

2nd July 2025

Shire of Nannup
Jane Buckland (Development Services Officer)
PO Box 11
Nannup WA 6275

Dear Jane,

RE: PROPOSED NANNUP ALPINE RESORT
LOT 500 BROCKMAN HIGHWAY– NANNUP (WA)

Submission of Local Development Plan for above project following Officer suggested Amendments/Clarifications of Draft Local Development Plan Report at Council Meeting 23rd January 2025.

With regards to the officer recommendations and comments from Council in relation to the Draft LDP, please see our responses below to assist with the final LDP submission:

OFFICER RECOMMENDATIONS		RESPONSE FROM PM&A
(a)	Preparing a suitable local water management strategy to address matters raised in this report and in the advice from the Department of Water and Environmental Regulation (DWER) along with addressing standard matters set out in DWER publications.	Please find attached a copy of the Local Water Management Strategy (LWMS) produced by DWA Consulting Engineers. A site meeting was carried out with Paul Meschiati (Paul Meschiati & Associates Pty Ltd), Athena Rowcliffe (DWA Consulting Engineers, Jane Buckland (Shire of Nannup) and Damon Lukins (Shire of Nannup) to discuss the current issues of drainage from Moonlight Ridge. Summary notes from the meeting as follows: - After some consideration it was put forward that the drainage from Moonlight Ridge should be diverted at the lot 500 boundary and run along the verge (between road and site boundary) to a suitable discharge point west of lot 500. This would be subject to the shires design, responsibility and cost. The options were either an open rock pitched swale OR a pipeline. Pros and cons were for both. Open swale more economical (if falls were suitable) where-as a pipeline could enable the introduction of a much needed new bike path extension, with pipe covered over. - The off-site drainage issue still remains the responsibility of the Nannup Shire and Moonlight ridge. Further to the above agreed outcome of the site meeting, the Shire of Nannup has provided a letter to the Proponents in regards to the current issues of drainage from Moonlight Ridge running through lot 500. The letter confirms the Shire have taken

		responsibility for this legacy issue and they will rectify the issue at their cost. A copy of this letter is attached.
(b)	Reviewing and updating the traffic impact statement to suitably address matters raised in this report:	
	i) The proponent providing a left-turning lane on Brockman Highway	Response by Level 5 Design Pty Ltd (author of the TIS): <i>“A left-hand deceleration lane for access to the development from Brockman Hwy is not warranted at this intersection based on the following considerations:</i> 1. <i>Sight Distance</i> <i>The sight distance assessment provided on the TIS confirms that the intersection provides unobstructed visibility for current and projected traffic conditions. The available sight distances meet or exceed the requirements specified in the Austroads Guide to Road Design Part 4A.</i> 2. <i>Turn Lane Warrant Assessment</i> <i>A preliminary evaluation was conducted in accordance with Section 3.3.6 of the Austroads Guide to Traffic Management Part 6 for roads with design speeds of ≤70 km/h. Key findings include:</i> <i>• Major Road Traffic Volume (QM): The intersection's traffic volumes fall below the thresholds requiring a CHL (Channelized Left Turn).</i> <i>• Left-Turn Volume (QL): The projected left-turn volume is expected to remain below 50 vehicles per hour during peak periods, aligning with the criteria for a BAL (Basic Left Turn) treatment.</i> 3. <i>Speed Environment: The 60 km/h speed limit on Brockman Hwy at this location supports the suitability of BAL (Basic Left Turn) treatments. These are appropriate for safe and efficient traffic operations, given the relatively low traffic volumes and minimal risk of queuing or conflict points.</i> <i>In summary, the proposed treatments meet the requirements of Main Roads and Austroads standards, and the inclusion of a left-turn deceleration lane is not warranted under the current conditions.”</i> Further to the above, the topography and lack of space available within the existing road reserve does not physically allow for the construction of a left-turning lane from Brockman Highway into the development site.
	ii) The proponent being responsible for sealing/upgrading the southern section of Dunnet Road	The southern section of Dunnet Road shall be upgraded & sealed by the proponent to the extent shown on the amended Local development Plan (Site Layout).
	iii) The proponent extending the dual use path on their land so there is no requirement to cross Brockman	The idea of a public bike path within the boundaries of the subject site would not be accepted by the proponent, as public pathways on private property

	Highway	would be fraught with many issues of responsibility, risk and ownership. It should be noted that the resort would take care of its own patron access paths within the site. As noted in Response to (b)i above, there is no space in the existing road reserve for a left-turning lane for vehicles, however there is sufficient space in the existing road reserve to cater for an extension to the existing dual use path. The Shire could also consider addressing the off-site drainage issues from Lot 501 along the road reserve at the same time, such as a pipe or swale to redirect stormwater with a dual use path over or adjacent. This shall remain the responsibility of the local Shire.
	iv) Reviewing impacts of traffic use and impacts on Dunnet Road and determining what traffic volumes and impacts relate to the resort. This may later require the proponent, in future stages, to contribute to further upgrading of Dunnet Road	Response by Level 5 Design Pty Ltd (author of the TIS): <i>"The number of lanes indicated in Table 2.1 of the TIS report does not impact on the outcomes of our assessment. Dunnet Road is currently a two-way unsealed access road, and while it is narrow, the end of Dunnet Rd closest to Brockman Highway is proposed to be sealed and widened to improve access and safety where the traffic from the development will primarily use.</i> <i>The existing traffic volumes on Dunnet Rd are very low (10 vpd) relative to the capacity of a typical unsealed access road. The TIS report stipulates (refer Section 3.2) that post development, access via Dunnet Road from the development will be restricted for the exclusive use of the 6 LakeView Chalets. This equates to an additional 12 vehicles using this access point under full occupancy. This has been forecast to generate up to 5 vehicle movements in the peak hour. The majority of this traffic will exit towards Brockman Highway.</i> <i>It has therefore been assessed that the amount of traffic using Dunnet Road will continue to be relatively low and able to be safely accommodated (max of 8 vehicles per hour in the peak hour or one car every 7.5 minutes)."</i>
	v) Considering the impacts of future development and traffic flows of the Moonlight Ridge subdivision.	Any impacts of future developments and traffic flows of the Moonlight Ridge sub-division should be addressed by the Moonlight Ridge proponent or planner when submitting any future applications for sub-divisions.
(c)	Updating the Local Development Plan report (implementation and explanatory sections) to suitably address matters raised in the report, to address the updated Local Development Plan and to address mitigation measures and timing for key development, servicing, traffic impact and design matters.	The Local Development Plan shall be updated to address the items raised above and the final LDP submitted to the Shire of Nannup for formal review and approval.

Further to the above, and previous letter addressing community comments (attached), please see below comments and amendments to the LDP with respect to various other concerns raised during the advertising period:

- There were some community comments and concern regarding the amphitheatre, and the potential for loud music/noise to be overwhelming to residents in the area. While this was acknowledged and reference to the Shire of Nannup's Event Guidelines was noted, the proponent has decided to remove the amphitheatre from the proposed development.
- With regards to the Dunnet Road vehicle access point, the proponent understands the concerns from the resident current living on the opposite side of Dunnet Road. In particular, the impact of this vehicle access point on their sense of privacy and safety. Unfortunately, due to the natural topography and location of existing native flora, this corner of the development site is the only suitable access point onto Dunnet Rd. To minimise the impact of vehicle headlights and visual sightlines into the property & residence, the proponent has revised the internal roadway approach towards Dunnet Rd so vehicles exiting the development bear in a south-westerly direction in lieu of the westerly direction previously documented. A strategically located median strip with landscaping (eg. shrubs and small trees) has also been included on this internal roadway which shall minimise the impacts of vehicle headlights shining into the property as they approach Dunnet Rd.
- The portion of Dunnet Rd proposed to be upgraded and sealed is shown on the Local Development Plan (Siteplan) attached.
- No building proposed for this development shall be higher than 2 stories.
- Regarding concerns relating to the potable water supply and waste disposal from the development, a Local Water Management Strategy has been completed by a suitably qualified external consultant. A copy of this LWMS is attached.
- The "Memorial Easement" of the development site (shown on the attached Local Development Plan - Siteplan) is a legacy item of a previous sub-division process, related to the stormwater run-off from Moonlight Ridge being directed into Lot 500 Brockman Hwy (the subject site) via 600mm diameter underground pipe, and discharging into an open drainage pit in the middle of the site. The Shire of Nannup have provided correspondence to the proponent confirming The Shire responsible for rectifying this issue and shall be co-ordinating and funding a solution to re-direct the stormwater from Moonlight Ridge away from the proponents property.
Please note, the above details regarding the "Memorial Easement" are provided for general information only. This easement, which has been amalgamated into the main site, has no bearing or impact on the proposed development or this LDP and there are no buildings located within this area.
- A detailed landscaping plan shall be provided at Development Approval stage.
- Generally, the overwhelmingly positive feedback from the community for this exciting new tourist development in the beautiful town of Nannup has been greatly appreciated and heartening.

Yours sincerely,



Andy Lochrie

On behalf of Paul Meschiati & Associates Pty Ltd and IDG Resorts Pty Ltd.

14th November 2024



Shire of Nannup
Jane Buckland (Development Services Officer)
PO Box 11
Nannup WA 6275

Dear Jane,

RE: PROPOSED NANNUP ALPINE RESORT
LOT 500 BROCKMAN HIGHWAY– NANNUP (WA)

Response to Authority and Community Comments in relation to the advertising period of the Local Development Plan for the above project.

With regards to the relevant planning matters raised in the submissions received on the 18th & 24th September 2024 in relation to the advertising period of the Local Development Plan (LDP) for the above project, we provide the following responses to assist the Shire of Nannup [*the Shire*] in their review of the LDP:

Please refer to specific letters for full details of KEY POINTS summarised below.

KEY POINTS		RESPONSE FROM PM&A
1	The plan is drawn up without a detailed survey of the creek and the existing wetland.	A complete feature and topographical survey has been carried out, which has been used for the plans and design development.
2	The plan calls for numerous developments, including the construction of a lake within the Aboriginal Cultural Heritage (ACH) register Place 20434 Blackwood River.	The proposed Head Wall (and associated lake) as well as the proposed Informative Aboriginal Heritage Boardwalk, have now been removed from the development scope; therefore the development no longer impacts the existing creek and surrounding wetlands.
3	(From DWER) A minimum habitable floor level of 68.7m AHD is recommended to ensure adequate flood protection.	The floor levels of the Chalets shall be increased from 68.5m AHD to 68.7m AHD as recommended.
4	General concerns regarding the proposed development using Dunnet Road for a main access into the resort.	Vehicle access via Dunnet Road will be restricted for the exclusive use of the 6 Chalets on the north/west side of the site, which is unlikely to produce any material impacts to this intersection. Please refer to the Transport Impact Statement, provided by “Level 5 Design” for access and impacts on Dunnet Road.
5	General concerns regarding the impact of the proposed new Head Wall, lake and boardwalk to the existing natural creek, wetlands and Aboriginal Heritage.	The proposed Head Wall (and associated lake) as well as the proposed Informative Aboriginal Heritage Boardwalk, have now been removed from the development scope; therefore the development no longer impacts the existing creek and surrounding wetlands.

Further to the comments above, the Shire also requested some modifications to the LDP (email dated 30.09.2024) which are listed below along with responses from PM&A:

SHIRE REQUESTED MODIFICATIONS TO LDP		RESPONSE FROM PM&A
A	The LDP should be modified so as not to impact the waterway, Aboriginal heritage or the contaminated site.	The LDP has been modified by removing the proposed Head Wall (and associated lake), therefore the development no longer impacts the existing creek. In addition to the removal of the proposed Head Wall, the proposed Informative Aboriginal Heritage Boardwalk around the existing creek has also been removed from the scope, therefore the development no longer has any work or buildings within the Aboriginal Cultural Heritage Zone. The proposed buildings have also been slightly relocated to ensure no fixed structures are located in the "Memorial" site in the centre of the subject site.
B	There is also a need to clarify access and impacts on Dunnet Road and clarify the approach to amplified music or other events in the amphitheatre.	Please refer to the Transport Impact Statement, provided by "Level 5 Design" for access and impacts on Dunnet Road. The LDP includes reference to the approach to amplified music or other events in the proposed amphitheatre. All proposed events shall be subject to the Shire of Nannup's Event Guidelines and application / assessment process. Such events do not form part of this LDP.
C	A formal response to the submissions should be provided and consideration given to what mitigating measures and/or proposed commitments will address relevant planning matters raised in the submissions.	Please see responses above, with regards to relevant planning matters.
D	Based on the submissions and the scale of the development, the Shire will require that both a Local Water Management Strategy (LWMS) and Traffic Impact Assessment (TIA) are prepared to support the LDP.	As per recent correspondence (email dated 28.10.2024) the Shire have advised that they could recommend in-principle support for the LDP subject to the LWMS being prepared along with any other modifications that may be required. Therefore, the LWMS shall be provided at Development Approval stage. Please refer to the Transport Impact Statement, provided by "Level 5 Design".

Yours sincerely,



Andy Lochrie