne bunker, an above-ground legal-for-trade weighbridge, grain receipt and handling equipment, truck circulation and queuing areas, and basic staff amenities. Future stages provide for up to ten 718-tonne elevated cone-bottom silos and a 64 m × 36 m × 9 m agricultural shed.

The facility will receive, store and dispatch grain grown by the owners' farming business and grain owned or purchased by a third-party grain buying business. Operations will be undertaken under contract by a third-party transport business. Grain tarping and fumigation will be performed by appropriately qualified third-party contractors.

The proposal is appropriately characterised as industry–rural because it handles and stores agricultural produce in a General Farming area. Industry–rural is identified as a permitted ("P") use in the General Farming zone under the Scheme zoning table; development approval is nevertheless sought for the works, commercial-scale operation and certainty over the staged facility. The Shire should confirm the final land-use classification at lodgement.

2. Application particulars

Owners	[REDACTED]
Owner postal address	[REDACTED] Merredin WA 6415
Owner telephone/mobile	[REDACTED]
Owner email	[REDACTED]
Applicant	[REDACTED] unless a planning consultant is appointed
Applicant correspondence details	Email: [REDACTED]
Lot	Lot 25091 on Deposited Plan 150716
Certificate of Title	Volume 1215 Folio 758
Street address	Totadgin Hall Road, Merredin WA 6415
Nearest intersection	Intersection of Totadgin Hall Road and Collgar West Road
Site area	202.3539 hectares
Title encumbrances	None

Existing land use	Broadacre agriculture with farm infrastructure and an existing grain bunker
Proposed land use	Staged grain storage and handling facility (industry–rural) with ancillary transport, office, sampling, amenities and workshop/storage functions
Estimated development cost	\$230,000 for Stage 1 (Bunker 2 and weighbridge)
Estimated commencement/completion	Stage 1 is to be completed and operational by 15 October 2026, subject to the necessary approvals.

3. Development description

3.1 Existing development

- One existing grain bunker, approximately 175 m long × 30 m wide, with nominal capacity of approximately 20,000 tonnes.

The existing bunker is understood to have been established and used as ordinary on-farm grain storage that did not require development approval at the time. It is identified in this application as existing site context; the Shire is requested to confirm that no retrospective component is required.

- Owner-measured access and circulation concept comprising a new Totadgin Hall Road entry/exit approximately 350 m south of the former access and a northeastern entry/exit to Collgar West Road. The former Totadgin Hall Road access is not proposed for operational truck use.
- Existing farmyard buildings, dam, cleared operational areas and retained vegetation.
- Ongoing broadacre cropping and normal agricultural activities across the balance of the lot.

3.2 Proposed and staged works

Stage / element	Description
Stage 1 — initial facility Both will need Building Permit	One new 175 m × 30 m grain bunker (approximately 20,000 t); 500 mm-high compacted gravel bunker walls initially; progressive blue tarping; a minimum 36 m Accuweigh above-ground single-deck legal-for-trade weighbridge; Brandt 13/110 grain auger with side-pull kit and Ezy-Reach system (no receival grid); temporary grain sampling platform; sea-container office/sample store; toilet and shower amenities; internal roads, queuing, turning and drainage works.
Future silos	Up to ten DE/Satake elevated cone-bottom silos, nominal capacity 718 t each (7,180 t total), installed progressively in one straight west–east row for the owners' grain.
Future shed	One agricultural shed approximately 64 m × 36 m × 9 m high, located east of the dam and aligned perpendicular to the silo/bunker axis, clear of the dam wall.
Road-access	New operational entry/exit on Totadgin Hall Road approximately 350 m south

Stage / element	Description
improvement	of the former access, plus a northeastern entry/exit to Collgar West Road. The former access is not proposed for operational truck use. Both roads are Shire-controlled; final crossovers and any road-reserve works will be undertaken in the form and location directed or approved by the Shire of Merredin.

3.3 Capacity

- Initial harvest operating cap: no more than approximately 40,000 tonnes of grain onsite at any one time across the bunker storage area.
- Full staged nominal installed capacity: approximately 47,180 tonnes, comprising two 20,000-tonne bunkers and ten 718-tonne silos.
- The future silos are intended primarily for grain grown by the owners’ farming business; third-party grain is intended principally to use the bunker storage.

The capacity figures are nominal and depend on grain type, bulk density, bunker profile and operating practice. Approval is requested for the physical infrastructure and the stated maximum operational envelope.

4. Site planning and layout

The facility infrastructure and internal tracks are arranged on a coordinated set of parallel and perpendicular axes based on the fixed bunker alignment. This reduces visual clutter, simplifies road-train circulation and maintains the ordered rural-industrial appearance sought by the owners.

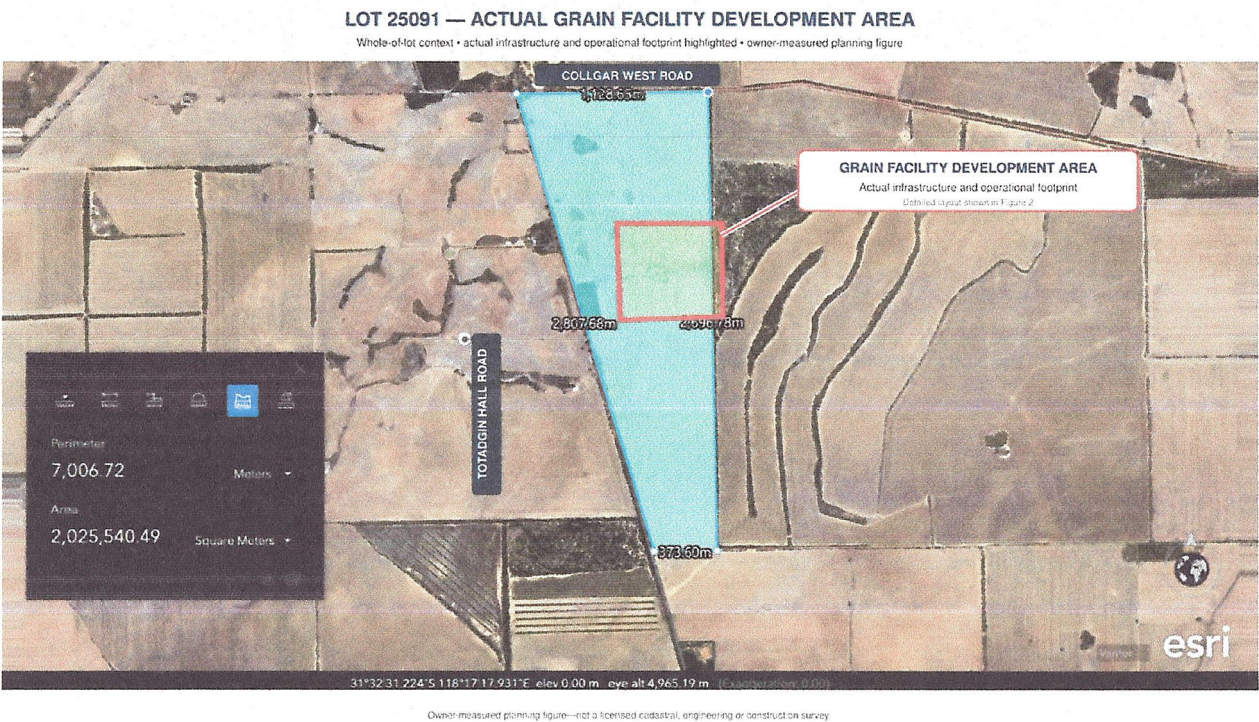


Figure 1. Whole-of-Lot 25091 context plan highlighting the actual Grain Facility Development Area—the infrastructure and immediate operational footprint shown in detail in Figure 2. Owner-measured planning figure; not a licensed cadastral, engineering or construction survey.

- The proposed new bunker is parallel to the existing bunker and separated by a clear 30 m operational gap.

The ten proposed silos form one straight north–south row adjoining the eastern circulation track. The row begins at the common eastern road turn shown on the amended owner-measured layout.

- The 36 m weighbridge is aligned parallel to the bunkers and positioned north of Bunker 1, with its western end aligned to the western end of the bunkers. Both incoming and returning trucks pass over the bridge on the dedicated circulation corridor, with all queuing and manoeuvring retained within the lot.
- The shed is east of the dam, clear of the dam wall, rotated 90 degrees to the main facility axis, with its southern end aligned to the extended silo-row axis.
- Existing trees and remnant vegetation are to be retained. No clearing is proposed as part of the facility layout.

The layout retains surrounding agricultural land and does not preclude the subject of a separate future development application.

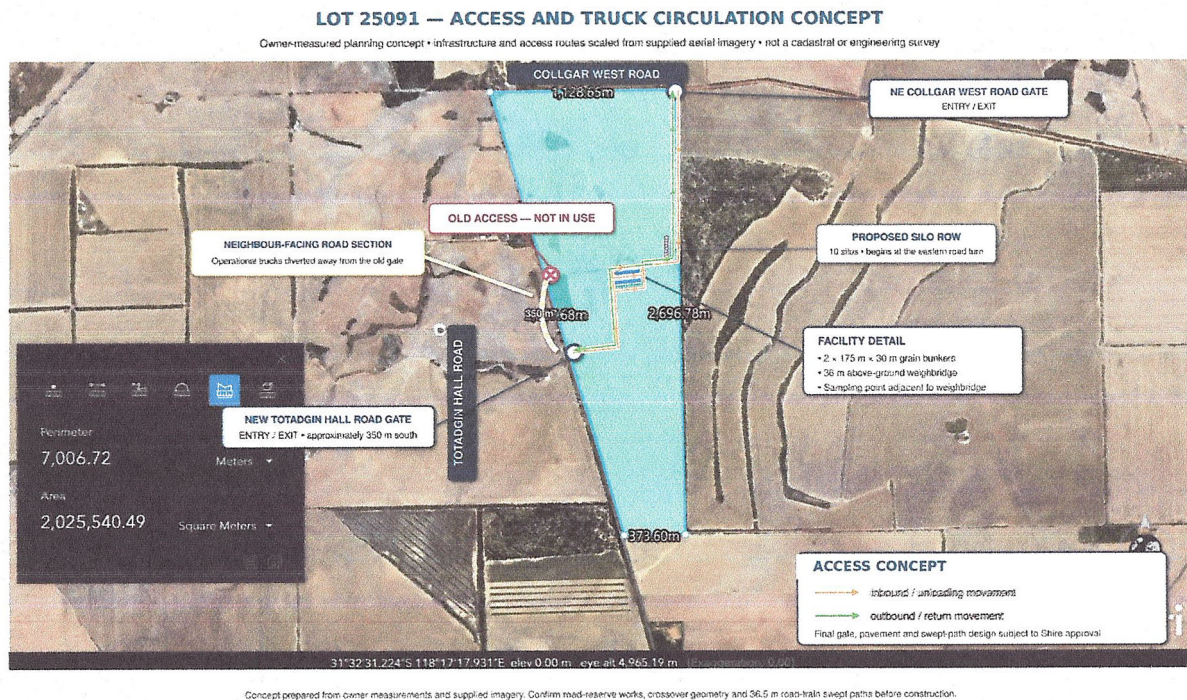


Figure 2. Amended owner-measured infrastructure and access layout showing the new Totadgin Hall Road entry/exit approximately 350 m south of the former access, the northeastern Collgar West Road entry/exit, the proposed north–south silo row, the 36 m weighbridge north of Bunker 1 and the internal tracks. Not a licensed cadastral survey, engineering design or certified swept-path plan.

5. Operations

Operational matter	Proposed arrangement
Operating season	Primarily harvest, approximately October to January.
Operating hours	6:00 am to 6:00 pm, seven days per week during harvest. Outside harvest, intermittent grain management, maintenance and dispatch may occur within the same daytime envelope.
Vehicle generation	If the facility is well supported, peak receipt activity is estimated at up to 24 truck visits per day while available storage is being filled. This equates to a maximum of approximately 24 truck arrivals and 24 corresponding departures

Operational matter	Proposed arrangement
	per day (48 one-way vehicle movements), using vehicles with payloads of up to approximately 60 t. This peak rate would be temporary and would reduce or cease once the facility reaches capacity.
Design vehicle	Up to 36.5 m road train, using lawful heavy-vehicle routes and complying with applicable route conditions.
Receival rate	Brandt 13/110 auger; maximum nominal transfer rate approximately 300 t/hour, depending on grain and operating conditions.
Receival method	Side-pull and Ezy-Reach arrangement; no below-ground receival grid proposed.
Sampling	Temporary platform and sea-container office/store for grain samples and records.
Tarpping	Blue tarps installed progressively by a third-party contractor as bunkers are filled.
Fumigation	Undertaken only by an appropriately licensed/qualified third-party fumigator under a site-specific fumigation plan, product label requirements and exclusion controls.
Operators	Facility operated under contract by a third-party transport business for a third-party grain buying business, together with storage of the owners' grain.
Maximum personnel	Generally 1–2 people working onsite at any one time.

6. Traffic, access and parking

6.1 Access strategy

The access concept provides two operational entry/exit points: a new crossover on Totadgin Hall Road approximately 350 m south of the former access, and a crossover at the northeastern corner of the lot to Collgar West Road. The former Totadgin Hall Road access is identified as not being in operational truck use. The locations respond to neighbour consultation by directing facility traffic away from the dwelling opposite the western side of the lot. Road trains will enter and leave in a forward direction, and sufficient internal stacking distance will be provided so vehicles do not queue on either public road.

The new western access track extends directly east from Totadgin Hall Road before turning north at 90 degrees on an axis perpendicular to the western ends of the bunkers. The northeastern access follows the eastern boundary to Collgar West Road. Totadgin Hall Road and Collgar West Road are owned and operated by the Shire of Merredin. Any crossover, turning treatment or other work within a road reserve will therefore be constructed only in the form and location required or approved by the Shire. Detailed road-reserve design can be addressed after development approval and before those works commence.

The northeastern Collgar West Road crossover forms part of the proposed operational circulation system. Its final crossover geometry, pavement and signage will be subject to the Shire of Merredin's direction or approval.

6.2 Internal circulation

- One-way circulation where practicable, with clear directional signage and a low onsite speed limit.
- Straight, unobstructed approaches to and departures from the 36 m weighbridge.
- The orange incoming route and green return route both cross the 36 m weighbridge on the corridor north of Bunker 1. Trucks may then leave in a forward direction through either the new Totadgin Hall Road access or the northeastern Collgar West Road access in accordance with the operating route and onsite signage.
- Queue storage for at least the anticipated peak arrival sequence, wholly within the lot.
- Loading and sampling areas separated from the public road and from staff amenity areas.
- All-weather compacted gravel pavements designed for road-train axle loads, with dust suppression and maintenance as required.
- Parking for staff and contractors adjacent to the office/amenities and outside truck swept paths.

Figures 3 and 4 show the owner-measured circulation concept intended to control construction and operation. Orange identifies incoming and unloading movements and green identifies return and outbound movements. Incoming trucks from either operational gate are directed to the 36 m weighbridge north of Bunker 1. Bunker trucks use either the centred unloading lane between Bunkers 1 and 2 or the southern approach lane south of Bunker 2, with the trucks turning at right angles and rejoining the eastern circulation corridor. Silo trucks use the north–south route adjoining the proposed single silo row. Returning trucks recross the weighbridge and depart in a forward direction. The tracks are arranged parallel or perpendicular to the bunker axis and are intended to accommodate 36.5 m road trains.

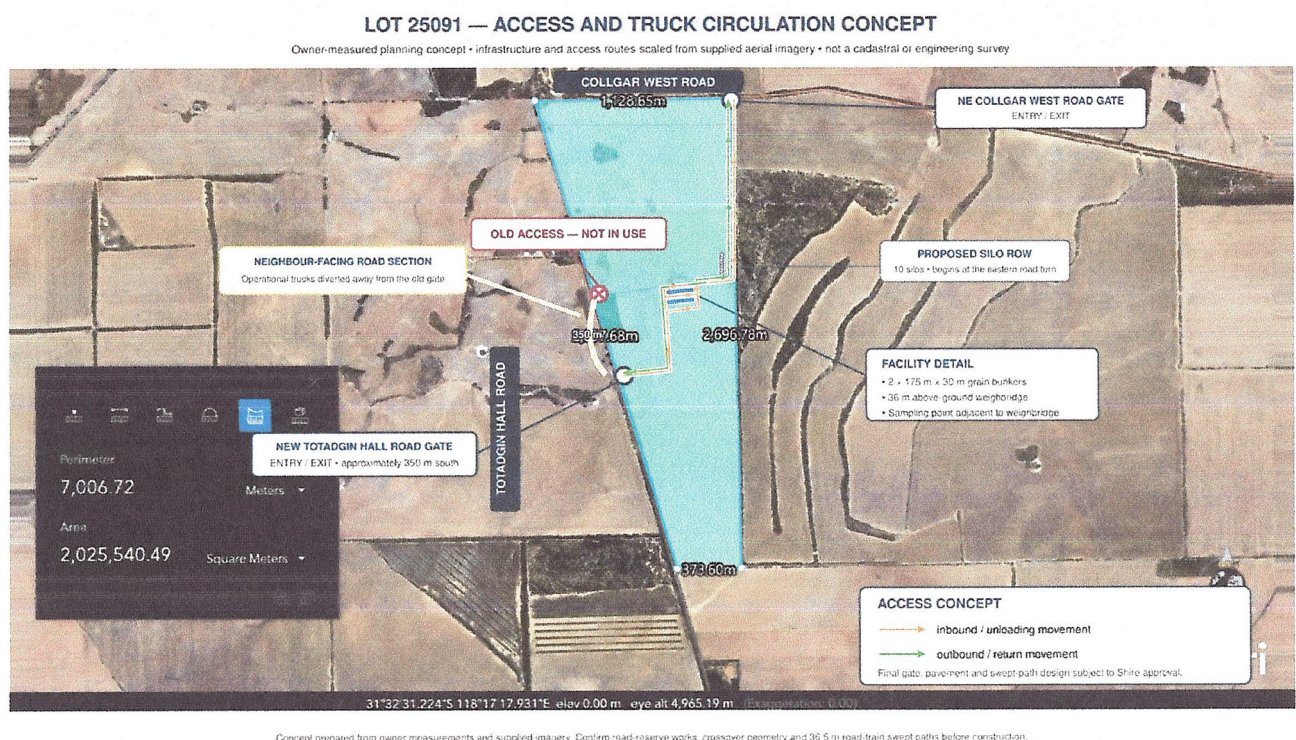


Figure 3. Owner-measured access and truck circulation concept. The plan shows the new Totadgin Hall Road entry/exit approximately 350 m south of the former access, the northeastern Collgar West Road entry/exit, the proposed silo row, bunker approach tracks and weighbridge circulation. Orange shows incoming and unloading movements; green shows return and outbound movements. This figure is the controlling owner-prepared operational layout for construction planning, subject to final Shire-approved crossover details, onsite signage, pavement design and confirmation of road-train swept paths.

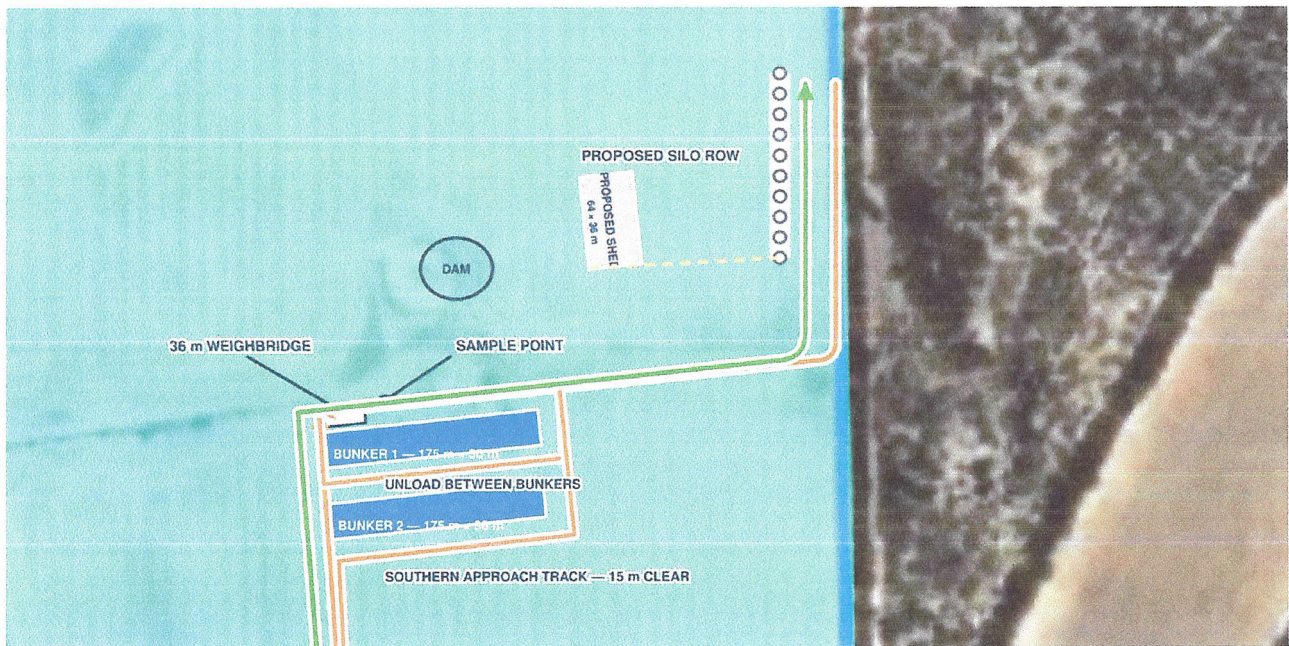


Figure 4. Detailed bunker, weighbridge and northeastern circulation layout. The orange incoming and green return tracks pass over the 36 m weighbridge north of Bunker 1. The green outbound track is shown as one continuous route on the inside of, and parallel to, the orange northeastern turn; the two routes do not cross. The proposed silo row is positioned immediately west of the green northbound track, with its southernmost silo aligned to the perpendicular datum extending from the southern end of the proposed 64 m x 36 m shed east of the farm dam. The bunker unloading lane is centred between Bunkers 1 and 2. The additional southern approach track is positioned approximately 15 m south of Bunker 2. Owner-measured planning layout—not a licensed cadastral survey, engineering design or certified swept-path plan.

7. Environmental and amenity management

7.1 Dust and grain emissions

Potential dust sources are vehicle movements on unsealed surfaces, unloading/loading and exposed grain-handling points. The following controls are proposed:

- Maintain compacted internal roads and apply water or an approved dust suppressant during dry, windy conditions.
- Enforce low onsite vehicle speeds and suspend or modify activities if visible dust crosses the property boundary.
- Keep auger discharge heights as low as practicable and position equipment to minimise wind entrainment.
- Progressively cover filled bunkers and promptly clean grain spills.
- Maintain complaint and incident records and undertake corrective action where required.

7.2 Noise

Noise will arise from trucks, augers, tarping, grain handling and maintenance. Operations are confined to daytime hours of 6:00 am to 6:00 pm. Equipment will be maintained in serviceable condition, idling will be minimised, broadband reversing alarms will be considered where practicable, and loading equipment will be positioned away from sensitive receptors. The facility will be operated to comply with the Environmental Protection (Noise) Regulations 1997.

7.3 Light

The stated operating period is predominantly daylight. Any task or security lighting will be downward-directed, shielded, limited to operational areas and switched off when not required. No illuminated advertising is proposed.

7.4 Odour and fumigation

Grain storage does not ordinarily generate significant offsite odour when kept dry and managed correctly. Fumigation will only occur under a documented risk assessment, fumigation plan and emergency management plan. Exclusion zones, signage, gas monitoring, ventilation and re-entry procedures will be controlled by the contracted fumigator. No fumigant will be stored or used contrary to its approved label or applicable licensing requirements.

7.5 Separation and sensitive receptors

EPA Guidance Statement No. 3 identifies generic separation distances as a screening tool for potentially incompatible industrial and sensitive land uses. The nearest identified occupied dwelling is the residence of Rodney and Lisa Jackson, approximately 740 m from the dwelling to the midpoint between Bunkers 1 and 2, based on the owner's ArcGIS measurement shown below. This substantial rural separation, together with daytime operating hours, retained vegetation, landform screening and the proposed dust, noise and fumigation controls, will reduce the potential for unreasonable offsite amenity impacts.

There are no occupied dwellings on Lot 25091. The existing storage shed is the only fixed building infrastructure within the facility area and is not used as a residence. Accordingly, the proposed grain facility will not introduce industrial operations near an occupied dwelling on the subject lot.



Figure 5. Nearest identified occupied dwelling—Rodney and Lisa Jackson residence—approximately 740 m from the dwelling to the midpoint between Bunkers 1 and 2. The irregular red-shaded boundary traces the actual Grain Facility Development Area comprising the weighbridge, both bunkers, proposed shed and proposed silo row (owner-measured in ArcGIS; not a licensed survey measurement).

8. Water, drainage and wastewater

8.1 Stormwater

The facility will be graded so clean stormwater is diverted around bunker pads, silo foundations, the weighbridge and traffic areas. Runoff from developed surfaces will be retained and managed onsite without causing erosion, waterlogging, contamination or discharge onto adjoining land or the road reserve.

- Provide positive crossfall and table drains around bunker pads and internal roads.
- Keep runoff from grain-handling areas separate from clean catchment water where practicable.
- Use sediment traps or vegetated treatment areas before discharge to onsite drainage storages.
- Design weighbridge approaches and pit-free above-ground structure to prevent ponding and maintain access during harvest.

8.2 Amenities, water and wastewater

A toilet and shower facility is proposed because no suitable existing amenity is available. The facility will generally accommodate a maximum of 1–2 people working onsite at any one time. Lot 25091 is connected to the scheme water supply, with an existing water meter located on the lot's Totadgin Hall Road boundary. Potable water for the amenities will be supplied from this connection. A suitable onsite wastewater treatment

and disposal system will be installed for the amenities in accordance with Shire of Merredin requirements and any separate health, plumbing or wastewater approvals required.

The owner-prepared terrain view below shows the actual Grain Facility Development Area traced in cyan and the observed natural drainage direction in red. The majority of the facility—including the bunkers, future silos, shed and associated handling areas—will be located on the eastern side of a naturally occurring ridge; only the weighbridge is proposed on the western side. This siting uses the existing landform to help screen the principal storage infrastructure from Totadgin Hall Road and thereby reduce its visual prominence when viewed from the public road.

Natural surface drainage is generally directed south-east from the facility area and continues across the owners' agricultural land within Lot 25091. Based on the existing landform and the proposed onsite drainage controls, runoff from the development will be managed within the subject lot and will not be intentionally discharged onto neighbouring properties, Totadgin Hall Road, Collgar West Road or another road reserve. Final earthworks will maintain stable flow paths, avoid concentrating runoff at lot boundaries and prevent erosion, sediment transport and waterlogging.

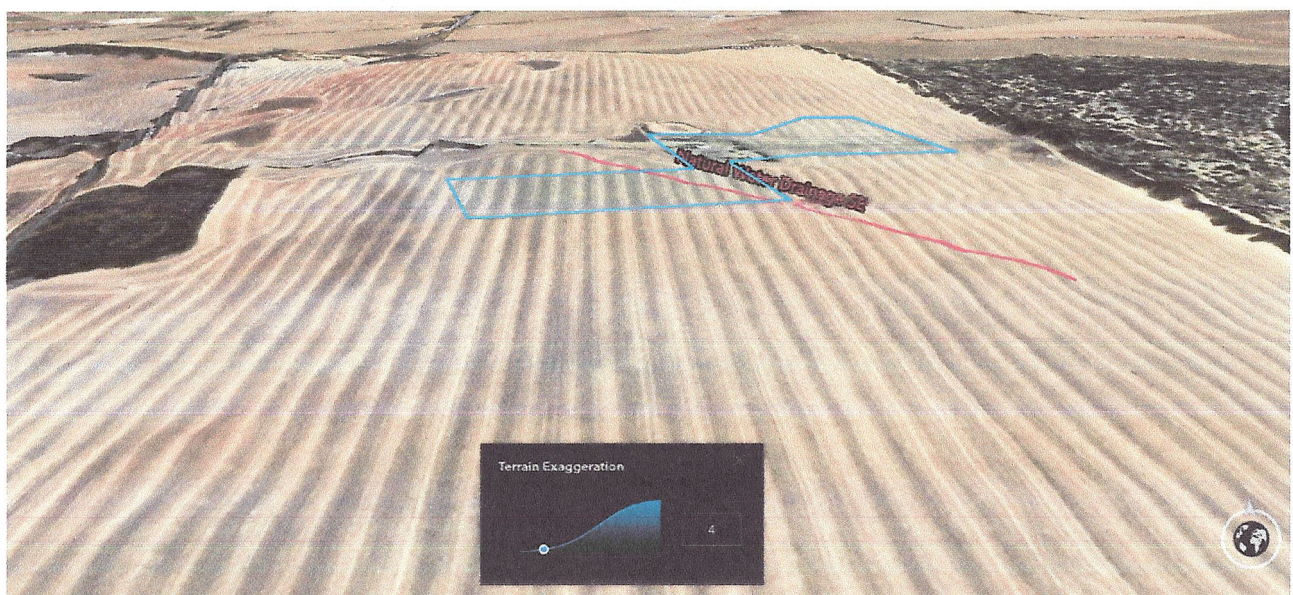


Figure 6. Owner-prepared landform and natural drainage view. The irregular cyan outline traces the Grain Facility Development Area comprising the weighbridge, Bunkers 1 and 2, proposed shed and proposed silo row; red indicates the observed south-east drainage direction across Lot 25091. Terrain displayed with 4× vertical exaggeration for illustration; not a surveyed contour or engineering drainage plan.

8.3 Groundwater depth

The groundwater table at the development site is greater than 3 m below existing ground level. This is supported by an owner-observed excavation located approximately 600 m south-west of the development area. The excavation extended to approximately 2 m below ground level and showed no groundwater, seepage or other indication of the water table.

The excavation location is approximately 3 m lower in the landscape than the development site, which is situated near the top of the existing ridge. The combined excavation depth and elevation difference indicate that groundwater is more than 5 m below the development site. On this site evidence, the requested minimum groundwater depth of 3 m is satisfied.

9. Bushfire, fire safety and emergency management

The development footprint does not fall within a designated bushfire-prone area. It is located approximately 100 m beyond the boundary of the mapped bushfire-prone designation, while the actual mapped bushfire-prone vegetation is approximately 200 m from the development site. Accordingly, the development itself is outside the designated area and is separated from the mapped bushfire-prone vegetation by substantial cleared agricultural land.

The subject land is nevertheless used for broadacre agriculture and may be exposed to seasonal crop and grass fire. The development will maintain trafficable access around key infrastructure, manage combustible vegetation, keep firefighting equipment accessible and preserve clear emergency egress. Applicable operational fire-safety requirements, harvest and vehicle movement bans and emergency directions will continue to be observed.

- Maintain a cleared and trafficable operational area around bunkers, silos, amenities, shed and fuel/chemical storage.
- Keep access suitable for emergency vehicles and avoid locked or obstructed egress during operations.
- Provide extinguishers appropriate to electrical, machinery and ordinary combustible risks.
- Control hot work, smoking and ignition sources during harvest and high fire danger conditions.
- Prepare emergency contacts and procedures for fire, grain entrapment, vehicle incidents and fumigant release.
- Comply with harvest and vehicle movement bans and directions issued by the Shire/DFES.

Bushfire planning position

The development footprint is outside the designated bushfire-prone area, approximately 100 m beyond its mapped boundary, with the actual mapped bushfire-prone vegetation approximately 200 m away.

A BAL assessment or Bushfire Management Plan is therefore not presently proposed, but will be provided if specifically required by the Shire or triggered by the final building approval pathway.

10. Landscape, visual impact and vegetation

The facility is set well within a large rural holding and is grouped with the existing farmyard and access track. The common infrastructure axis, single straight silo row, matching bunker forms and restrained materials create an orderly agricultural appearance. Blue bunker tarps, galvanised/neutral silos, and a neutral-coloured shed are proposed. Existing vegetation will screen parts of the development and will be retained.

- No tree or remnant vegetation clearing is proposed.
- Disturbed areas not required for operations will be stabilised following construction.
- External colours will be non-reflective or typical agricultural finishes, subject to manufacturer availability.
- No third-party advertising signage is proposed; only necessary identification, safety and directional signs will be installed.

11. Waste, fuels and dangerous goods

General waste, damaged tarps, grain residues and maintenance wastes will be collected and removed to an authorised facility or recycled where practicable. Grain spills will be promptly recovered to avoid pests and fire load. Any fuels, lubricants or chemicals will be stored in accordance with product requirements, with spill kits available and no discharge to soil or stormwater. Bulk dangerous-goods storage is not proposed unless separately approved.

12. Construction management

Construction will be staged and limited to the approved development footprint. A contractor induction will address access, dust, fire prevention, erosion, waste and protection of retained vegetation and the dam. Heavy deliveries will be scheduled to avoid unsafe queuing on Totadgin Hall Road. Construction hours will comply with applicable noise requirements and any approval conditions.

A separate Erosion Management Plan has been prepared as a supporting document and will be submitted with this development application. It confirms that exposed development areas will be stabilised with compacted gravel, runoff will be retained within Lot 25091 and dispersed across cropped land, and shallow eastern spoon drains may be used as a contingency for exceptional rainfall.

13. Planning assessment

13.1 Zoning and permissibility

The site is understood to be zoned General Farming under Local Planning Scheme No. 6. The Scheme objectives support compatible rural pursuits, sustainable farming, retention of rural character, retention of remnant vegetation and diversification of rural activities. The facility directly supports grain production, storage and marketing in the Wheatbelt and retains the balance of the holding in agriculture.

The Scheme zoning table assigns industry—rural a “P” classification in the General Farming zone. The proposed grain storage and handling use is most closely aligned with industry—rural. The Shire may alternatively determine that an ancillary component falls within another defined or unlisted use; the application seeks approval for the proposal as a whole and accepts reasonable conditions addressing its operation.

13.2 General Farming development considerations

Planning consideration	Response
Environmental values and risks	No clearing is proposed. Dust, noise, stormwater, fumigation, fire and spill risks are addressed through operational controls and further technical details identified in this report.
Land-use conflict	The facility is agricultural in character and grouped within an established farmyard on a large rural lot. Daytime hours, internal queuing and environmental controls reduce offsite conflict.
Impacts on nearby land	The proposal does not sterilise adjoining farming land or introduce a sensitive land use. The nearest identified occupied dwelling is approximately 740 m from the midpoint between Bunkers 1 and 2.
Buffers	The large holding provides substantial onsite separation. Owner-measured setbacks and the nearest-receptor distance are shown on the planning site plan and separation figure.
Traffic	If well supported, up to 24 truck visits per day may occur temporarily while the facility is being filled—approximately 24 arrivals and 24 corresponding departures. The two-gate concept provides a new Totadgin Hall Road access about 350 m south of the former access and a northeastern Collgar West Road access, with internal queuing, forward entry/exit and owner-measured circulation for 36.5 m road trains.

Planning consideration	Response
Rural character	Infrastructure is typical of grain production and is arranged in a coordinated, visually ordered group near existing farm infrastructure.
Agricultural viability	The proposal adds storage flexibility, improves grain marketing/logistics and supports both the owners' farming enterprise and regional grain supply chains.

13.3 Orderly and proper planning

Approval is warranted because the proposal consolidates rural-industry infrastructure on a large agricultural holding, avoids vegetation clearing, provides a staged rather than speculative build-out, retains all truck manoeuvring onsite and incorporates management measures for the principal environmental and amenity risks. The future silo and shed stages are shown now so Council can assess the ultimate development envelope and avoid piecemeal planning.

14. Proposed approval framework

The applicants respectfully request development approval for the complete staged facility. The following condition themes are offered as a practical basis for approval:

1. Development to be carried out substantially in accordance with approved plans and this management statement.
2. Maximum installed storage capacity not to exceed approximately 47,180 tonnes without further approval.
3. Harvest operations limited to 6:00 am–6:00 pm unless otherwise approved or required by emergency conditions.
4. Maximum peak heavy-vehicle generation to accord with the approved traffic statement and access design.
5. All road trains to enter, turn and leave in a forward direction, with no queuing on a public road.
6. Any turning lane, crossover or other works within the Totadgin Hall Road or Collgar West Road reserves to be undertaken only where required and in accordance with the Shire of Merredin's written direction or approval.
7. Stormwater to be retained and managed onsite to the Shire's satisfaction.
8. No clearing of existing trees or remnant vegetation except where separately approved.
9. Dust, noise, lighting and waste to be managed in accordance with this application and applicable legislation.
10. Fumigation to be undertaken only by appropriately authorised contractors under documented safety and emergency procedures.
11. Separate building, health, plumbing, wastewater, dangerous-goods, trade-measurement and Shire road approvals to be obtained where required.
12. Future silos may be installed progressively within the approved row and total envelope, subject to building approval and manufacturer-certified plans.

15. Conclusion

The proposed facility is a logical, agriculturally related development on a large General Farming property. It will provide modern grain storage and handling capacity, support the owners' farm and a regional grain buying operation, and improve harvest logistics. The carefully aligned layout, retained vegetation, daytime

operations, internal road-train queuing and staged construction approach respond positively to rural amenity, safety and environmental considerations. Accordingly, the application is capable of approval under Local Planning Scheme No. 6.

Appendix A — Sources and statutory references

- [Shire of Merredin Town Planning page, application form and checklist](#)
- [Shire of Merredin Local Planning Scheme No. 6](#)
- [Shire of Merredin Planning Application Checklist](#)
- [EPA WA — Guidance Statement No. 3: Separation Distances](#)
- [WA Government — Noise regulation](#)
- [WA Government — Shire of Merredin planning information](#)

Appendix B — Owner declaration and signatures

We, the registered proprietors, authorise the lodgement of this application and confirm that the information supplied is true and correct to the best of our knowledge.

	Date
	28/08/26
	Date
	28/08/26

EROSION MANAGEMENT PLAN

Proposed Grain Storage and Handling Facility

Document detail	Information
Site	Lot 25091 on Deposited Plan 150716
Location	Totadgin Hall Road / Collgar West Road, Merredin WA
Landowners	
Development	Grain bunkers, weighbridge, silo row, shed and associated access tracks
Plan status	Development Application supporting document
Date	28 August 2026

PURPOSE

This plan describes the straightforward measures proposed to prevent erosion and keep development runoff within Lot 25091. It reflects the rural setting, the large area of cropped land surrounding the facility and the compacted-gravel finish proposed for disturbed areas.

1. Site conditions and drainage

The grain facility occupies a small portion of the approximately 202.35 ha agricultural lot. The development area is surrounded by land farmed by the landowners. The available terrain information indicates that surface water naturally drains generally toward the south-east and away from Totadgin Hall Road.

Runoff from the development will remain within Lot 25091. Under normal rainfall conditions it will disperse across the surrounding cropped land, where it can infiltrate or continue as broad sheet flow. It will not be directed onto neighbouring land or into public road drainage.

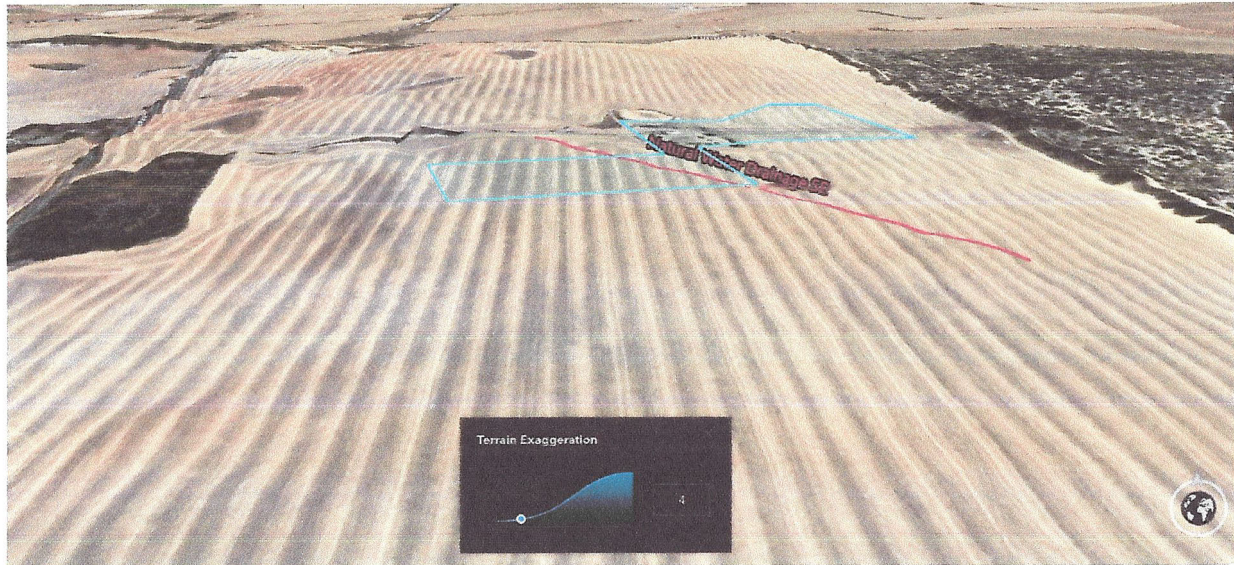


Figure 1. Actual development area and general south-easterly drainage direction (terrain vertically exaggerated for clarity).

2. Surface treatment

All exposed operational and vehicle-movement areas within the development will be finished with compacted gravel. This includes the bunker surrounds, weighbridge approaches, internal truck tracks, queuing and turning areas, and exposed areas around the proposed silos and shed.

- Gravel will be placed, shaped and compacted to provide a stable, trafficable surface.
- Finished surfaces will use a gentle crossfall so water does not pond beside structures or form deep wheel ruts.
- Localised ruts, potholes or scour will be repaired and re-compacted as they appear.
- Existing crop cover and vegetation outside the development footprint will be retained wherever practicable.

PRIMARY EROSION CONTROL

The compacted-gravel finish is the principal erosion-control measure. By stabilising exposed soil and limiting disturbance to the actual development area, the proposal avoids the need for complex temporary sediment-control works under normal operating conditions.

3. Water containment and catchment dam

A dedicated water-catchment dam or detention basin is not proposed at this stage. The development does not create a confined urban catchment or an offsite discharge point. Runoff will remain on the subject land and disperse across the landowners' cropped paddocks in the existing drainage direction.

On this basis, a new catchment dam is not considered necessary for the current development. This position will be reviewed if future earthworks materially increase the developed area, create concentrated flows, or if site monitoring shows that runoff is not dispersing as intended.

4. Exceptional rainfall contingency

For an unusually large rainfall event, or if monitoring identifies concentrated flow along the eastern side of the development, shallow spoon drains may be formed as a contingency measure. The spoon drains will:

- be located along the eastern side of the development area and remain wholly within Lot 25091;
- intercept any concentrated runoff before it approaches the property boundary;
- direct water toward the existing native bush area within the lot;
- be broad and shallow so water is slowed and spread rather than discharged as a narrow, high-velocity flow; and
- include local rock protection or a level-spreading outlet if scour becomes evident.

CONTINGENCY OUTCOME

The spoon-drain contingency provides a practical secondary flow path for an exceptional rainfall event. It will keep runoff on the landowners' property and prevent water being redirected onto neighbouring land or public roads.

5. Construction and maintenance measures

Stage	Measure
During construction	Confine earthworks to the marked development area and retain surrounding crop cover or vegetation.
During construction	Progressively place and compact gravel as formation areas and tracks are completed.
Before forecast heavy rain	Check that unfinished earthworks are stable and that runoff can disperse onto the surrounding paddock without obstruction.
After heavy rain	Inspect tracks, bunker surrounds and the eastern side of the development for ponding, rilling, scour or concentrated flow.
During operation	Grade, re-gravel and compact worn areas; clear any grain, soil or debris that could obstruct drainage.
If required	Install or reshape the eastern spoon drains and stabilise their outlet into the native bush area.

6. Inspection and corrective action

The landowner or facility operator will inspect the site during construction, after rainfall that produces visible runoff, and periodically during operation. Inspections will focus on whether the gravel remains stable and whether all runoff continues to remain within Lot 25091.

Inspection item	Acceptable condition	Corrective action
Compacted gravel	Firm and trafficable; no significant ruts or exposed erodible soil.	Regrade, add gravel and re-compact.
Surface runoff	Broad flow or infiltration across cropped land within the lot.	Remove obstructions and restore crossfall.
Eastern side	No concentrated flow approaching the boundary.	Form or improve shallow spoon drains.
Spoon-drain outlet	Water spreads into the native bush area without scour.	Add rock protection, widen the outlet or use a level spreader.
Public roads	No gravel, soil or sediment deposited on Totadgin Hall Road or Collgar West Road.	Remove tracked material promptly and repair the access surface.
Neighbouring land	No development runoff leaving Lot 25091.	Contain and redirect flow within the lot and review drainage arrangements.

7. Commitments

- All exposed development areas will be stabilised with compacted gravel.
- Runoff will remain within Lot 25091 and will disperse across cropped land under normal rainfall conditions.
- No runoff from the development will be intentionally directed onto neighbouring land or public roads.
- A new catchment dam is not proposed at this stage because onsite paddock dispersal is available.
- Shallow spoon drains on the eastern side may be installed as a contingency for exceptional rainfall or observed concentrated flow.
- The effectiveness of these measures will be monitored and maintained by the landowner/operator.

8. Review

This plan will be reviewed if the Shire requires additional detail, if finished levels materially change the drainage pattern, if a later approved development stage increases runoff concentration, or if monitoring shows that the measures described above are not performing as intended.

Any spoon drains or outlet works will be kept within Lot 25091 and constructed so they do not cause erosion, damage native vegetation or create an offsite discharge.



Department of
**Primary Industries and
Regional Development**

Your reference: Lot 25091
Totadgin Hall Road, Merredin
Our reference: LUP 2513
Enquiries: Grant Stainer

Suzanne Doncon
Planning and Governance Officer
Shire of Merredin
PO Box 42
Merredin, WA 6415
go@merredin.wa.gov.au

Date: 1 September 2026

Dear Ms Doncon,

Referral for Grain Transport Facilities Merredin – Lot 25091 Totadgin Hall Road, Merredin

Thank you for inviting the Department of Primary Industries and Regional Development (DPIRD) to comment on the above proposal.

DPIRD does not object to the proposal.

For more information, please contact Grant Stainer at
grantley.stainer@dpird.wa.gov.au

Yours sincerely,

Grant Stainer
**Research Scientist, Land Use Planning
Agriculture Resource Management and Assessment**

From: [Craig Watts](#)
To: [Meg Wyatt](#)
Subject: FW: Proposed Two-Year Development Approval
Date: Thursday, 17 September 2026 3:37:09 PM
Attachments: [20260916133112227.pdf](#)

[Report This Email](#)

Hi Suzanne,

Thank you for letting me know and for continuing to work through this with Craig.

I have attached an additional letter of support from Lachlan Hunter.

I have given the proposed two-year approval considerable thought. I understand the Shire's concern regarding potential additional road impacts and I am very willing to work constructively with the Shire to monitor and address those concerns.

I do, however, have significant concerns with making the underlying development approval temporary for two years and with the possibility of an undefined future financial contribution towards road maintenance.

This project represents a several-million-dollar long-term investment when the development, operational machinery and associated business investment are considered. Much of that investment will be financed over periods of at least five years. We therefore need sufficient certainty in the underlying development approval to proceed.

There is also the practical issue that produce may remain stored at the facility when a two-year approval expires and that commercial and finance commitments will extend well beyond that period.

Timing is now critical. The development needs to be determined at Tuesday's meeting for the project to proceed for the coming harvest. I therefore want to make clear that any road monitoring arrangement I am proposing would occur concurrently with operation of the approved facility and would not delay commencement of the development or operation while baseline traffic information is collected.

I believe there is a practical alternative that protects both the Shire and ourselves.

I would ask that the Shire consider granting an ongoing development approval on Tuesday, subject to an appropriate two-year road monitoring and review condition.

The existing physical condition of the relevant sections of Totadgin Hall Road and Collgar West Road could be documented immediately through photographs and inspection. From commencement of operations, we would also be prepared to maintain reasonable records of truck movements generated by the facility.

If the Shire already holds representative historical traffic counts or road condition information, I would be happy for that information to form part of the assessment. I am not, however, aware of recent traffic monitoring on either road.

Any traffic comparison also needs to recognise that agricultural road use is extremely seasonal. The difference between a poor and good cropping season can itself create a substantial variation in heavy vehicle movements throughout the district. A traffic count undertaken during winter would therefore not provide a meaningful comparison with one

undertaken during harvest. Any monitoring should compare equivalent harvest periods using consistent locations, durations and methodology.

It is also important to distinguish traffic generated specifically by this development from the agricultural freight task that already exists on the local road network.

In a good season, our own farming operation could potentially produce around 30,000 tonnes of produce requiring transport irrespective of this development.

The majority of produce expected to enter the facility would also otherwise already travel along Totadgin Hall Road or the Narembreen–Merredin Road past or near the development on its way to another destination. The facility therefore does not create an entirely new road freight journey for every tonne received. In many cases it changes or shortens an existing agricultural freight movement.

The local road network already services an agricultural district in which the movement of produce by heavy vehicles is an ordinary and necessary activity. The growers using the facility will predominantly be local agricultural businesses, many of whom are Shire ratepayers, as am I.

I appreciate that rates are not directly attributable to individual road movements and that a development creating an extraordinary additional impact may reasonably require further consideration. However, I believe it is important to distinguish the normal agricultural freight task and ordinary deterioration of the road network from any demonstrable incremental impact caused specifically by this development.

Roads will naturally require maintenance and renewal over time as a result of existing traffic, seasonal agricultural activity, weather, pavement condition and other road users. I therefore do not believe it would be reasonable to attribute general deterioration of the road network to this facility simply because trucks are entering or leaving the site.

I acknowledge that the development is likely to result in some additional use of Collgar West Road, which is unsealed, and I am comfortable with that additional use forming part of the proposed monitoring and review process.

This would allow the Shire and ourselves to assess the actual additional traffic generated on Collgar West Road and any measurable incremental impact associated with that traffic, rather than attempting to determine that impact in advance.

I would not, however, be comfortable agreeing in advance to an undefined future monetary road contribution. This is a relatively low-margin business, and an unknown road maintenance liability could materially affect the commercial viability of the project.

Before any additional requirement was imposed in the future, I believe there would need to be objective evidence that the development has created a material additional impact, together with a reasonable and transparent basis for distinguishing that impact from the existing road freight task, other road users, seasonal conditions and normal road deterioration.

At the end of the two-year monitoring period, the Shire would have actual operating and traffic information upon which to review the position and determine whether the development has resulted in a material incremental impact and whether any further action is reasonably required.

Looking further ahead, should the freight task associated with the facility increase

materially in future years, I would also be very willing to work collaboratively with the Shire to investigate opportunities for State or Commonwealth funding for appropriate strategic improvements to the local freight network. Growth in local agricultural investment should also provide an opportunity for the Shire and local businesses to advocate jointly for improved infrastructure that can benefit the wider district.

I fully respect the right of the person who submitted the letter of concern to raise their concerns. I am not suggesting that those concerns should be disregarded. I simply ask that the conditions ultimately imposed on a development of this scale are based on objective evidence and the measurable impacts of the development, together with consideration of the overall planning merits of the proposal.

This project represents significant private investment within the Shire. It will support local agricultural and freight activity and provide additional commercial opportunities within the district. I genuinely want it to become a successful long-term business that contributes positively to Merredin and the surrounding agricultural community.

My preferred outcome is therefore:

1. The development is granted ongoing approval at Tuesday's meeting so the project can proceed for the coming harvest.
2. Road condition and traffic impacts are monitored concurrently with operation over the following two harvest periods.
3. Monitoring is undertaken on a like-for-like seasonal basis and takes account of existing agricultural and other heavy vehicle traffic.
4. We maintain reasonable records of facility truck movements during the monitoring period.
5. At the end of the monitoring period, the actual evidence is reviewed to determine whether the development has resulted in a material incremental road impact and whether any further action is reasonably required.

I believe this provides the Shire with an appropriate mechanism to monitor and manage any actual road impact while also providing us with the commercial certainty required to make the investment.

Given the importance of Tuesday's determination to the project, I would be very happy to meet with yourself and Craig before the Council meeting to work through suitable wording for the condition.

Kind regards,





Our ref: CE11138/GB

Mr Craig Watts
Chief Executive Officer
Shire of Merredin
PO Box 42
MERREDIN WA 6415

16 September 2026

Dear Craig

Re: Support for Grain Storage and Handling Facility

I am writing to express my strong support for the development application by [REDACTED] for a proposed minimum 40,000-tonne grain storage facility for Demeter Grains in Merredin.

This facility represents a significant investment in the future of the local agricultural industry and will provide a much needed piece of regional infrastructure for growers across the Central Wheatbelt.

The proposed facility will provide growers with greater access to the containerised grain export market during harvest, a market that has historically been difficult for individual growers to access due to storage, logistics and transport constraints.

Importantly, the facility will provide growers with a practical local alternative to building substantial on-farm storage infrastructure themselves. For growers without sufficient on-farm storage, the ability to deliver grain locally and either warehouse it with Demeter Grains or sell it directly will provide considerably greater flexibility and reduce the pressure associated with moving large volumes of grain immediately after harvest.

The benefits will also extend beyond growers. The development would create local employment and provide additional work for regional transport operators, helping support the viability and cash flow of local businesses.

With another strong season anticipated, this investment in regional grain infrastructure is both timely and important to the future of agriculture in the Central Wheatbelt.

Keep in touch!

✉ lachlan.hunter@mp.wa.gov.au
📍 PO Box 92, Northam WA 6401

Northam Office
☎ (08) 9622 2871

Merredin Office
☎ (08) 9041 1702

📺 @LachlanHunterMP
📺 @LachlanHunter

More broadly, I consider this proposal to be an investment in regional resilience, agricultural productivity and the long-term economic sustainability of the Central Wheatbelt. Keeping grain storage, handling, transport and associated economic activity within the region provides benefits well beyond the immediate development.

I therefore strongly support the proposal and encourage the Shire of Merredin to give favourable consideration to the development application.

Yours sincerely

Lachlan Hunter MP

MR LACHLAN HUNTER MP

Member for Central Wheatbelt