PAUL MESCHIATI AND ASSOCIATES pty ltd
MBDA
BUILDING DESIGNERS AND PLANNERS

MANAGEMENT PLAN

447-022 | NANNUP ALPINE RESORT
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
NANNUP | WESTERN AUSTRALIA

for: **IDG RESORTS PTY LTD**

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CONTENTS

1 OVERVIEW

1.1 Introduction

This Management Plan is to accompany the DA submission for the proposed tourist development (Nannup Alpine Resort) at Lot 500 CNR Brockman Highway & Dunnet Road, Nannup (herein referred to as the 'subject site').

It outlines resort management policies, addresses security protocols for the operation of the proposed development and explains how the resorts management will minimise impacts on neighbours and the environment.

The Nannup Alpine Resort shall provide modern 2 x bedroom / 2 x bathroom self-contained family Chalets (10 in total) situated adjacent to the existing creek and surrounded by the natural environment to create a high-quality experience for all guests.

In addition to the Chalets, other accommodation options provided by the development include motel suites (100 rooms in total) and a 40-Bed Lodge.

The amenities provided on site include a main restaurant (featuring local products and produce, some of which shall be grown on site), a small café, shops, reception centre, exercise gazebo, gymnasium, kids playground, as well as bike storage lockers and bike maintenance / wash-down facilities.

The total land area of the subject site is 8.5945 ha (85,945 m2).

1.2 Resort Operator

The Management Plan establishes a framework for the management of on-going operations by the future resort operator (yet to be confirmed).

An experienced resort operator will be appointed to manage the property on behalf of the resort owner. This appointment will ensure best practice operations across all divisions including fire, life, safety, security, application of ESD policies and good corporate conduct.

1.3 Objectives of the Management Plan

The objectives of the Management Plan are as follows:

- Provide a document that outlines how the resort will be managed and maintained in a manner that provides for a high standard of accommodation for all occupants and members of the public.
- To ensure that management policies and procedures support the successful operation of the resort as a responsible and responsive member of the local community.
- Demonstrate that all servicing of the resort is carried out in a coordinated, safe and managed manner, with minimal disruption to the surrounding area.
- Demonstrate that vehicle access and traffic generation associated with the resort has a minimal impact on the local road and parking network.
- Create an environment that is safe and non-threatening to staff, patrons and other members of the community.

- Ensure patrons and guests are served in a responsible, friendly and professional manner by trained staff.
- Ensure all employees receive induction and training on their responsibilities and have a sound understanding of management procedures adopted by the operator.
- Minimise the impacts of the operation of the premises on resort guests and the community, and to respond to community concerns promptly and professionally.

1.4 Implementation

The Management Plan is an evolving document which can be updated to respond to changing regulation, procedures and practice. It complements the large volume of resort operator policies and procedures that the appointed resort operator will implement.

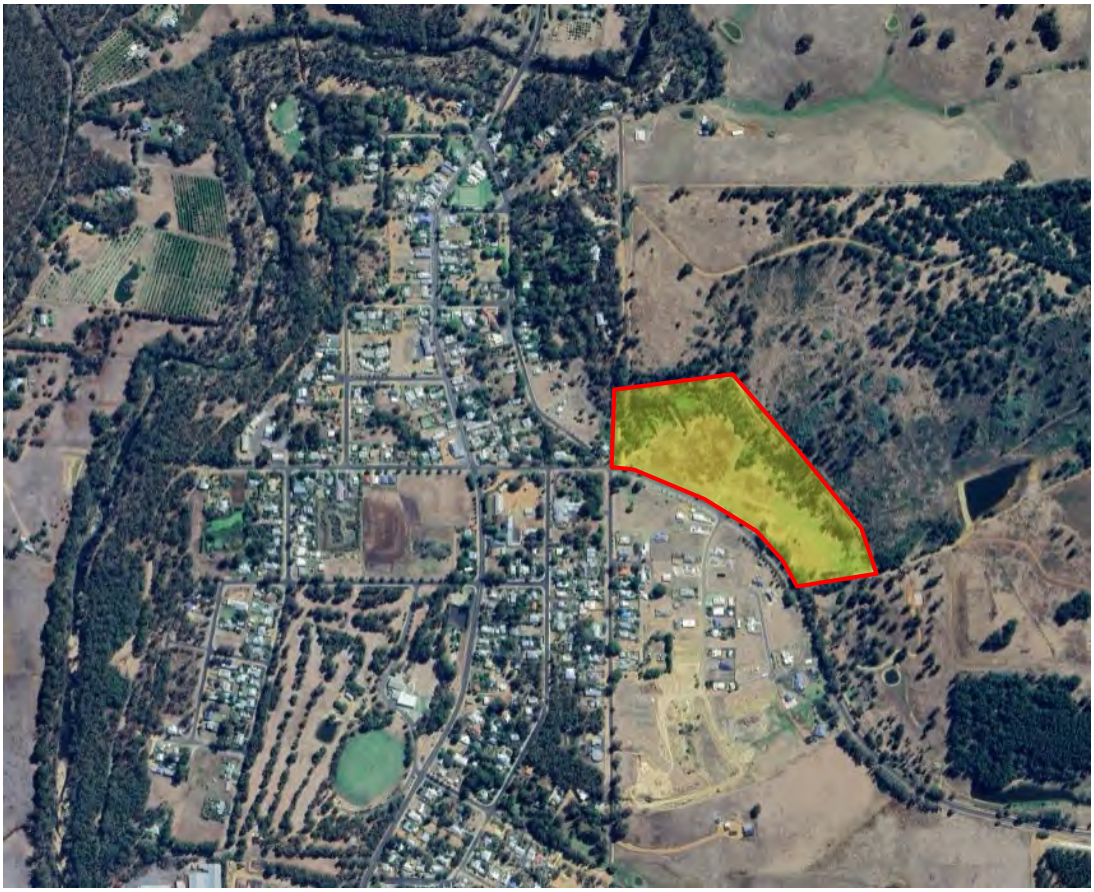
All staff and management at the resort will be provided with a copy of the Management Plan and briefed on the requirements as part of the employment induction process. A copy of the Management Plan will be available on site at all times.

The resort will adhere to the following rules of operation at all times:

- Comply with all regulatory approvals and requirements including any conditions of consent.
- Comply with the resort operators policies including emergency and evacuation procedures, responsible service of alcohol (RSA), personal conduct and human resources (HR) policies, interaction with guests and the public, and security.
- Ensure compliance with this Management Plan.

1.5 Location Details

The subject site is located at Lot 500 CNR Brockman Highway & Dunnet Road, Nannup.



1.6 Proposed Site Layout

Please refer to ***APPENDIX I*** for a copy of the Nannup Alpine Resort – Site Layout.

1.7 Proposed Buildings & Structures

Please see below table for buildings proposed at the Nannup Alpine Resort:

Building No.	Building Use
Building 1	Entry / Reception Restaurant Reception Centre
Building 2	Tourist Retail Shops Café Reception Centre
Building 3	Lodge / Holiday Accommodation
Building 4	Caretakers Dwelling (Managers Residence)
Building 5	Workshop / Maintenance for Tourist Resort
Building 6	Staff Accommodation Units
Building 7	Gymnasium (Recreation-Private)
Building 8	Bike Storage
Building 9	Exercise Gazebo
Building 10	Utility Building
Building 11	25 x Room Motel (x4 Buildings)
Building 12	Chalet (x 6) / Holiday Accommodation
Building 13	Chalet (x 4) / Holiday Accommodation

In addition to the above main buildings of the resort, the following ancillary structures and facilities are provided:

- Swimming Pool & Spa.
- Kids Nature Playground.
- Vehicular Roadway & Parking (for guests, staff & service vehicles).
- Bicycle Parking & Washdown / Maintenance Facilities.
- Pedestrian Footpaths.
- Landscaping.
- Rainwater Tanks.

2 OPERATIONS

2.1 Overview

The operation and management of the resort is to always have regard to the following:

- To ensure a high standard of accommodation for all guests.
- To ensure that guests enjoy their stay in a comfortable and safe environment.
- To ensure the cleanliness of the premises.
- To ensure the maximum occupancy provided by the capacity of the resort is not exceeded.
- To ensure the on-going workability of emergency systems, including those of lighting and smoke detectors, fore services and air conditioning.
- To ensure premises are regularly checked to ensure fire safety, including that of exits and egress paths are clear and free of locks and obstructions.
- To ensure no actions are carried out that will infringe fire safety requirements.
- To ensure all staff receives training on their responsibilities and serve guests in a responsible, friendly and professional manner.
- To ensure proper staff training for handling of disputes for various guest issues.
- To ensure proper staff training on all policies, including the operation of the Emergency Management and Evacuation Plan, and to be able to guide the guests to safety should situation arise.
- To ensure waste minimisation, and efficient and appropriate storage and collection procedures.
- To ensure energy minimisation and environmental sustainability.
- Neighbours are not materially adversely affected, and to deal with any complaints appropriately.
- To ensure that the resort is a responsible and responsive member of the community.

2.2 Hours of Operation

The resort will be open 24 hours a day, 7 days a week. However, the buildings within the resort are subject to their own hours of operation. Please see the table below for further details.

With regards to the resort swimming pool and spa, the operating hours shall be 6:00am until 10:00pm, 7 days a week.

Specific hours of operations for each building shall be as follows:

Building No.	Building Use	Hours of Operation
Building 1	Reception	8:00am until 6:00pm, 7 days a week (after hours contact # available).
	Restaurant	11:00am until 10:00pm, 7 days a week.
	Reception Centre	8:00am until 5:00pm, 7 days a week.
Building 2	Tourist Retail Shops	9:00am until 5:00pm, Mon – Sat.
	Café	7:00am until 5:00pm, 7 days a week.
	Reception Centre	9:00am until 5:00pm, 7 days a week.
Building 3	Lodge / Holiday Accommodation	24 Hours a day, 7 days a week. Manned from 8:00am until 6:00pm, Mon – Fri. (after hours contact # available) (after hours swipe card access for guests).
Building 4	Caretakers Dwelling (Managers Residence)	(Private Residence behind swipe card access / security gate).
Building 5	Workshop / Maintenance for Tourist Resort	6:00am until 6:00pm, 7 days a week. Use of Power Tools, Hammers, Machines and other noisy items / work to be restricted to 9:00am until 3:00pm, Mon – Sat.
Building 6	Staff Accommodation Units	(Private Residence behind swipe card access / security gate).
Building 7	Gymnasium (Recreation-Private)	6:00am until 6:00pm, 7 days a week. (after hours contact # available) (after hours swipe card access for guests).
Building 8	Bike Storage	24 Hours a day, 7 days a week.
Building 9	Exercise Gazebo	6:00am until 6:00pm, 7 days a week. (By Appointment Only).
Building 10	Utility Building	24 Hours a day, 7 days a week.
Building 11	25 x Room Motel (x4 Buildings)	24 Hours a day, 7 days a week. (after hours contact # available) (after hours swipe card access for guests).
Building 12	Chalet (x 6) / Holiday Accommodation	24 Hours a day, 7 days a week. (after hours contact # available) (after hours swipe card access for guests).
Building 13	Chalet (x 4) / Holiday Accommodation	24 Hours a day, 7 days a week. (after hours contact # available) (after hours swipe card access for guests).

2.3 Capacity

Resort management will comply with the approved patron capacity of the resort short term accommodation premises and its facilities as prescribed in the development consent and any liquor licence approval. The resort will have visible internal signage alongside the licensee's name stating the maximum number of persons, as specified in the development consent, that are permitted in the building.

2.4 Patron Arrival

The resort reception will be clearly identified and will be managed by staff 24 hours a day, 7 days a week to manage guest check-in / outs, members of the public and any building related enquiries. A short stay drop-off / pick-up zone is proposed outside the resort reception doors should reception be closed for unforeseen reasons.

2.5 Check In / Check Out

All guest check in / out services and bookings will occur at the resort reception area and will be tracked by a Property Management Software System which monitors and regulates guest activity and resort bookings.

The resort will have an electronic key system, which will control the resort lifts, guest rooms and chalets, the Lodge, and after-hours access to facilities where needed. This is programmed to allow the guest access to the floor their room is on and their room, as well as the resort amenity areas. The keys will be encoded to stop working on the day of the scheduled departure. In the event a guest key is lost, the reception staff will be able to program a new key for the room, and once used in the room the lock prevents the lost key from working in the lock.

2.6 Vehicle & Pedestrian Access

Vehicle access into the development has been split into 3 x separate entry points, as well as a separate entry point for emergency vehicles to the fire break. The 3 entry points are described below:

Brockman Highway (Main Entry)
This is the main development entry and exit point, and it is estimated that out of the 198 total cars, 166 shall be utilising this main entry.

While this figure is based on 100% capacity rate, realistically the tourist development would typically be at 60% capacity rate, which results in approximately 100 cars using this main entry point.

Dunnet Road
This is an entry point which shall be maintained for the use of the 6 x Chalets only (The main resort traffic will be directed to the new main entry from Brockman Highway via appropriate signage and road management design). There are 12 car bays allocated for these chalets (tandem carparks for 2 cars in the adjoined carports for each chalet), so a total of 12 cars shall be utilising this entry point.

Traffic management and signage will be utilised to control access here.

While this figure is based on 100% capacity rate, realistically the tourist development would typically be at 60% capacity rate, which results in 8 cars typically using this main entry point.

The access to Dunnet Road will always remain as an emergency exit in case of fire and emergency evacuation.

Asplin Road
This is an entry point which shall be controlled for the use of the manager, staff and workshop vehicles only. There are 20 car bays allocated for staff, so a total of 20 cars shall be utilising this entry point.

General Vehicle Access Notes:
A general upgrade of these crossovers (and roads to some extent) shall be completed in accordance with local policies, and as agreed between IDG Resorts PTY LTD and the Shire of Nannup.

All crossovers shall be constructed in accordance with the local authority requirements.

The Main Entry off Brockman Highway shall be opposite to the existing Hitchcock Drive intersection and new work shall include a new slip lane when turning right into the resort. The existing roadway width allows for this slip lane, which will mirror the existing slip lane when turning right onto Hitchcock Drive. Line-Marking (paint) of the new slip lane is the only scope of work required here.

For more details on vehicle access and parking, please refer to ***APPENDIX II*** for the Transport Impact Statement.

Access to the ground floor resort reception is provided via the drive-thru porte cochere attached to the reception building. Short term parking coach bus bays, as well as pedestrian pathway access is provided for ease of access to the resort reception.

All ground floor buildings will be fully accessible in accordance with NCC to assist persons with a disability.

2 x lifts have been provided (in Building 1 & Building 2) to assist persons with a disability to travel between the ground floor main reception / shops / restaurant / cafe and upper floor facilities (ie- conference rooms). One of the motel blocks can also be accessed via these lifts.

A number of accessible carbays have been provided throughout the general carpark for persons with a disability, located close to the main buildings for ease of access.

12 x Electric Vehicle recharge bays have also been provided throughout the general carpark for guest use.

Motel Room & Chalet Guests who require car parking will be directed to the car parking spaces specifically allocated to their room or chalet. Guests staying at the Lodge will be directed to the general car parking area allocated to the Lodge.

All guests will be provided with a map of the resort, and staff will highlight the location of their room and carparking space.

Further general car parking spaces are available for guests to the other amenities and facilities the resort offers, such as the restaurant, shops, conference rooms, gymnasium and café.

The resort manager and staff shall have allocated car parking bays for their use.

Guests and staff who require bike parking will be provided with direction to the bike storage facilities located within the resort. General bike parking structures shall also be provided throughout the resort.

Pedestrian access around the resort shall be provided via designated pathways. .

2.7 Maximum Stay

In accordance with the Shire of Nannup LPS4 and LPP 9 (Tourism Land Uses and Short-Term Accommodation), guests shall not be accommodated either continuously or from time to time for periods totalling more than 3 months in any 12 month period.

2.8 Resort Cleaning

The resort's housekeeping and stewarding staff are responsible for the maintenance of the premises to ensure it is always in a clean and tidy state. The resort's management will also ensure that areas surrounding the premises are monitored on a continual basis and that all fire escapes and stairways are always kept clear of obstructions.

Various cleaners rooms & storage are provided throughout the resort.

2.9 Deliveries & Servicing

All deliveries to the resort will occur via the main service yard of the reception / restaurant (Building 1) or the resort workshop / storage facility (Building 5). The loading / unloading as well as location and arrangement of goods and supplies will be managed by the resort management.

Deliveries and servicing to the resort will occur in accordance with the following key principles:

- All collection of waste and other materials is to be undertaken via the main service yard of the reception / restaurant (Building 1) or the Utility Building (Building 10). Bulk waste collection shall be arranged from these points with the local service providers (Cleanaway or other provider determined by resort management).
- All deliveries of goods and services shall be undertaken by light van for deliveries (usual) or the main service yard for heavy vehicles (occasional).
- To the extent possible, deliveries are to occur during off-peak periods to limit interaction with cars and pedestrians in the laneway and at time that will limit disturbance to resort guests and nearby residents.
- Access for deliveries and waste collection will minimise any interruption to the flow of external traffic.

2.10 Building Design & Safety Procedures

The buildings have been designed to ensure the enjoyment and safety of guests.

Fire stairs and other safety measures have been incorporated into the design as a means of access as well as a means of egress during an emergency. Common areas, resort rooms, chalets & facilities will be incorporated into an Emergency Management Evacuation Plan as part of the operation of the resort and all staff will be appropriately trained in relation to administering and implementing the Plan.

All building emergency systems will be periodically tested including lighting, smoke detectors, air conditioning and any other items required and notes as part of the Emergency Management Evacuation Plan as part of normal operational procedures.

A range of measures have been implemented into the buildings to minimise the impact of noise from adjoining neighbours within the building. The resort floors will be acoustically treated for both airborne noise and foot fall noise to comply with the requirements of the NCC. Walls between resort rooms will be designed to comply with NCC requirements.

Location and set-backs of the buildings within the resort site have been designed to provide adequate space and buffers between buildings within the site, as well as neighbouring properties.

From an operational perspective, all guests' behaviour will be supervised by resort management.

2.11 Water Supply & Management

Water Corporation data has confirmed that reticulated water supply runs along Brockman Highway, which services the resort. The development will be connected to the reticulated water supply.

Additionally, rainwater tanks shall be provided to harvest roof rainwater runoff and used for selected water fixtures and garden reticulation. A total capacity of rainwater storage provided by all rainwater tanks is 1,800,000L.

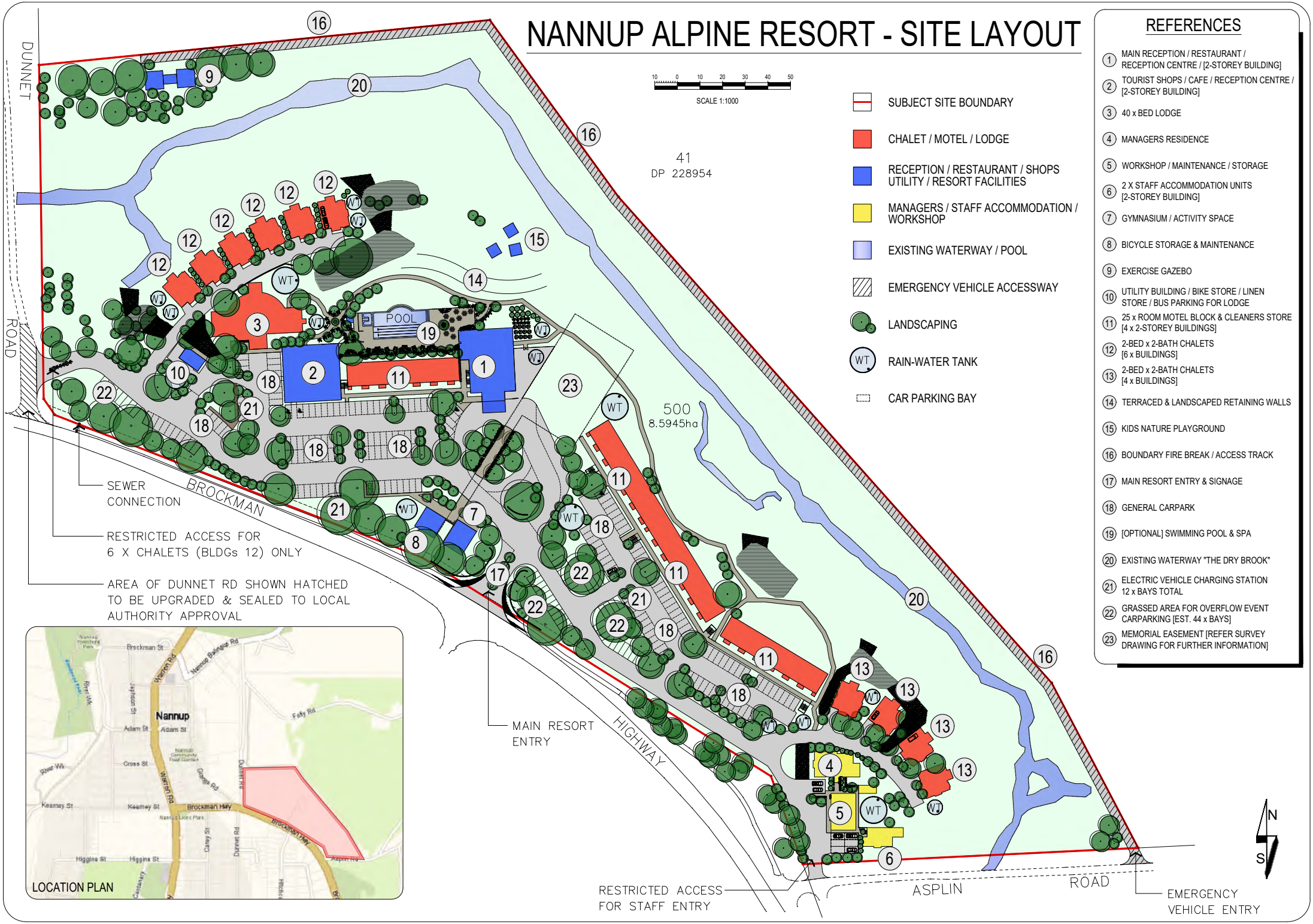
A Local Water Management Strategy (LWMS) has been prepared by DWA Consulting Engineers and provides information regarding the water supply, stormwater management and site drainage. Please refer to ***APPENDIX III*** for details.

2.12 Effluent Management

Water Corporation data has confirmed that reticulated sewer runs along Brockman Highway, which services the resort. The Development shall connect to this existing sewerline, with the existing connection point located on Brockman Highway, at the Western side of the resort.

A Local Water Management Strategy (LWMS) has been prepared by DWA Consulting Engineers and provides information regarding the management of wastewater from the proposed development. Please refer to ***APPENDIX III*** for details.

NANNUP ALPINE RESORT - SITE LAYOUT



REFERENCES

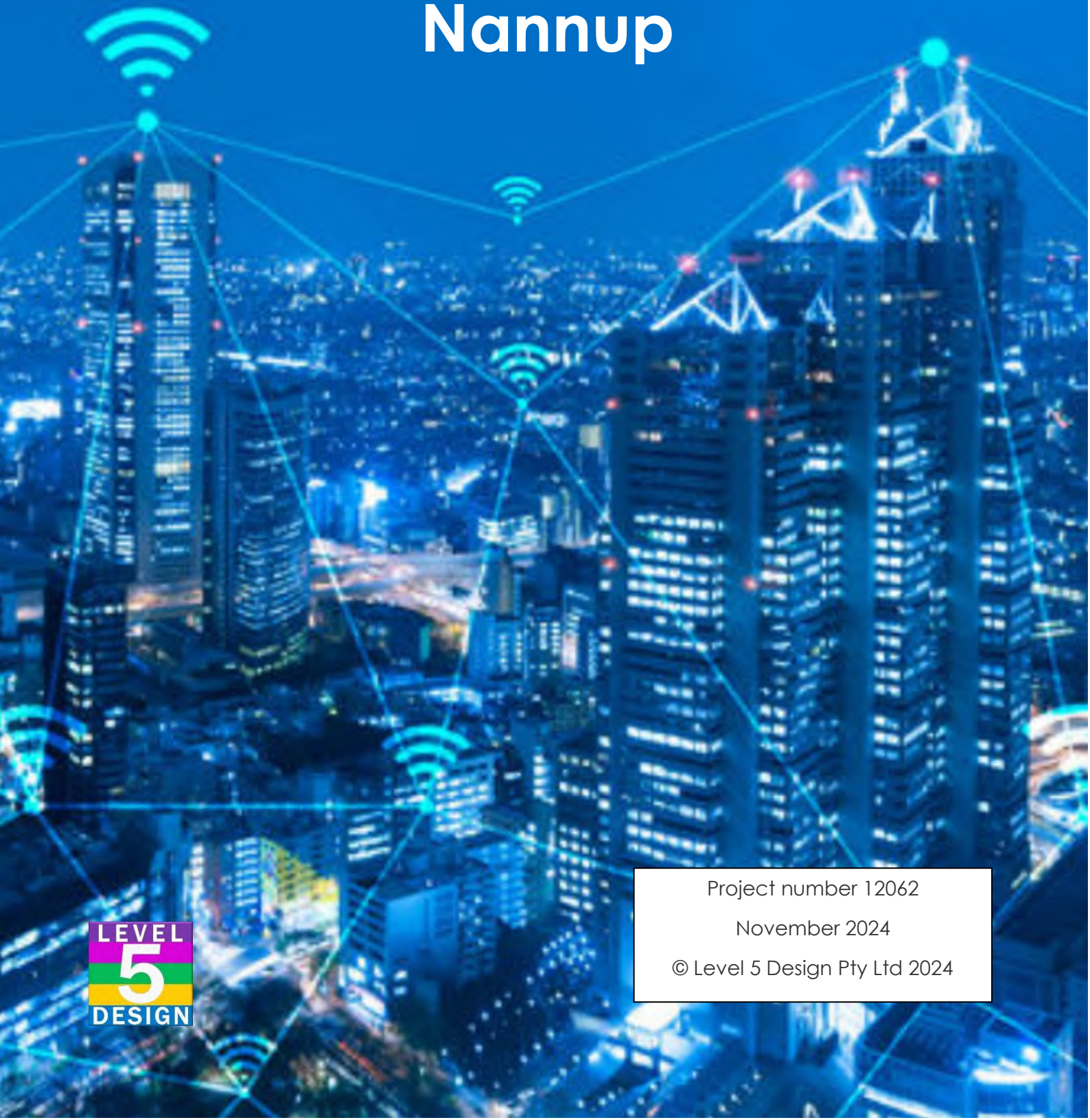
1. MAIN RECEPTION / RESTAURANT / RECEPTION CENTRE / [2-STOREY BUILDING]
2. TOURIST SHOPS / CAFE / RECEPTION CENTRE / [2-STOREY BUILDING]
3. 40 x BED LODGE
4. MANAGERS RESIDENCE
5. WORKSHOP / MAINTENANCE / STORAGE
6. 2 X STAFF ACCOMMODATION UNITS [2-STOREY BUILDING]
7. GYMNASIUM / ACTIVITY SPACE
8. BICYCLE STORAGE & MAINTENANCE
9. EXERCISE GAZEBO
10. UTILITY BUILDING / BIKE STORE / LINEN STORE / BUS PARKING FOR LODGE
11. 25 x ROOM MOTEL BLOCK & CLEANERS STORE [4 x 2-STOREY BUILDINGS]
12. 2-BED x 2-BATH CHALETS [6 x BUILDINGS]
13. 2-BED x 2-BATH CHALETS [4 x BUILDINGS]
14. TERRACED & LANDSCAPED RETAINING WALLS
15. KIDS NATURE PLAYGROUND
16. BOUNDARY FIRE BREAK / ACCESS TRACK
17. MAIN RESORT ENTRY & SIGNAGE
18. GENERAL CARPARK
19. [OPTIONAL] SWIMMING POOL & SPA
20. EXISTING WATERWAY "THE DRY BROOK"
21. ELECTRIC VEHICLE CHARGING STATION 12 x BAYS TOTAL
22. GRASSED AREA FOR OVERFLOW EVENT CARPARKING [EST. 44 x BAYS]
23. MEMORIAL EASEMENT [REFER SURVEY DRAWING FOR FURTHER INFORMATION]

Inspiring Innovation Transport

Transport Impact Statement

Nannup Alpine Resort

Brockman Hwy and Dunnet Rd Nannup



Project number 12062

November 2024

Contents

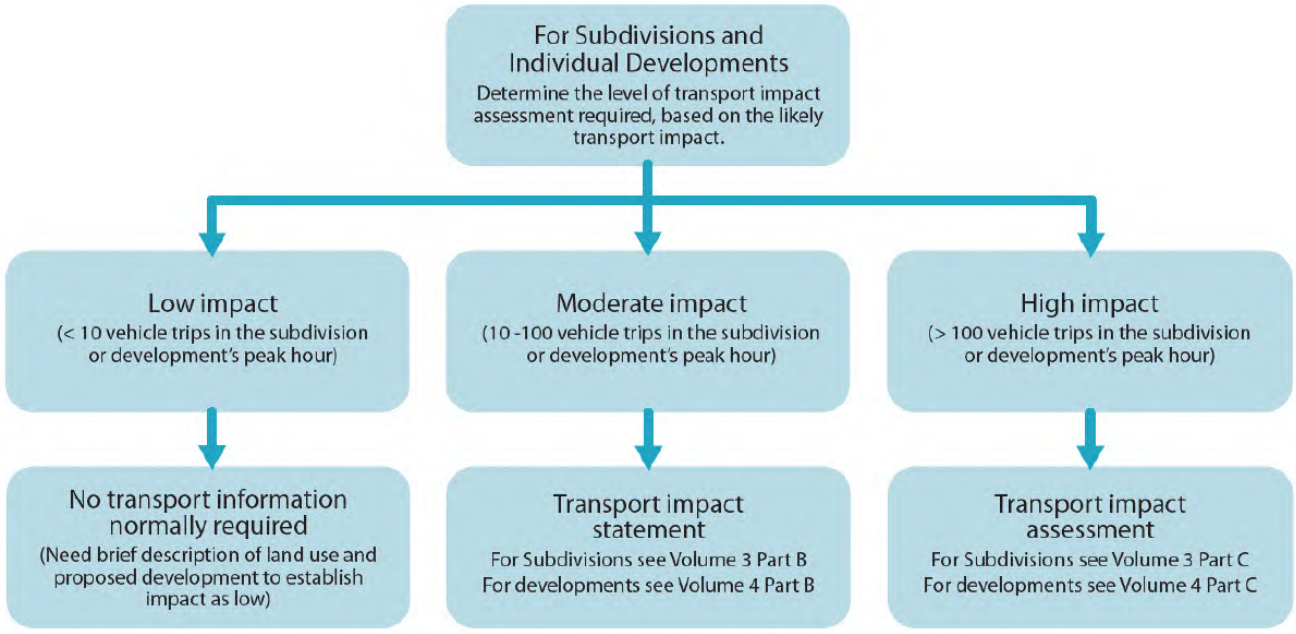
1 Introduction

Level 5 Design (L5D) has been commissioned by Paul Meschiati and Associates Pty Ltd to prepare a Transport Impact Statement (TIS) in support of the Development Application for a new development located at Lot 500 Brockman Hwy & Dunnet Road, Nannup (the 'Site').

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 - Individual Developments (2016). The Guidelines promote a three-level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 1.1):

- Low impact – less than 10 peak hour trips, no assessment required.
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High Impact – more than 100 peak hour trips, full Transport Impact Assessment required.

Figure 1.1 Level of transport impact assessment required.



Source: WAPC Transport Impact Assessment Guidelines 2016

The traffic generated by the Site has been determined to be between 10 and 100 vehicle trips in the peak hour, which equates to a moderate impact, and therefore the required level of assessment is a 'Transport Impact Statement'.

2 Existing Situation

2.1 Existing Site

The subject site (the 'Site') for the proposed development is situated at the intersection of Brockman Highway and Dunnet Road, within the Shire of Nannup. The Site is currently an open greenfield area, located approximately 600 metres east from the Nannup Town Centre.

The Site is surrounded by open green spaces, with its southern boundary along Brockman Highway, the western boundary adjacent to Dunnet Road, and the eastern boundary bordering Asplin Road. An aerial image of the site is shown in Figure 2.1.

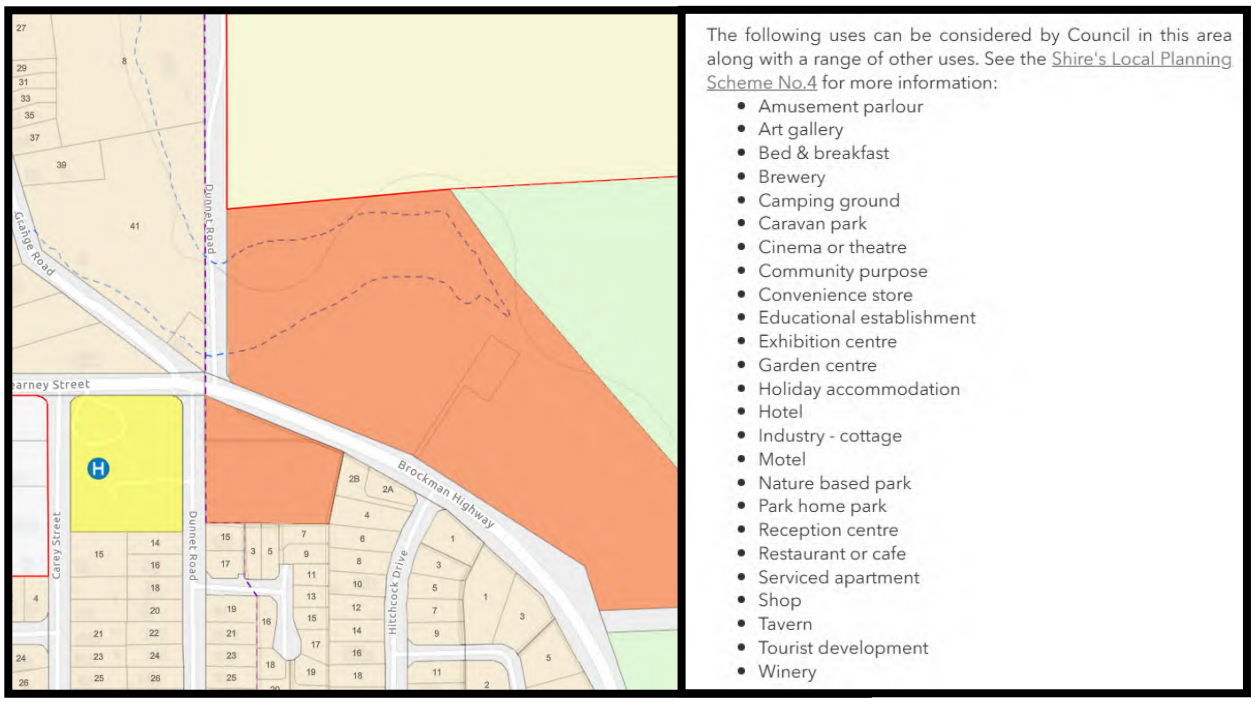
Street view images of the Site are included in Appendix A.

Figure 2.1 Existing subject site

Source: Google Maps 2024

Figure 2.2 shows the existing land uses in the vicinity of the Site. The Site is currently zoned as a 'Tourism Zone'. A list of council approved uses for the Site are listed in Figure 2.2.

Figure 2.2 Local planning scheme



Source: Shire of Nannup - Local Planning Scheme

2.2 Existing Road Network

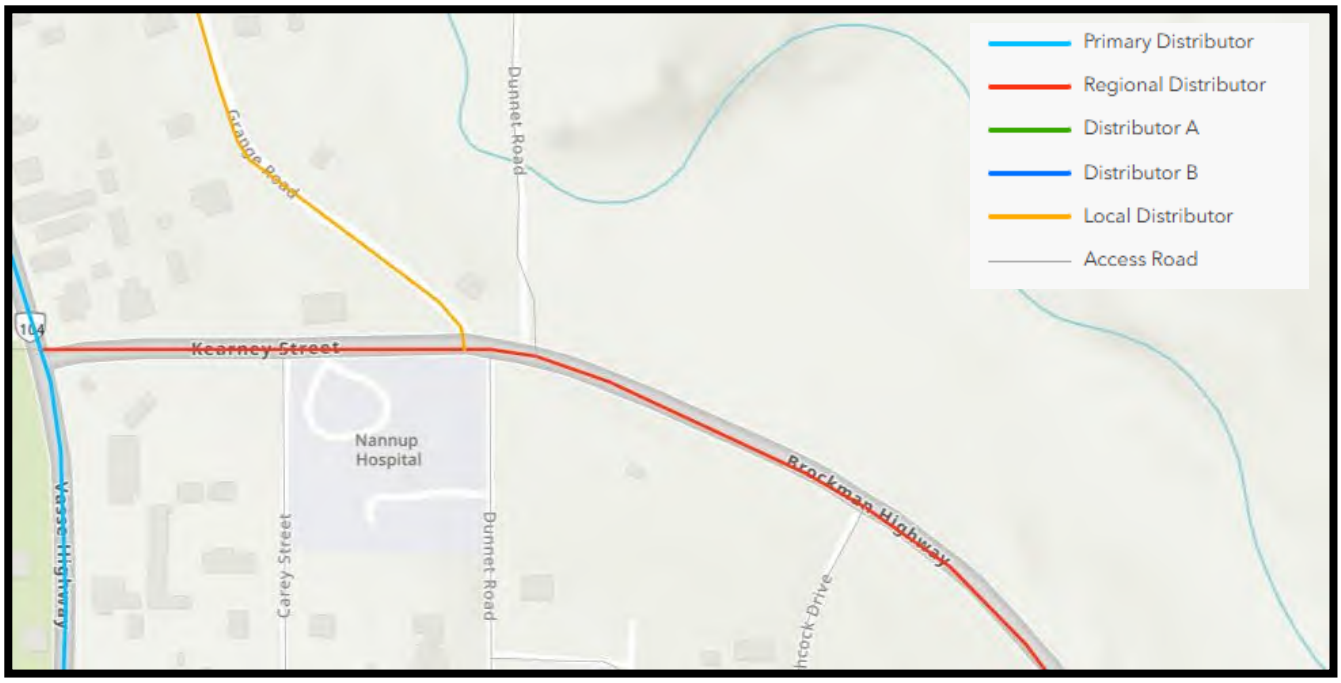
The road classification in the vicinity of the Site as classified by Main Roads is shown in Figure 2.3. Brockman Hwy is a Regional Distributor, and all other roads in the vicinity of the Site are classified as local 'Access Roads'. Table 2.1 summarises the characteristics of the road network in the vicinity of the Site.

Table 2.1 Road network characteristics

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	Posted Speed (km/h)
Brockman Hwy	Regional distributor	Local Government	2	60
Dunnet Rd	Access Road	Local Government	2	50
Hitchcock Dr	Access Road	Local Government	2	50
Asplin Rd	Access Road	Local Government	2	50

Source: Road Information Mapping System (October 2024)

Figure 2.3 Road network classification



Source: Road Information Mapping System (July 2024)

2.3 Existing Traffic Volumes

Traffic volume data for the Section of Brockman Hwy between Dunnet Rd and Asplin Rd has been obtained from the Shire of Nannup. The data is summarised in Table 2.2. and a visual representation can be found in Figure 2.4.

The weekday AM and PM peak hours in the vicinity of the Site consistently occurs between 10:00 - 11:00 AM and 15:00 – 16:00 PM.

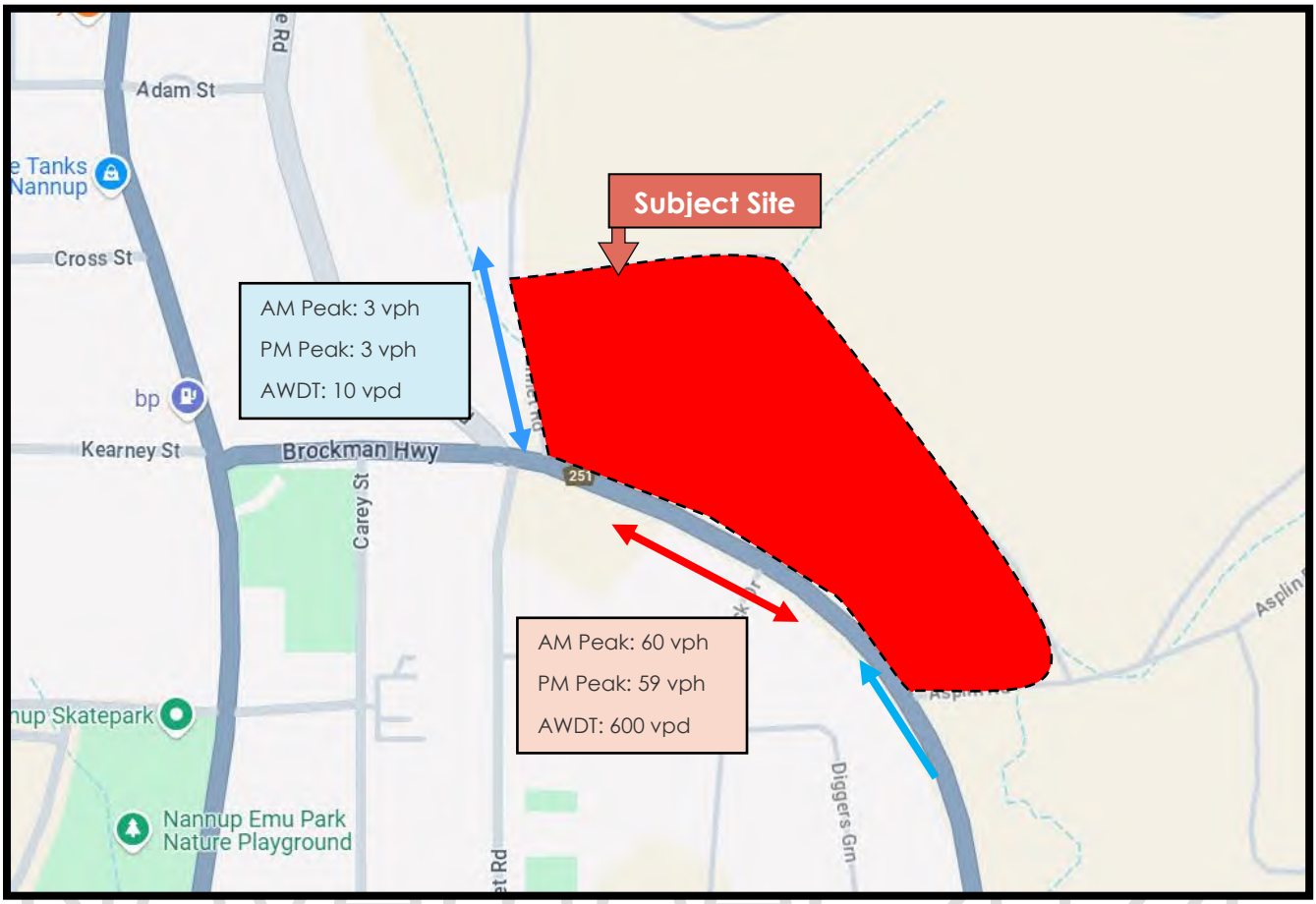
Recorded traffic volumes show that the surrounding network operates efficiently and well within its capacity limits, indicating smooth traffic flow and minimal congestion even during peak periods.

Table 2.2 Existing traffic volumes

Road Network	Weekday AM peak (vph)	Weekday PM peak (vph)	Ave daily traffic volume (vpd)
Brockman Hwy	60	59	600
Dunnet Rd	3	3	10

Source: Shire of Nannup (October 2024)

Figure 2.4 Existing Traffic Volumes



Source: Shire of Nannup

2.4 Existing Access Arrangements and Parking Situation

The Site's primary access is currently via Brockman Highway, positioned directly opposite the intersection with Hitchcock Drive. Given the undeveloped nature of the Site, there are no formal parking facilities at this stage.

3 Proposed Traffic and Access Arrangements

3.1 The Proposed Development

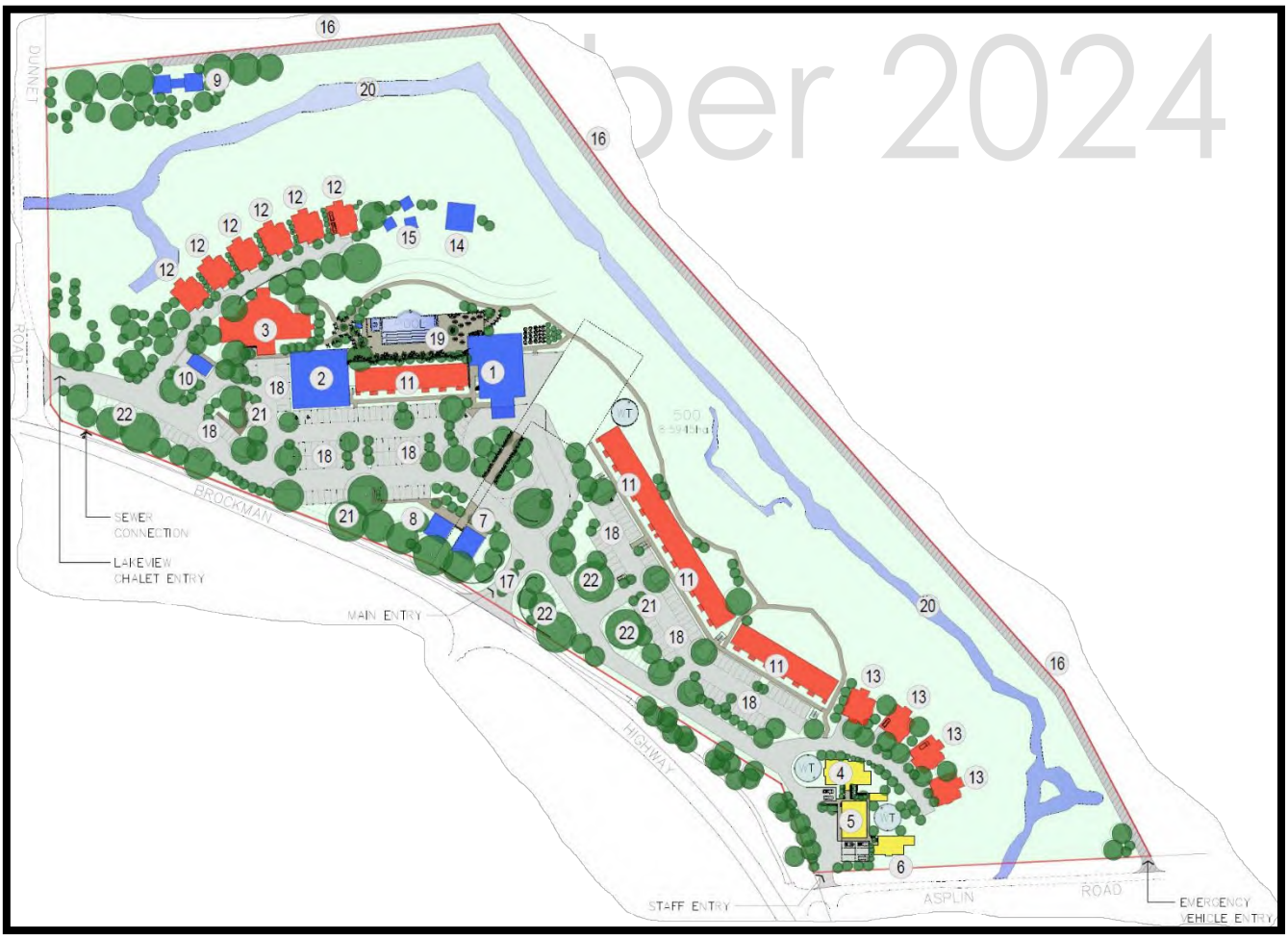
The proposed development seeks to transform the Site into a resort-style hotel, offering a comprehensive range of accommodation and amenities designed to attract both tourists and local visitors. The development will include a main reception area, a full-service restaurant, and a dedicated reception centre for events and gatherings. The resort will be complete with tourist shops, a café, and accommodation for managers and staff.

The facility will also offer a range of leisure and recreational options, including a gymnasium and a swimming pool, aimed at enhancing the guest experience. The development will cater to various visitor needs, with a motel block consisting of 25 rooms spread across four buildings, a 40-bed lodge and two separate chalet areas.

In terms of infrastructure, the development will provide bus parking specifically for the lodge, along with electric vehicle charging stations to support sustainable transport options. Additionally, a children's nature playground will be included, further enhancing the resort's appeal to family visitors.

This development represents a significant addition to the region, offering high-quality accommodation and amenities while contributing to local tourism and economic growth. The proposed layout of the development is shown in Figure 3.1.

Figure 3.1 Proposed Development Layout



Source: Paul Meschiati and Associates Planners

3.2 Proposed access arrangements

The proposed development incorporates a vehicle access strategy designed to optimize traffic flow and promote the safety of all users. Access to the development is provided through three separate entry points, with an additional access point reserved for emergency vehicles. Each of these access points is detailed below:

Dunnet Road (Lake View Chalet Access)

Access via Dunnet Road will be restricted for the exclusive use of the 6 LakeView Chalets, with signage and road management strategies in place to direct all other traffic to the main entry off Brockman Highway. A total of 12 car bays (with tandem parking) are allocated for the chalets, which equates to 12 vehicles using this access point under full occupancy. Dunnet Road will also function as an emergency exit in the event of fire or other emergency evacuation scenarios, promoting safe and controlled egress from the site.

Asplin Road (Staff Access)

The Asplin Road entry point is designated for the exclusive use of staff, management, and service/waste vehicles. Based on the number of staff members and service vehicles it is forecast that a maximum of 20 vehicles daily will access the site through this entry. This separation of staff and service vehicles from visitor traffic helps minimize congestion and streamline internal traffic operations. Asplin Road will also house a dedicated emergency vehicle access point, further enhancing the development's readiness to manage critical situations without impacting general traffic flow.

Brockman Highway (Main Entry)

The main entry and exit point for the development will accommodate approximately 83% of the total generated trips. This distribution is based on the previously outlined restrictions of the other access points. Positioned directly opposite Hitchcock Drive, the primary access will feature a newly constructed slip lane for right-turning vehicles, utilising the existing roadway width to replicate the current slip lane at Hitchcock Drive. This design will help improve traffic flow and minimize potential delays for vehicles entering the resort from Brockman Highway.

A risk assessment and sightline analysis for this intersection are provided in Section 7 of this report.

General Access Considerations

All vehicle crossovers will be upgraded in line with local authority requirements and in accordance with agreed provisions between IDG Resorts Pty Ltd and the Shire of Nannup. This includes that the new slip lane at the Brockman Highway main entry is constructed to facilitate smoother traffic movements and reduce queuing for vehicles turning into the development.

By separating access points based on user type, the vehicle access plan for the development promotes safe and efficient traffic circulation, with minimal disruption to regular operations.

3.3 Traffic Generation of the Proposed Development

The trip generation for the proposed development has been calculated using rates derived from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). This manual is an industry-standard reference that provides empirically validated data for various land uses, including resort hotel developments.

The proposed development closely aligns with the ITE's technical description of a resort hotel: *"a place of lodging that offers sleeping accommodations and complementary facilities such as a full-service restaurant, cocktail lounge, retail shops, and guest services like swimming pool, and other recreational amenities like a fitness room."*

The Institution of Transportation Engineers (ITE) conducted investigations of nine Resort Hotels in the United States from the 1980s to the 2010s.

Given the comprehensive nature of the development, the ITE's trip generation rates are particularly applicable, as they account for similar hotel uses with a wide range of services. The trip generation rates used in the analysis are presented in Table 3.1.

Table 3.1 Published Trip Generation Rates

Land Use	Source	AM Peak	IN	OUT	PM Peak	IN	OUT
Resort Hotel	ITE 11th Edition	0.32 Trips per Room	72%	28%	0.41 Trips per Room	43%	57%

These traffic generation rates have been used to calculate estimates of proposed weekday peak hour traffic numbers.

The forecast trip generation for the Site is presented in Table 3.2.

Table 3.2 Estimated Trip Generation Rates for the Site

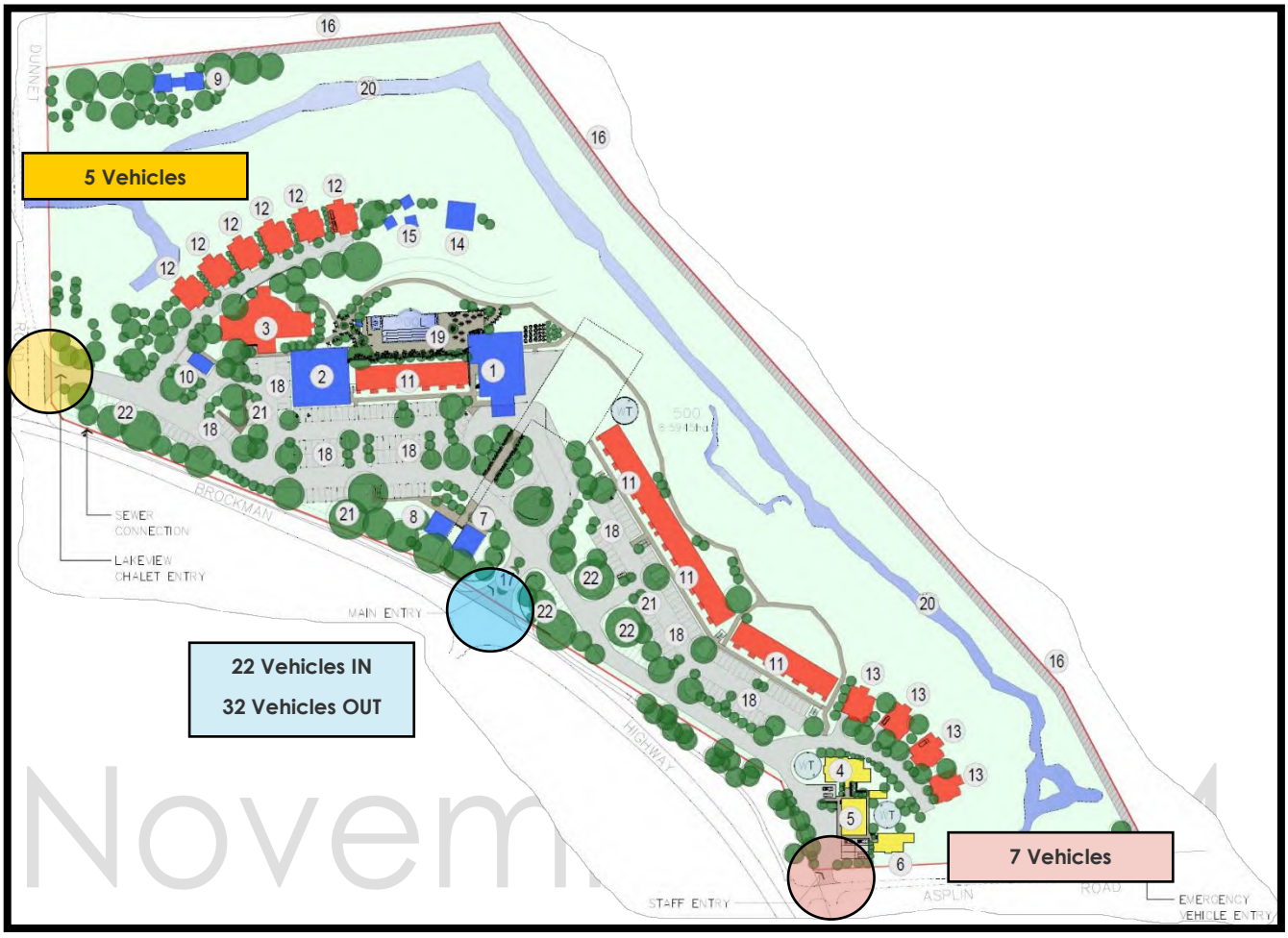
Land Use	Variable	AM Peak	IN	OUT	PM Peak	IN	OUT
Resort Hotel	160 Rooms	51	37	14	66	28	38

The analysis anticipates a moderate increase in traffic volumes, with up to 51 additional two-way vehicle trips during the AM peak hour and up to 66 additional two-way vehicle trips during the PM peak hour.

With the new access arrangements, where 83% of generated trips are projected to use the primary access point off Brockman Highway, a moderate increase in traffic along this route is expected as vehicles access the facility.

Figure 3.2 illustrates the forecast trip distribution for traffic entering and exiting the Site.

Figure 3.2 Generated Trip Distribution for PM Scenario



Source: Paul Meschiati and Associates Planners

3.3.1 Traffic Impact to Brockman Hwy

When assessed against the existing road network, future traffic volumes are anticipated to show a marginal increase over current levels (refer to Table 3.3). The additional trips generated by the proposed development are expected to be evenly distributed across both directions, with traffic flowing westbound (WB) and eastbound (EB).

While the percentage increase in projected traffic may appear notable, it is important to recognize that both Brockman Highway and Dunnet Road currently operate well below their maximum traffic capacity. For context, a single lane carriageway can typically accommodate up to 800 – 1,000 vehicles/hr without experiencing low levels of service. Even with the anticipated increase due to the development, peak-hour traffic volumes are projected to remain well below this amount, i.e., <200 vehicles per hour per lane.

Based on these projections, the existing road network has sufficient environmental traffic capacity to support the proposed change in land use without introducing any significant traffic-related issues.

Table 3.3 Estimated Future Traffic Peak Hour Volumes on Brockman Hwy

Road Network	Weekday AM peak (vph)	% change in AM peak hour	Weekday PM peak (vph)	% change in PM peak hour
Brockman Hwy	111	85%	125	111%

3.3.2 Impact to Local Streets

The acceptable threshold for traffic volume changes on local access roads is generally considered to be up to 50% of the existing volume, provided the total traffic remains within the road's operational capacity, as outlined in Main Roads guidelines.

The projected traffic increase for Dunnet Street and Asplin Road is minimal, as these are local access roads with limited connectivity to the surrounding network. The slight increase in traffic due to vehicle access (<50%) remains well within the environmental capacity of these roads, given their current low traffic volumes.

3.3.3 Intersection Operations

Given the low traffic volumes generated by the proposed development, it has been determined that the peak-hour traffic increase on the road network is unlikely to produce any material impacts on the following intersections:

- Brockman Highway / Hitchcock Drive
- Brockman Highway / Dunnet Road
- Brockman Highway / Asplin Road

Additionally, the driveway accesses from both Brockman Highway and Dunnet Road have sufficient capacity to accommodate well over 100 vehicles per hour, which comfortably meets the projected peak-hour traffic volumes associated with site ingress and egress.

Consequently, the existing access points are adequately designed to handle the anticipated traffic demand without affecting the operational performance of the surrounding road network.

3.4 Provision for Service Delivery and Waste Collection

The proposed Waste Management Plan for the development includes waste services provided through a private contractor, utilising a combination of bin types - primarily large 1,100-litre wheeled bins with rear-loading waste collection vehicles.

Waste collection vehicles will access the site exclusively via Asplin Road and Brockman Highway, with entry and exit from Dunnet Road strictly prohibited. During the resort's operational phase, delivery vehicles will be restricted to a maximum size of a six-wheeled Pantech.

Site access for waste collection has been assessed using a rear-loading 6x4 waste collection vehicle, with a maximum length of 8.013 meters. Swept path diagrams demonstrating this vehicle's manoeuvrability are included in Appendix B of this report.

4 Parking Assessment

4.1 Proposed Car Parking Supply

The proposed development includes a total of 207 car parking bays for customers and visitors, of which 12 are designated for Electric Vehicle Charging Stations. This total also includes 4 accessible/ACROD bays to accommodate individuals with disabilities, satisfying the BCA requirements, and 6 bays designated for staff parking.

Additionally, 4 coach bus parking bays are provided on-site, along with designated areas for pick-ups and drop-offs.

Furthermore, 44 overflow car bays have been included to cater for any special events that the development may host.

Comprehensive assessments of turning radii and travel paths have been conducted for cars, buses, and service vehicles within the proposed layout. Figures illustrated swept path simulations can be found in Appendix B of this report.

4.2 Car Parking Requirements

The proposed vehicular parking for the resort has been supplied in accordance with the provisions outlined in Local Planning Scheme No. 4 (LPS4). Given the variety of buildings on the site, the parking requirements have been determined based on the specific needs of each building type (e.g., restaurant, lodge, shop, chalet) rather than applying the generic "Tourist Development" parking requirements.

Table 4.1 below provides a detailed summary of the parking requirements for each building type.

Table 4.1 Parking requirements

Building Type	Requirements / Units	Number of Required Car Parking Bays
Building 1 - Restaurant	1 bay per 40 m^2 NLA. 457 m^2 = 12 bays	12
Building 1 - Reception	1 bay per 40 m^2 NLA. 100 m^2 = 3 bays	3
Building 1 - Reception Centre	1 bay per 4 seats. 44 seats = 11 bays	11
Building 2 - Shops	1 bay per 40 m^2 NLA (min. 3 bays per tenancy). 5 tenancies shown = 15 bays	15
Building 2 - Reception Centre	1 bay per 4 seats. 28 seats = 7 bays	7
Building 3 - Lodge	1 bay per bedroom + 1 x visitors bay per 4 bedrooms (based on email from Shire of Nannup Planner – see attached). 12 bedrooms = 12 bays + 3 visitors bays	15
Building 4 – Managers Residence	As per R-Codes – 2 bays for 2+ bedroom dwelling. 4 bedrooms = 2 bays	2

Building Type	Requirements / Units	Number of Required Car Parking Bays
Building 5 – Workshop / Storage	1 bay per 100 m² NLA or 1 bay per employee. 2 employees = 2 bays	2
Building 6 – Staff Accommodation	As per R-Codes – 2 bays for 2+ bedroom dwelling. 2 X 3 bedroom dwellings = 4 bays	4
Building 7 - Gymnasium	1 bay per 40 m² NLA 100 m² = 3 bays	3
Building 9 – Exercise Gazebo	1 bay per 40 m² NLA 152 m² = 4 bays	4
Building 11 - Motel	1 bay per bedroom + 1 x bay per 40 m² NLA for floor space other than used for accommodation purposes 100 bedrooms + 272 m² NLA = 100 + 7 = 107 bays	107
Building 12 & 13 - Chalets	1 bay per accommodation unit + 1 x visitors bay for every 4 accommodation units. 10 units + 3 visitors bays = 13 bays	13
TOTAL NUMBER OF BAYS REQUIRED		**198**

Source: Local Planning Scheme 4, Shire of Nannup

Based on the analysis, 198 parking bays are required to accommodate the proposed development at 100% capacity. It is important to note that these parking requirements are calculated under the assumption that the development is fully occupied, which, in practice, is unlikely to occur very regularly. Typically, occupancy rates would average around 60%.

Additionally, it is expected that many of the facilities within the development, such as the exercise gazebo, gymnasium, restaurant, and shops, will primarily serve resort guests. As such, the parking demand for these facilities would typically be absorbed within the overall accommodation parking provision. However, we have presented the parking requirements separately as a worst-case scenario, assuming these amenities may be open to the general public.

Table 4.3 offers a clear comparison between the provided parking bays, and the regulatory parking requirements, further illustrating the rationale behind the proposed parking provisions.

Table 4.3 Parking requirements vs Parking Provided

	Number of Car Parking Bays
On-Site Car Parking Bays Provided	207/(251)
On-Site Car Parking Bays Required	198

The plans provided by the Applicant (refer Figure 3.1), indicate the provision of 251 car parking bays, 50+ bays in excess of the minimum 198 car parking bays required. The development therefore fully complies in relation to car parking supply.

4.2.1 Accessible parking requirements

To determine the number of accessible parking or ACROD bays required, reference has been made to the standards set by the Building Code of Australia (BCA). For a mixed used development, the BCA specifies a requirement of 1 accessible parking space for every 50 car parking spaces or part thereof.

Based on these regulations, with a total of 198 car parking bays, the proposed development is required to provide at least 4 ACROD bay to provide compliance with accessibility standards. This requirement has been satisfied.

5 Public Transport Facilities

5.1 Existing Public Transport Facilities

The Shire of Nannup is serviced by TransWA with a long-distance bus route that connects Perth with several regional towns. This coach service operates from East Perth Terminal and stops at multiple key locations on its route to Nannup, including Cockburn Central, Mandurah, Bunbury, and Busselton, among others. The bus service stops at Adam Street, opposite the Shire offices in Nannup, providing visitors with a public transport option to and from Perth.

The bus operates on several days of the week, with services available from both Perth and Pemberton. The return service departs from Nannup to Perth early in the morning on scheduled days.

5.2 Future Public Transport Facilities

At this time, there are no publicly announced plans to introduce additional public transport services in the Shire of Nannup. The current focus remains on maintaining and enhancing road infrastructure to support private vehicle use. However, the existing coach service provides an important connection for residents and visitors traveling between Nannup and other regional centres, as well as Perth.

6 Pedestrian / Cycle Networks and Facilities

6.1 Existing Pedestrian / Cycle Network

The Site is served by a pedestrian and cycling path, as illustrated in Figure 6.1. The current infrastructure provides convenient and direct connections to the Nannup Town Centre and surrounding areas. The existing paths allow safe and efficient travel for pedestrians and cyclists, contributing to the overall accessibility of the Site.

6.2 Future Pedestrian / Cycle Facilities

At present, there are no planned projects for additional pedestrian or cycling infrastructure in the immediate vicinity of the development.

6.3 Pedestrian Access within the Site

Pedestrian access throughout the development has been designed to meet the needs of all users, including those with mobility aids. Pathways from car parks to building entrances are a minimum of 1.5 meters in width, providing sufficient space for comfortable and safe pedestrian movement.

The development features a continuous accessible path of travel, promoting seamless internal connectivity and compliance with relevant accessibility standards.

7 Site Specific Issues

7.1 Crash Assessment

A review of the Main Roads WA Reporting Centre was conducted to obtain traffic crash data for the section of Brockman Hwy between Dunnet Rd and Asplin Rd, covering the period from 1 January 2019 to 31 December 2023. The search revealed that no crashes were reported within this section during the specified timeframe.

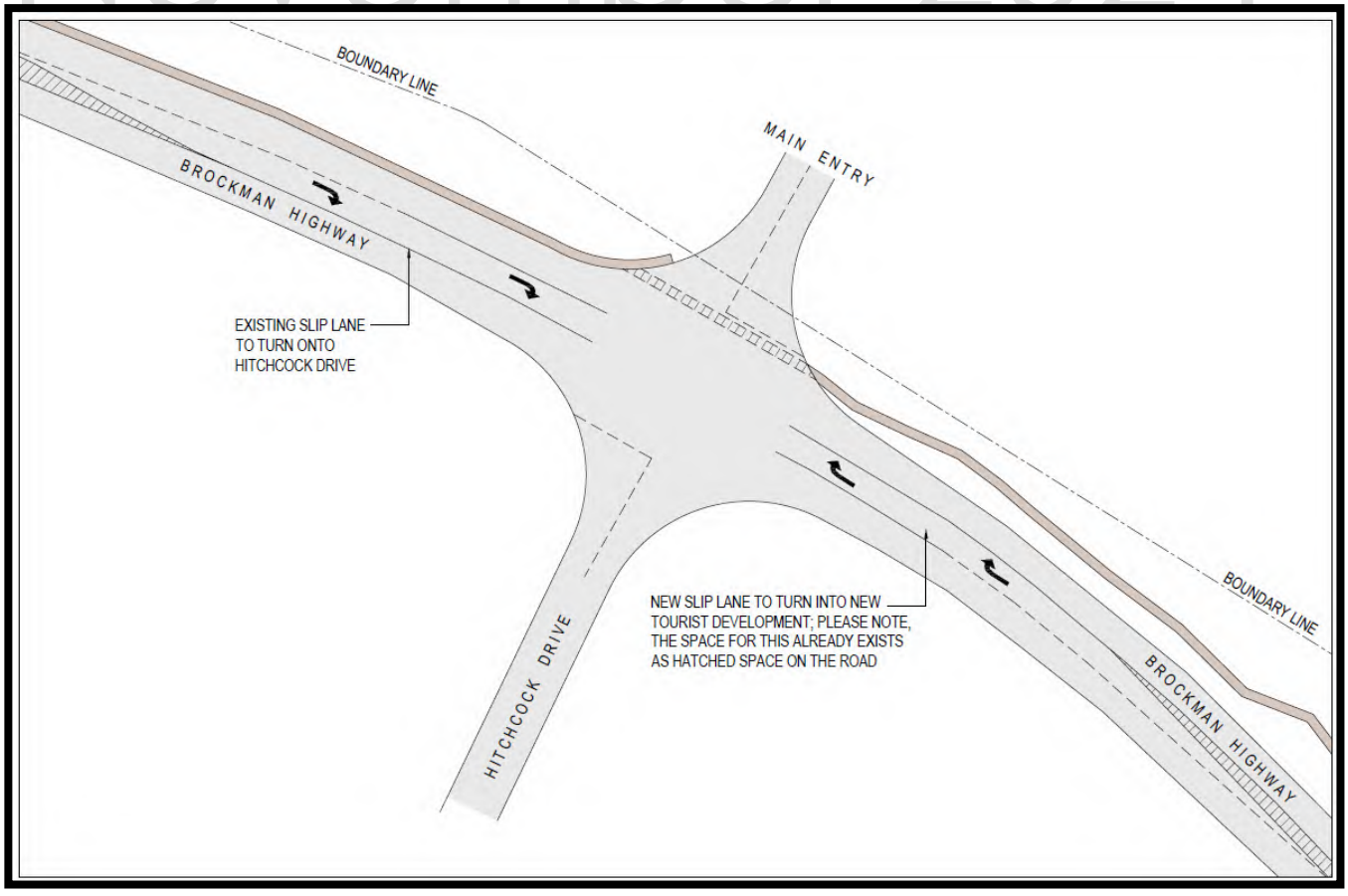
7.2 Access Risk Assessment

The access points from both Asplin Road and Dunnet Road experience relatively low traffic volumes, and as such, no significant issues are anticipated for vehicles entering or exiting the development from these roads. The low traffic intensity and existing road geometry indicate that these access points will function efficiently without posing any significant risks to traffic flow or safety.

The primary access point will be from Brockman Highway. This entrance intersects with Brockman Highway, Hitchcock Drive, and the entrance to the development, forming a four-way intersection. Given the clear visibility at this intersection, it will be controlled by a give-way sign rather than signalization, which is appropriate for the expected traffic volumes, the regional location, and the available sight distances at this location.

In addition to the Give Way control, the intersection design is proposed to incorporate a right-turn slip lane for vehicles entering the resort from Brockman Highway. This slip lane is intended to streamline traffic flow and minimize the risk of queuing or delays on the main highway. A visual representation of the proposed right-turn slip lane is provided in Figure 7.1.

Figure 7.1 New right-turn slip lane



In terms of technical requirements, the design of the slip lane must meet specific criteria, including:

- A deceleration lane of sufficient length to allow vehicles to reduce speed safely without disrupting the flow of through traffic on the highway.
- Adequate lane width and shoulder clearance, for the safe manoeuvring of both turning and through vehicles.
- A turning radius designed to accommodate the largest vehicle anticipated to use the access point, in compliance with applicable rural and semi-rural intersection design standards.

The existing road width on Brockman Highway is sufficient to integrate the new slip lane, and the design will replicate the existing right-turn slip lane at Hitchcock Drive, promoting both consistency and compliance with established road layout standards.

7.3 Assessment of Safe Sightlines

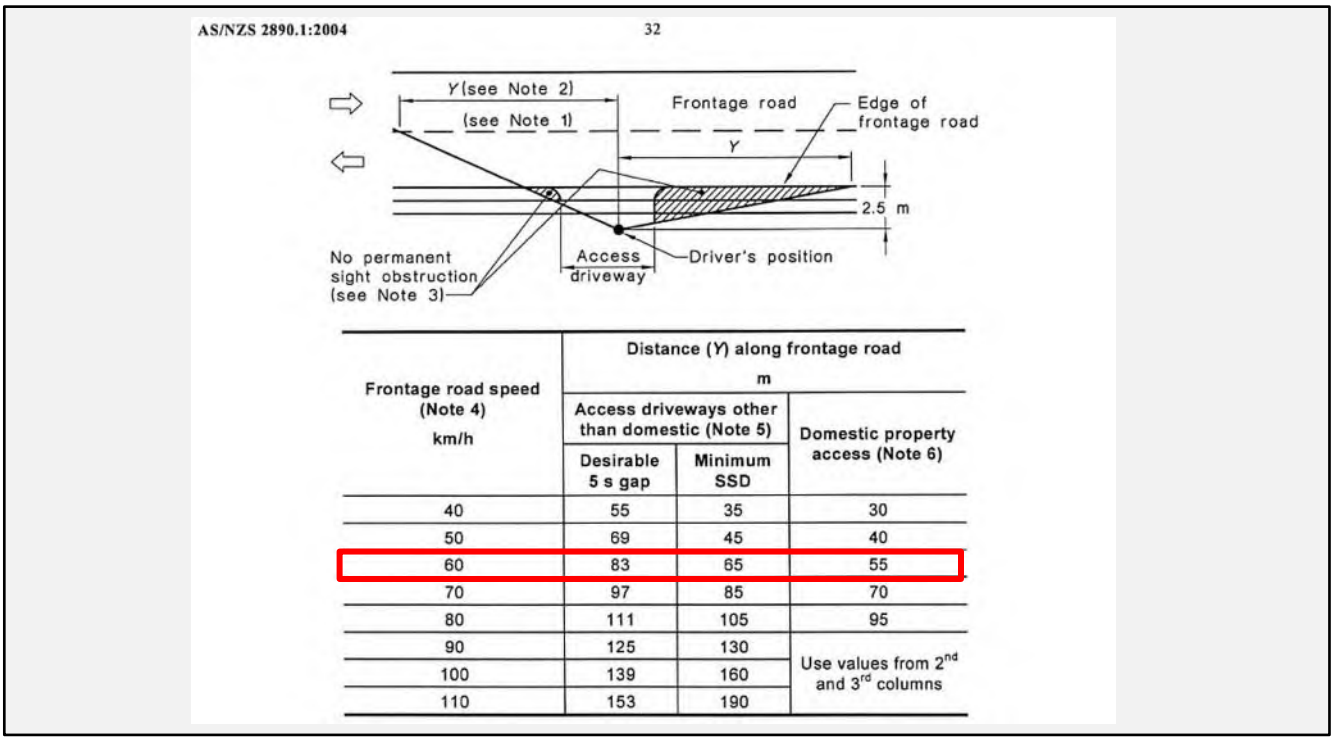
To further assess the safety and functionality of the Brockman Highway / Hitchcock Drive intersection, a sightline assessment was conducted.

The sight distance requirements for access driveways outlined in *Australian Standard AS2890.1-2004 Parking facilities Part 1: Off street car parking (AS2890.1)* are derived from Austroads Stopping Sight Distance criteria and are depicted in Figure 7.2.

7.3.1 Stopping Sight Distance (SSD) assessment

The current posted speed limit on Brockman Hwy is 60 km/h. Rather than relying on the minimum required Stopping Sight Distance (SSD) of 65 meters, we have elected to assess the location using the desirable SSD of 83 meters. This decision accounts for additional factors such as the road curvature and other potential visual impediments.

Figure 7.2 Sight Distance Requirements at Access Driveways



AS/NZS 2890.1:2004 32

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Source: AS/NZS 2890.1

7.3.2 Safe Intersection Sight Distance

A vertical and horizontal SISD (Safe Intersection Sight Distance) analysis was conducted in accordance with *Austroads: A guide to Road Design 4A*.

$$SISD = \frac{D_t \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

- D_t (Decision Time in seconds) = Observation Time (3 sec) + Reaction Time (AGRD Part 3)

D_t = 5 seconds

- V= Operating (85% percentile) Speed (km/h)

V = 60 km/h

- d= Coefficient of deceleration (AGRD Part 3)

d = 0.36

- a= Longitudinal grade

a = +1% average

SISD = 135

7.3.3 Findings of Assessments

Table 7.3 provides a summary of the sight distance assessments, with a visual representation available in Appendix C. Additional site visibility images, sourced from Google Street View, are also included in the Appendix A for further reference.

Table 7.3 Safe Sight Distance

Safe Sight Distances	
SISD	135 m
SSD	83 m

The assessment revealed no issues regarding visibility, confirming that sightlines from both directions adequately achieve minimum requirements for safe ingress and egress.

8 Summary

This Transport Impact Statement presents an assessment of the transport impacts of the proposed development focusing on traffic network conditions, operations, accessibility, and provision of car parking. Included are also discussions regarding pedestrian, cyclist, public transport and road safety considerations.

This Statement has been prepared in accordance with the WAPC Transport Assessment Guidelines for Developments: Volume 4 - Individual Developments (2016).

Findings and conclusions:

- The traffic generated by the development during peak hours will result in only a marginal increase in local road usage, well within the acceptable thresholds outlined by the Western Australian Planning Commission (WAPC) guidelines. The existing road network, including Brockman Highway, has sufficient capacity to accommodate this increase without compromising traffic flow or safety.

- The regional/rural context of the Site inherently limits reliance on public transport, which remains sparse and infrequent. However, the development demonstrates foresight by focusing on infrastructure that supports private vehicle use, including ample parking and electric vehicle charging stations. This approach acknowledges the local dependency on cars and aligns with the broader transition toward sustainable electric vehicles.

- The development's access strategy is designed to optimize traffic circulation and minimize congestion risks. The addition of a right-turn slip lane at the primary Brockman Highway access point will promote smooth and safe entry to the site, with sightline assessments confirming compliance with safety standards.

- With the supply of 251 parking bays, including dedicated electric vehicle charging stations and accessible bays, the development exceeds local parking requirements. This will promote adequate capacity for guests, staff, and event parking, effectively mitigating any potential parking shortfalls. Anticipating surges in demand, such as during high-traffic events, overflow parking has been built into the development plan. Flexible access strategies will be essential to maintaining operational fluidity and visitor satisfaction during these busy periods.

In conclusion, the proposed Nannup Alpine Resort development is forecast to generate moderate traffic increases that can be readily accommodated by the existing road network. The access and parking provisions have been assessed as being adequate, and the development is in line with local planning objectives. Overall, the transport impacts are manageable, and the resort will enhance the region's tourism infrastructure without causing significant disruption to the surrounding area.

Appendix A: Street view of the Site

Brockman Hwy and Hitchcock Dr

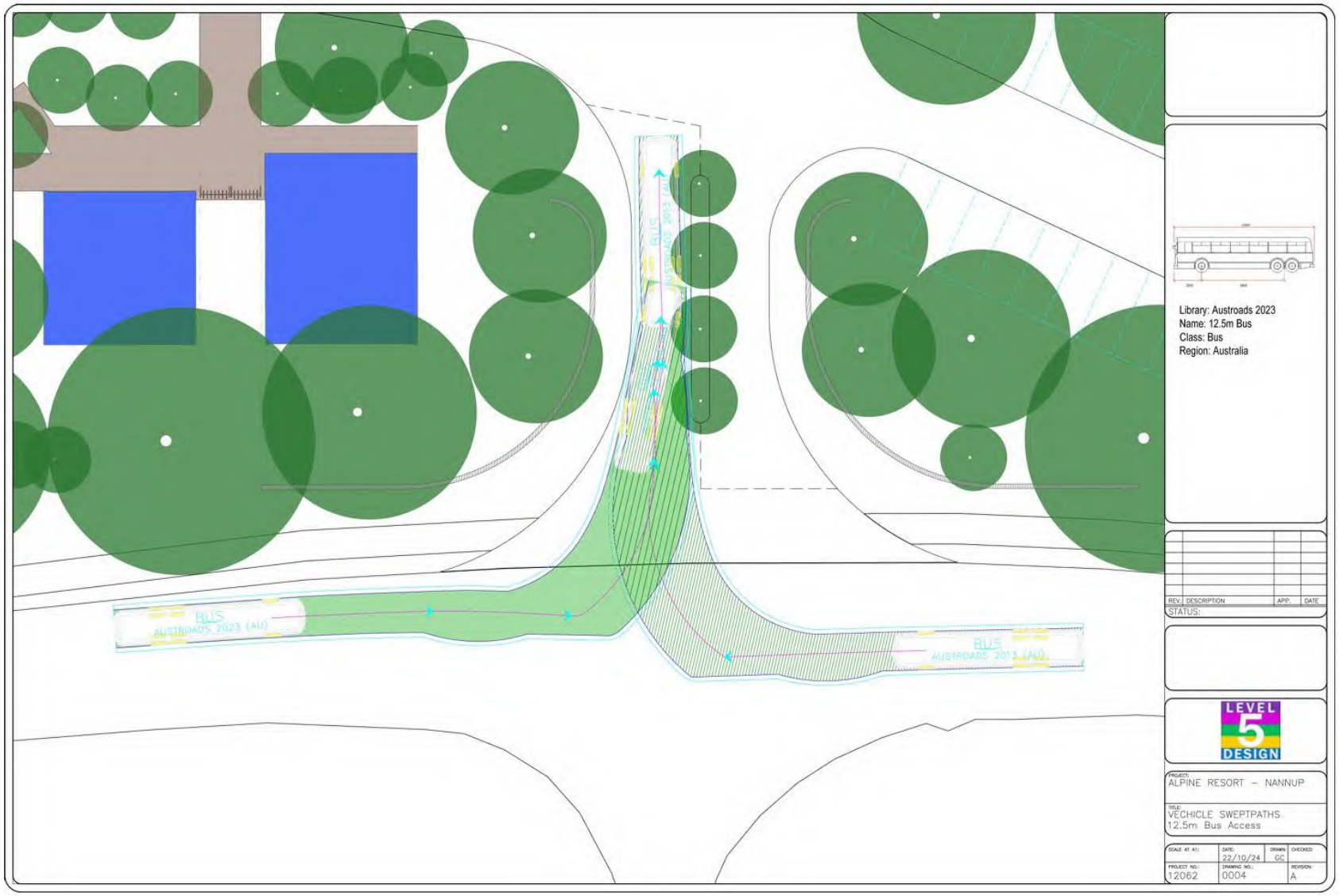
Brockman Hwy and Hitchcock Dr

Brockman Hwy and Asplin Rd

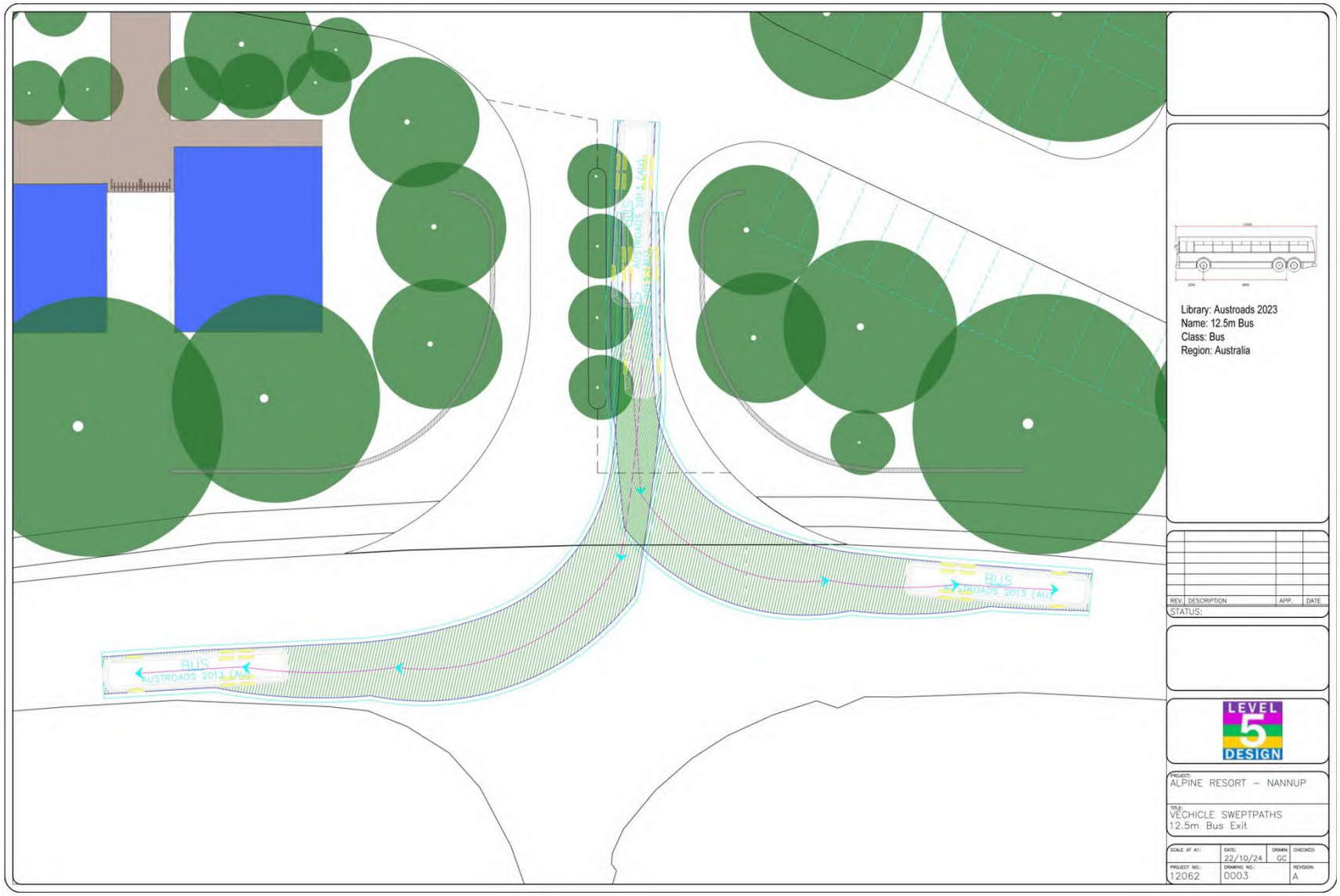
Brockman Hwy and Dunnet Rd

November 2024

Appendix B: Vehicle Swept Paths



12.5m Bus Site Access



12.5m Bus Site Exit

12.5m Bus Internal Manoeuvring

B85 – Small Vehicle Parking

Passenger Shuttle service

Waste Vehicle Access

Appendix C: Sightlines Assessment

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David Wills and Associates
Consulting Engineers

LOCAL WATER MANAGEMENT STRATEGY

LOT 500 BROCKMAN HIGHWAY, NANNUP

24208
REVISION C
JULY 2025

DOCUMENT CONTROL DATA

DWA David Wills and Associates Consulting Engineers	David Wills and Associates Unit 1/9 Shields Crescent Booragoon WA 6158 PO BOX 3084 Myaree WA 6158 Tel: (08) 9424 0900 www.dwaconsulting.com.au	**Title**	Local Water Management Strategy
		Author	AR
		Checked	BD
		Approved	BD
		Synopsis	This local water management strategy provides a sustainable solution for the water management and requirements for the proposed tourist development.

Reference: 24208
Client: Paul Meschiati and Associates Pty Ltd

Revision Table

Ver	Description	Date	Authorised
A	Draft	13/06/2025	BD
B	Issued for Approval	02/07/2025	BD
C	Minor amendments, Issued for Approval	03/07/2025	BD

Distribution Table

Date	Version	Distribution
13/06/25	A	Paul Meschiati, Andy Lochrie
02/07/25	B	Paul Meschiati, Andy Lochrie
03/07/25	C	Paul Meschiati, Andy Lochrie

CONTENTS

1 INTRODUCTION

David Wills and Associates have been engaged by Paul Meschiati and Associates Pty Ltd to undertake a Local Water Management Strategy (LWMS) for the proposed tourist development at Lot 500 Brockman Highway, Nannup.

The site is approximately 8.6 hectares and is bounded by Dunnet Road, Asplin Road and Brockman Highway. There is a creek which runs along the northeastern boundary, within the site. The creek discharged directly into Blackwood River, approximately 800m to the north.

This report addresses the requirements of the Shire of Nannup stated in their letter dated 3 February 2025 in response to the Draft Local Development Plan submission for the development, as well as the requirements of the Department of Water and Environmental Regulation (DWER).

An aerial view of the site is provided in Figure 1 below.

Figure 1: Aerial View of the Site, (Courtesy of Nearmap)

2 PROPOSED DEVELOPMENT

The site is proposed to be developed into a tourist resort, which includes a motel, backpackers' accommodation, 10 chalets, a restaurant, café, shops, and a reception centre. The tourist resort is designed with sustainability in mind, aiming to minimise its environmental impact through water conservation. It will also support the local community by promoting responsible tourism and protecting surrounding natural habitats.

An overview of the proposed development is provided below:

Figure 2: Proposed Development (Paul Meschiati and Associates)

The proposed Development Area is shown in green in Figure 3 below. The site contains an Aboriginal Heritage area, and a portion of the site is classified as "*Possibly contaminated – investigation required*" by DWER. These areas of the site will not be developed.

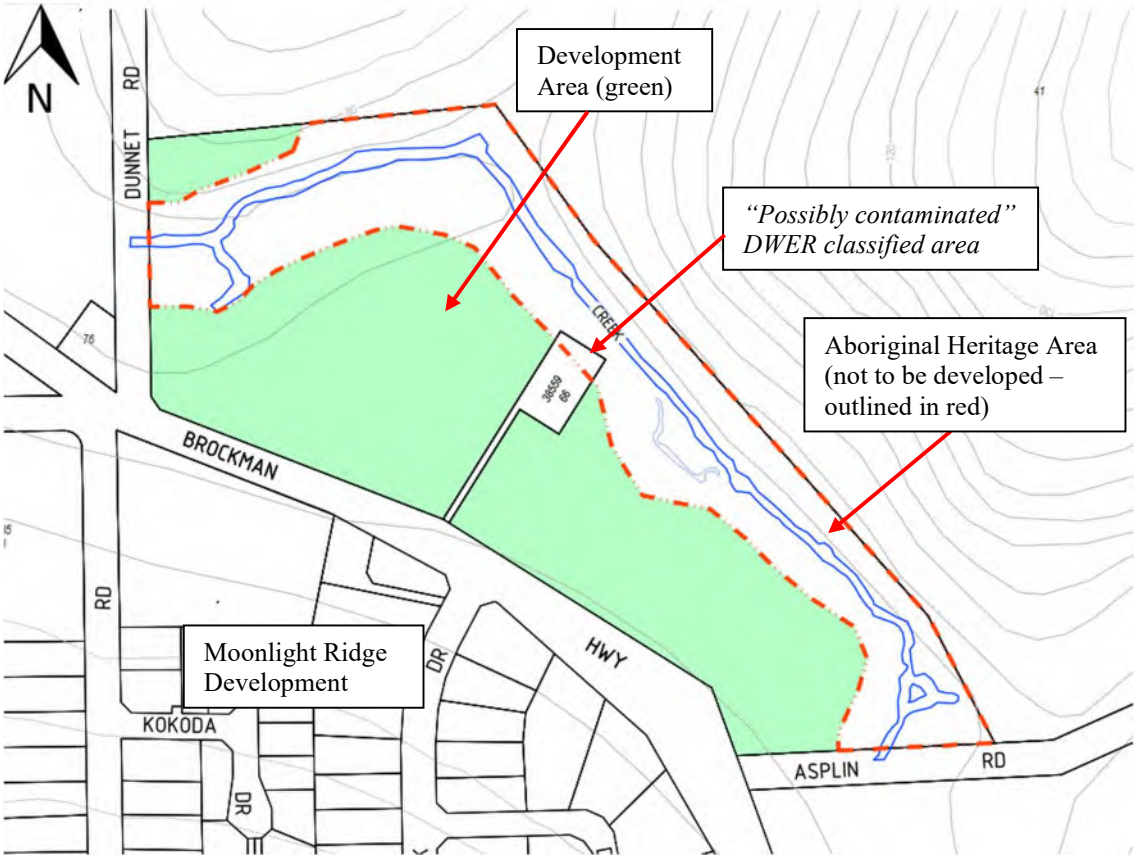

Figure 3: Development Area

3 LWMS DESIGN CRITERIA AND OBJECTIVES

This report is to address the requirements of the Shire of Nannup, including the requirements of a Local Water Management Strategy (LWMS) as defined by the Department of Water and Environmental Regulation (DWER).

The key points addressed are listed below:

- Demonstrate that the development can suitably manage water quantity and quality on site without creating off-site impacts
- Consider the capacity of the scheme water and sewerage disposal facilities in Nannup
- Review the impact of drainage from the Moonlight Ridge subdivision
- Possible implications and recommendations for the contaminated site classification over a portion of the site
- Minimise public risk
- Protect infrastructure and assets from flooding and inundation
- Maintain surface-water and ground water quality at pre-development levels (winter concentrations) and, if possible, improve the quality of water leaving the development area to maintain and restore ecological systems in the (sub)catchment in which the development is located.

The following storm events will be assessed in order to achieve the above requirements.

- Small Storm Event – the first 15mm of rainfall inside the catchment;
- Major Storm Event – the 1% AEP (1 in 100 year) storm event of critical duration.
- Major Storm Event – the 1% AEP (1 in 100 year) pre-development flood overland flow from neighbouring properties.

4 PRE-DEVELOPED ENVIRONMENT

4.1 Current Land Use and Topography

The area proposed for development is consists of open grassed plains and is not being used for any specific purpose. Ground levels across the site range from approximately 68.0m AHD to 74.5m AHD. The land generally slopes at a gradient of approximately 3% toward the creek, with the highest point located at the southern end near Brockman Highway and the lowest point at the northern end of the site adjacent to the creek, following the natural fall of the land toward the watercourse.

A detailed feature survey was undertaken by Survcon Surveying Services in December 2022. The survey is included in the Appendix A of this report.

4.2 Location and Climate

Nannup experiences a Mediterranean climate with hot, dry summers and cool, wet winters. The town receives an average annual rainfall of approximately 950 to 1,000mm. According to the Bureau of Meteorology, the mean annual rainfall is approximately 915mm. In contrast, summers from December to February are typically very dry, often with minimal precipitation. The majority of the rainfall occurs between May and August during the wetter winter months.

The mean maximum temperature is approximately 20.8°, and the mean minimum temperature is approximately 9.4°, as listed by the Bureau of Meteorology Nannup weather station.

An extract from the Shire of Nannup is provided below outlining various recurrence rainfall events. These events are used as the basis for stormwater designs.

Attachment 1 - Rainfall intensity for Perth (applies to the Shire of Nannup)

OUTPUT IFD TABLE
Rainfall Intensity (mm/hr) for Perth

Duration	Average Recurrence Interval (Years)							
	1	2	5	10	20	50	100	500
5m	59.35	78.17	102.62	119.02	142.65	177.59	207.44	290.89
6	55.19	72.60	95.01	110.00	131.62	163.54	190.77	266.70
7	51.74	67.99	88.74	102.57	122.56	152.02	177.10	246.93
8	48.82	64.08	83.44	96.31	114.92	142.32	165.62	230.37
9	46.30	60.72	78.88	90.92	108.37	134.01	155.79	216.21
10	44.09	57.77	74.90	86.23	102.66	126.78	147.25	203.94
11	42.13	55.16	71.38	82.08	97.63	120.42	139.74	193.17
12	40.38	52.83	68.24	78.39	93.15	114.76	133.07	183.63
13	38.81	50.73	65.42	75.08	89.13	109.70	127.10	175.09
14	37.38	48.83	62.87	72.08	85.50	105.13	121.71	167.41
15	36.07	47.10	60.55	69.36	82.21	100.97	116.82	160.45
16	34.88	45.51	58.42	66.87	79.19	97.18	112.37	154.11
17	33.77	44.04	56.47	64.58	76.43	93.71	108.28	148.31
18	32.75	42.69	54.66	62.46	73.87	90.50	104.52	142.97
20	30.93	40.26	51.43	58.69	69.32	84.79	97.81	133.48
25	27.27	35.43	45.02	51.21	60.32	73.53	84.62	114.87
30	24.52	31.80	40.22	45.63	53.62	65.17	74.85	101.16
35	22.36	28.95	36.47	41.28	48.41	58.70	67.29	90.59
40	20.61	26.64	33.45	37.79	44.23	53.51	61.25	82.18
45	19.15	24.73	30.96	34.90	40.79	49.25	56.29	75.30
50	17.93	23.11	28.86	32.48	37.90	45.68	52.15	69.56
55	16.87	21.73	27.06	30.42	35.44	42.65	48.63	64.70
60	15.96	20.53	25.51	28.63	33.32	40.03	45.60	60.53
75	13.85	17.80	22.06	24.72	28.73	34.47	39.21	51.92
90	12.32	15.82	19.56	21.89	25.42	30.45	34.60	45.73
2.0h	10.21	13.09	16.14	18.03	20.89	24.97	28.34	37.32
3	7.82	10.00	12.27	13.67	15.80	18.82	21.32	27.94
4	6.46	8.25	10.09	11.22	12.94	15.39	17.40	22.73
5	5.57	7.11	8.67	9.62	11.09	13.16	14.87	19.37
6	4.94	6.30	7.66	8.49	9.78	11.59	13.07	17.00
8	4.09	5.20	6.31	6.98	8.02	9.48	10.68	13.84
10	3.53	4.49	5.43	5.99	6.87	8.12	9.13	11.80
12	3.13	3.98	4.80	5.29	6.06	7.15	8.04	10.36
14	2.83	3.60	4.36	4.82	5.53	6.54	7.36	9.52
16	2.59	3.30	4.01	4.44	5.11	6.05	6.82	8.85
18	2.40	3.06	3.72	4.13	4.76	5.64	6.37	8.29
20	2.24	2.86	3.49	3.87	4.46	5.30	5.99	7.82
22	2.10	2.68	3.28	3.65	4.21	5.01	5.67	7.41
24	1.98	2.53	3.11	3.46	4.00	4.76	5.39	7.06
36	1.50	1.93	2.39	2.67	3.10	3.72	4.23	5.59
48	1.22	1.57	1.96	2.21	2.57	3.10	3.53	4.71
60	1.03	1.33	1.67	1.89	2.21	2.67	3.05	4.09
72	0.89	1.16	1.46	1.65	1.94	2.35	2.69	3.62

The critical storm recurrence interval for the design of the stormwater systems is the 1% Annual Exceedance Probability (AEP) storm of critical duration. This storm is also referred to as the 1 in 100 year storm of Average Recurrence Interval (ARI).

A summary table of various storm events using different terminology is provided below.

A storm listed as ARI refers to the average or expected number of years between a specific rainfall event. It is implicit in this definition to note that any one time period between events is

random. A storm listed as AEP refers to the probability that a given rainfall event will be exceeded during the year. All storms in this report will be discussed as AEP storm events.

Table 1: Various Standard Storm Events

1 in x Storm Event	ARI (Annual Recurrence Interval)	AEP (%) Annual Exceedance Probability
1 in 1 year storm event*	1	63.2
1 in 2 year storm event	1.44	50
1 in 5 year storm event	4.48	20.0
1 in 10 year storm event	9.49	10
1 in 20 year storm event	20	5
1 in 50 year storm event	50	2
1 in 100 year storm event	100	1

4.3 Floodplains, Existing Catchments and Existing Drainage

The stormwater runoff from within the site discharges towards the creek, which then flows to the north of the site and across Dunnet Road. For large storm events, this flow eventually reaches the Blackwood River, approximately 800m downstream of the site.

The Blackwood River major floodplain extends within the western boundary of the site. The extent of the floodplain within the site is provide in Figure 4 below.

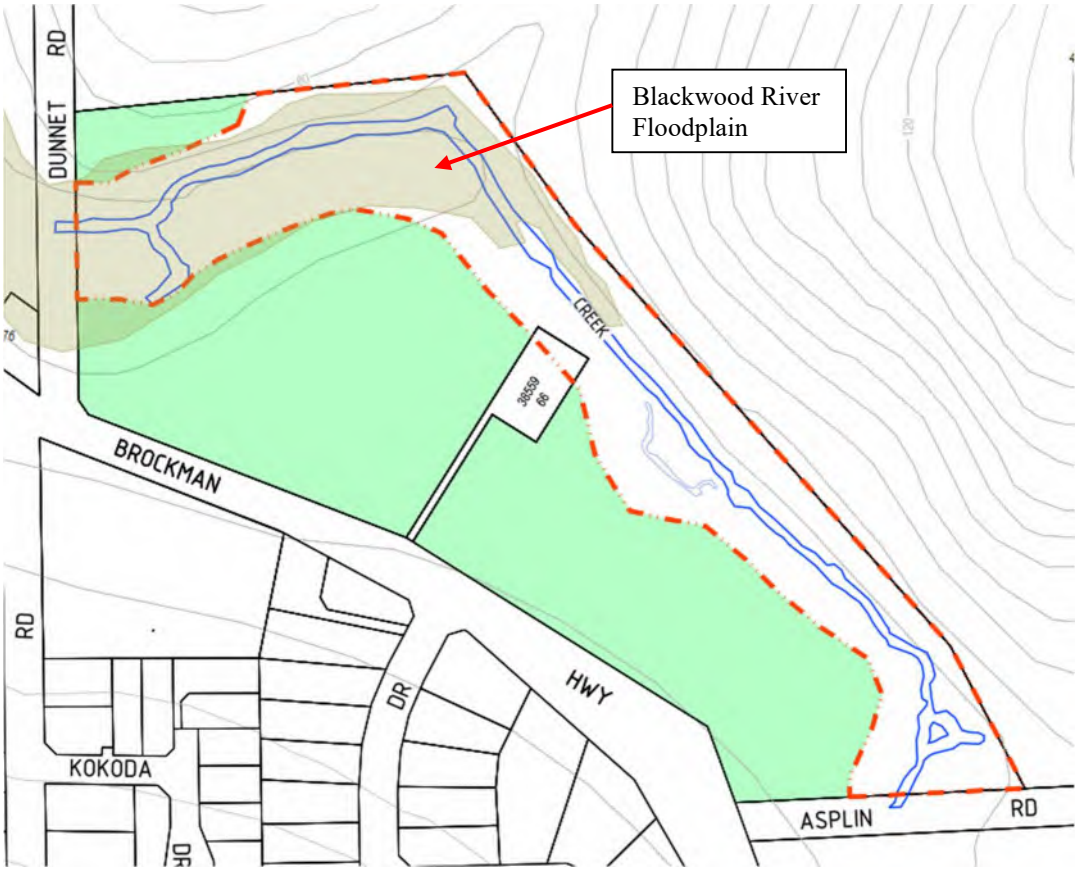

Figure 4: Blackwood River Floodplain

DWER have advised the following flood levels within the site, based on the Blackwood River Flood Study through Nannup:

- 1 in 25 AEP: 66.63m AHD
- 1 in 100 AEP: 68.18m AHD.

DWER have recommended a minimum habitable floor level of 68.7m AHD, i.e. 0.52m above the 1 in 100 AEP flood level.

The site contains an existing 600mm diameter stormwater drainage pipe and sump area which is utilised by the adjacent subdivision "Moonlight Ridge" as a stormwater discharge point, with an estimated catchment area of 7.97 hectares. During large storm events, the stormwater is discharged into the sump which overflows into the creek.

The 600mm diameter pipe and sump was historically used for a sewerage disposal, and therefore DWER have classed the area of the pipe and sump only as *"Possibly contaminated – investigation required"*.

As the pipe has been operating for many years as a stormwater drainage pipe for the neighbouring properties, both the pipe and sump will remain in place and continue to operate. There are no plans to modify either the pipe or the sump as part of this development.

The Shire of Nannup has acknowledged that there are ongoing issues with stormwater runoff originating from the Moonlight Ridge subdivision and are currently considering diverting the stormwater runoff entering the 600mm diameter pipe along Brockman Highway, towards Asplin Road or Dunnet Road, instead of through Lot 500 Brockman Highway. For the purposes of this LWMS, it is assumed that the pipe will remain in situ.

Overland flows from Brockman Highway, as well as from the western and eastern portions of Moonlight Ridge adjacent to the development site, enter the property and flow toward the creek.

The creek also conveys flows from adjacent catchment areas to the north, and from the adjoining creek extending southeast of the site, south of Asplin Road.

An External Catchment Area plan is provided in Appendix B.

4.4 Groundwater

DWER have indicated high water table levels from Lot 41, the area to the north and northeast of the site, with advice that groundwater may discharge into the creek from the uphill environment. Lot 41 contains steep slopes, with a surface of up to 85m above the creek area.

The creek provides a control point to the groundwater table in the area.

There is limited groundwater bore information for the Nannup region. Further investigation and assessment will be undertaken during the detailed design stage to better understand local groundwater conditions and inform the design process.

4.5 Geotechnical

The site soils are expected to consist of sands, clays and silts with a low infiltration rate. This has been cross checked with data from Landgate as shown below in Figure . The soil in the area is classified as "Brown loamy earth", allowing for an expected order of magnitude of permeability from the soil classification.

Figure 5 Soil Landscape Mapping (Landgate Soil Landscape DPIRD-076, 2025) "brown loamy earth"

Permeability is estimated to be in the range of $3.5x10^{-6}$ to $1.4x10^{-5}$ m/s/m^2, based upon loamy earth. A geotechnical report is to be undertaken during detailed design stage, to confirm the soils and permeability, and confirm the proposed sizing of the swales and basins.

Due to the expected low infiltration of the natural surface, there is minimal change to stormwater if the site is further developed with a carpark and buildings as long as the swales are maintained.

4.6 Acid Sulphate Soils

Figure below displays the Acid Sulphate Soil risk map for Nannup. Acid Sulphate Soils present are indicated as "extremely low probability of occurrence" for this site by Data WA.

Figure 6: Acid Sulphate Soils Risk Map (Data WA, 2025)

4.7 Existing Water and Sewer

A 150mm diameter Polyvinyl Chloride (PVC) Class 12 water main runs along the southern verge of Brockman Highway, and a 14m long 150mm diameter PVC water main crossing is installed across Brockman Highway to service the site.

Gravity sewer runs along the southern verge of Brockman Highway, and crosses to the northern verge near Dunnet Road. Access Chamber 0083 is located adjacent to the site, with a 225mm diameter stub installed to provide a connection point to the site.

Figure 7 below shows the existing water and sewer adjacent to the site.

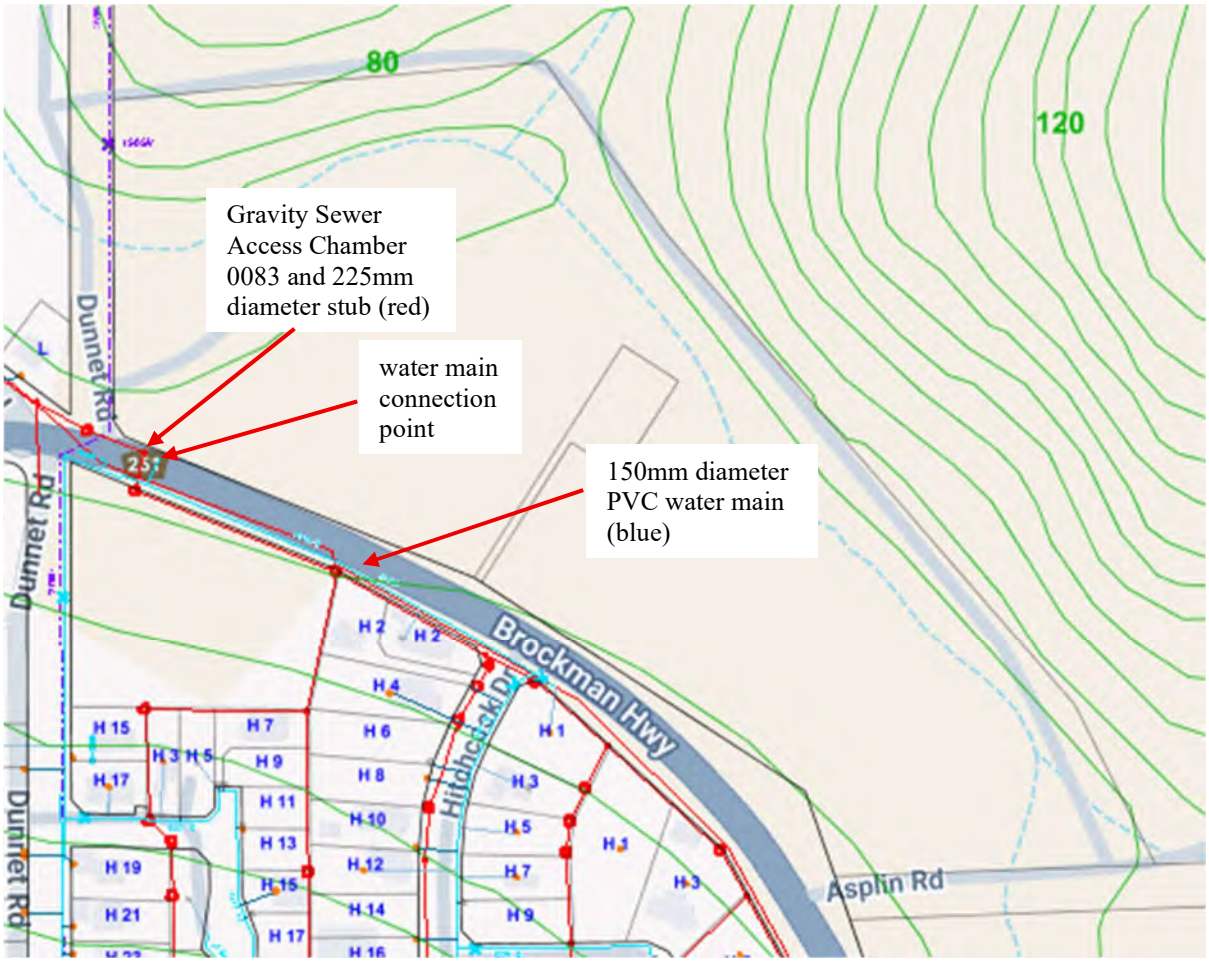

Figure 7: Existing water and sewer mains

5 WATER SUSTAINABILITY INITIATIVES

The development will utilise water-wise garden (Water Corporation, 2003) principles for lot gardens and landscaping and water efficient fixtures and appliances to ensure that the development minimises the use of water. These measures are further discussed in the following sections.

5.1 Service Connections

At the time of development, the requirements of the relevant Statutory Authorities will be met, encompassing elements such as water supply and wastewater disposal.

The development shall be fully serviced with a potable water connection and waste water connection, supplied by the Water Corporation.

In collaboration with the Water Corporation, arrangements will be made to secure and guarantee the presence of a suitable water supply, and sewerage services for the proposed development.

The estimated sewer design flows generated from the site are up to 43 kL/day. This estimation is based on the Department of Health guidelines for Non-residential premises. It is intended to connect to the existing 225mm diameter sewer stub connection in Access Chamber 0083 in Brockman Highway. The Water Corporation have confirmed there is capacity in the Nannup wastewater conveyance network and wastewater treatment plant for the proposed development.

The estimated peak daily demand for potable water is 15 kL/day, with an average daily demand of 5 kL/day. This demand is based on a maximum of 150 people using 100L per person per day, or an average of 50 people using 100L per person per day. This estimate assumes the use of rainwater tanks for garden irrigation. The Water Corporation has advised that the availability of potable water for the development is subject to confirmation and depends on groundwater licensing in the Nannup area.

To manage and reduce water demand, the development may be delivered in stages, depending on the volume of potable water available at the time of each stage. The Water Corporation will confirm potable water availability during the detailed design phase.

5.2 Stormwater Approach

Stormwater generated within the development will be captured and directed to garden beds at first instance, and then into either rock pitched swales or sealed pits, conveying water to basins.

The Shire of Nannup requires to detain the first 15mm of rainfall on site. The proposed basins are designed to detain at least the first 15mm of rainfall from the entire development area.

For storms beyond the first 15mm of rainfall, excess stormwater will flow from the basins and into the adjacent creek via dedicated swales or channels.

Overflow paths have been provided to convey runoff from neighbouring sites during up to a 1% AEP storm event. These overflow paths will be designed to accommodate these flows without relying on the development's internal stormwater drainage system.

The roof runoff from the buildings will be captured by rainwater tanks, which will be used for watering the gardens.

5.3 Water-Efficient Fixtures and Appliances

Significant reductions in in-house water use can be achieved with the adoption of WEFA (water-efficient fixtures and appliances). Implementation of WEFA can result in between a 30% and 50% reduction in water use in residential dwellings as listed by Melbourne Water in a 2003 study.

The water conservation strategy proposes that all dwellings use WEFA. Water-efficient fittings will be implemented by the lot owner during building construction, while uptake of water-efficient appliances can be encouraged by state and local government rebates, as well as education from the proponent at the point of sale.

5.4 Water Wise Gardens

Reductions in water use for irrigation by employing water efficiency measures can significantly reduce the total water usage.

A variety of methods and approaches to limit water use will be considered, including any or all of the following:

- The adoption of water-wise plant species, with a focus on using local native water-wise species;
- Where required, existing site soil may be improved with soil conditioner certified to Australian Standard AS 4454 to a minimum depth of 150 mm where turf is to be planted and a minimum depth of 300 mm for garden beds;
- The irrigation system will be designed and installed in accordance with best-practice water efficiency principles, including the use of hydro-zoning strategies;
- The irrigation system will be fitted with weather-based irrigation controllers and/or soil moisture sensors;
- The number of turfed areas will be controlled while also being designed to meet patron needs;
- Garden beds will be mulched to a depth of 75 mm with a product certified to Australian Standard AS 4454;
- The landscape design will cater for efficient water requirements during garden maintenance. Implementation of an appropriate management and maintenance program for garden areas will be further detailed at the detailed design stage;
- Patrons will be provided with signage and educational literature explaining the resort's commitment to stormwater and environmental initiatives, encouraging guests to avoid littering, use refillable water bottles, and report spills.
- Rainwater tanks will be installed to capture roof runoff from the buildings, which will be used for garden irrigation, toilet flushing and laundry purposes.
- The use of an Aerobic Treatment Unit (ATU) may be requested at detailed design stage, which could re-use water for garden irrigation purposes. Approval for the ATU would be at the discretion of the Shire of Nannup and would provide an additional water saving method for the site.

5.5 Non-Structural Stormwater Management Measures

Several non-structural measures will also be implemented across the site to help reduce nutrient loads within stormwater runoff. These measures include:

- Street sweeping and regular cleaning of hard surfaces to prevent debris from entering the drains;
- Minimising fertiliser use to establish and maintain vegetation within garden areas and road verges;
- Use low-phosphorus fertilisers and minimal pesticides near drainage paths;
- Train staff in spill response and stormwater-friendly cleaning practices;
- Use of drought-tolerant turf and plant species that require minimal water and nutrients;
- Conduct routine inspections of drains, gutters, and natural waterways.

These measures will assist in achieving the required stormwater objectives.

6 STORMWATER MANAGEMENT STRATEGY

6.1 Design Approach

The design approach is to:

1. Allow a maximum discharge from the development to meet pre-development outflows from a 1 in 5 year ARI (18% AEP) storm event.
2. Retain the first 15mm of rainfall on site, before overflowing to the creek
3. Provide an overflow path to convey flows from the neighbouring sites for up to a 1% AEP storm event. These overflow paths will be designed so that a 1% AEP storm event can be conveyed through the site without affecting the development's stormwater drainage.

6.2 Pre-development flow meeting post-development flows from site

The pre-development flow calculation is based on the discharge from the Development Area of 3.88 hectares, located on the southern side of the creek.

The allowable outflow from the Development Area is based on pre-development flows. Incorporating a pre-development run-off co-efficient of 0.7 with a time of concentration of 22 minutes, with a rainfall intensity of 51.43 mm/hr for a 1 in 5 year ARI (18% AEP) storm event of critical duration, the maximum allowable outflow from the Development Area is 388 L/s.

6.3 Design Storm Event – First 15mm Rainfall

Stormwater generated within the development will be captured and directed to garden beds at first instance, where possible, through gaps in the kerbing. The garden beds will be set at 200mm below pavement level, which will provide storage for the stormwater runoff.

An overflow point will be constructed within the garden bed area, set at 100mm below the pavement level. Once the water reaches 100mm deep within the garden bed, it will overflow via the lower adjacent pavement, which will be graded to direct flow into gully pits with grated lids or rock pitched swales. A typical detail of the garden beds is provided in Drawing 24208.C03 in Appendix B.

From the rock pitched swales, the stormwater will be carried to five stormwater basins located throughout the site and adjacent to the creek.

In accordance with the Shire of Nannup requirements of detaining the first 15mm of rainfall on site, the proposed basins are designed to detain the first 15mm of rainfall from their corresponding catchment areas.

All buildings will be served with rainwater tanks, which will be used for watering the gardens, and, where required, toilet flushing and laundry. The rainwater tanks have been preliminarily sized based on garden irrigation demand. Final tank sizing will be confirmed during the detailed design stage. Stormwater runoff from the carpark is to be directed to garden beds and interconnected pits.

Table 1 below provides the required storage volume for the first 15mm of rainfall for the Development Area. These basins have been conservatively sized to include storage of roof runoff.

Table 2: Required Storage Volumes

Basin No.	*Catchment Area (m^2)*	*15mm Volume Required (m^3)*
1	3,913	59
2	2,615	39
3	12,592	189
4	11,545	173
5	8,154	122
Total	**38,819**	**582**

6.4 Design Storm Event – 1 in 100 year ARI (1% AEP)

For storms beyond the first 15mm of rainfall, this rainfall is not required to be retained on site, but will be directed from the basins to the creek via overland flow on rock pitched swales.

The 1 in 100 year ARI (1% AEP) overland flow path for the Development Area will be directed towards the basins.

The rock pitched swales are designed to convey the 1 in 100 year ARI (1% AEP) 6-minute duration storm event to the basins. The maximum longitudinal grade will be 0.67% (or 1 in 150) to keep the water velocity at 0.7m/s with a Froude number of 0.45 (a Froude number of greater than 1 indicates that the nature of the flow is turbulent and may result in erosion).

Rock "riffle" structures are to be installed if the longitudinal gradient is steeper than 0.67%. The height of these riffles are typically 350mm and spaced according to the longitudinal grade of the drain. In addition to the riffle structures, rock lining is recommended to be installed between the riffles to minimise scour and protect the bare soil.

The top water level within the basins will be set to the 1 in 100 year ARI (1% AEP) level with the outflows limited to meet the pre-development outflow of 388 L/s.

To control the outflow from the basins to the creek, a grated 1200mm diameter stormwater pit is to be installed within each basin with a 225mm diameter overflow pipe and orifice to control the outflow (invert levels and size are to be confirmed at the detailed design stage). The pit will have a grated lid set at 0.05m above the 15mm rainfall water level of the basin, and a maximum of 0.9m above the invert level of the basin, which will only allow stormwater from each basin to flow out once the water level in the basin reaches the level of the grate. A typical detail of the pit within the basin is provided in Drawing 24208 C02 in Appendix B.

The following volumes have been calculated for the 1 in 100 year ARI (1% AEP) storm event, with the outflows from the basin restricted to a maximum discharge from the Development Area to meet pre-development outflows from a 1 in 5 year ARI (18% AEP) storm event:

Table 3: Required Storage Volumes

Catchment Area No.	*Catchment Area (m^2)*	*1 in 100 year ARI Volume Required (m^3)*	*Outflow (L/s)*
1	3,913	45	39
2	2,615	30	26
3	12,592	145	126
4	11,545	133	115
5	8,154	93	82
Total	**38,819**		**388**

For this volume calculations, it is assumed that the basins will be empty for the 1 in 100 year ARI storm event. The volumes required for the 1 in 100 year ARI (1% AEP) storm event are less than the 15mm rainfall detention.

Scour protection will be provided at the downstream end of the 225mm diameter overflow pipe and along the bank of the basins to minimise erosion. The scour protection will be provided in the form of unmortared rocks on geofabric, planted with ground covers, shrubs and trees lining the sides of the outflow. The rock sizes and detailed scour protection design will be provided in the detailed design stage.

The 225mm diameter overflow pipe with have an upstream invert level set at approximately 0.5m below the grate to provide enough headwater depth above the upstream end of the pipe to limit the allowable discharge rate. This headwater depth is to be confirmed at detailed design stage for each basin, once the internal catchment areas are confirmed.

6.5 Upstream Surface Water Flows

As the site is located within a valley and contains a creek, neighbouring properties discharge stormwater runoff to the site during major storm events. The catchment areas contributing to the site are shown in the External Catchment Area plan 24208-C03 is provided in Appendix B and below:

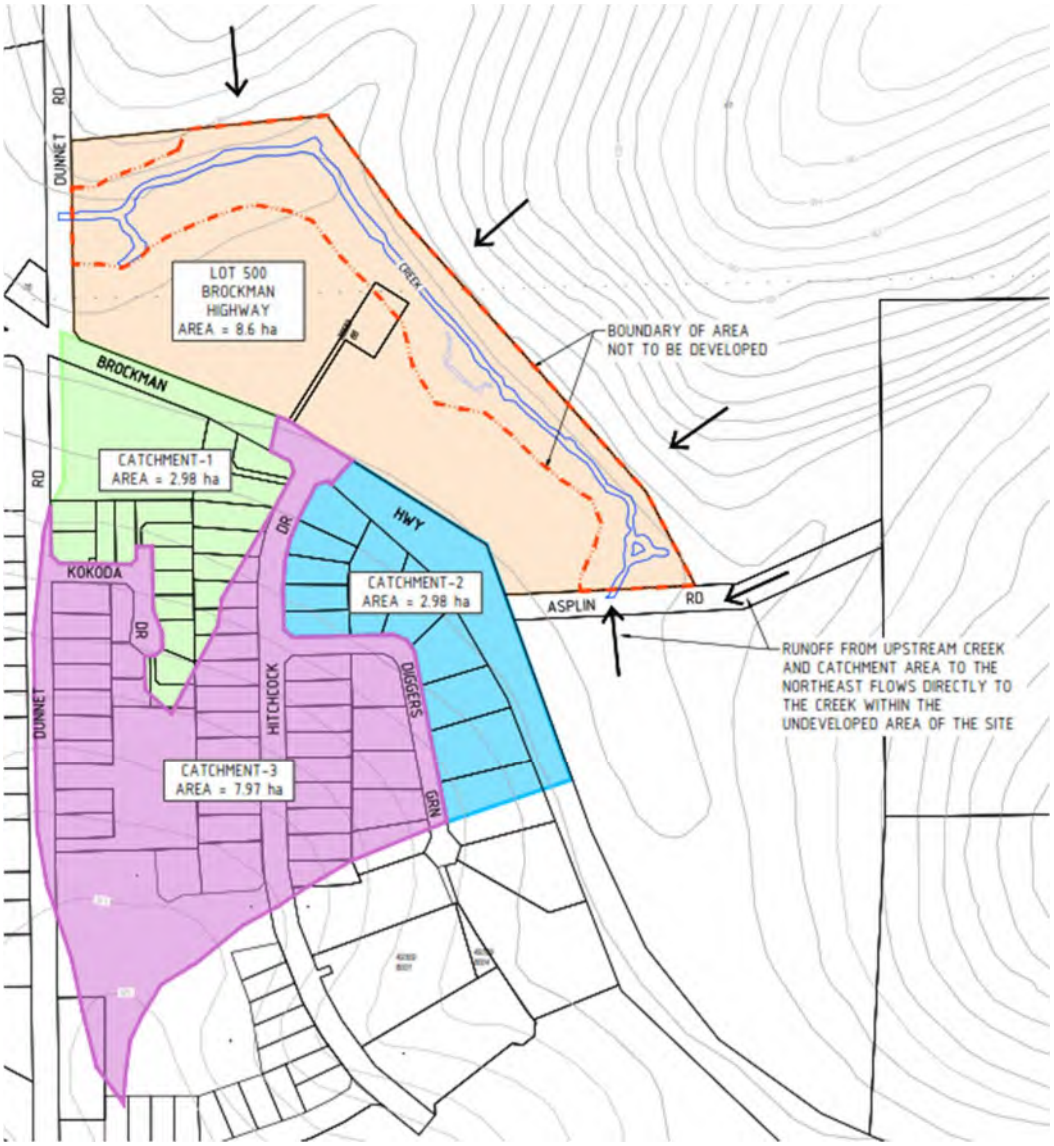

Figure 8: External Catchment Areas

The Shire of Nannup in their Local Planning Policy LPP2 "Stormwater Management and Connection" advises that overland flow from adjoining properties should address the 1% AEP pre-development flood regime for the catchment and be conveyed by suitable means to bypass the detention system.

An overflow path is allowed for as part of the design to convey flows from the neighbouring sites, up to a 1 in 100 year ARI (1% AEP) storm event. These overflow paths will be designed as a depression in the pavement so that a 1% AEP storm event can be conveyed through the site without using the development's stormwater drainage.

The overland flows will cross footpaths and roads. Additional rock protection can be installed within potential areas of scouring.

The following flow rates are estimated to be generated from these catchment areas for a 1% AEP storm event:

Table 4: Required Storage Volumes

Catchment Area No.	*Catchment Area (ha)*	*1% AEP overflow through Lot 500 (L/s)*
1 and 3	2.98 and 7.97	1350
2	2.98	680

If the Shire diverts stormwater from Moonlight Ridge away from Lot 500 Brockman Highway and instead channels it along Brockman Highway toward either Dunnet Road or Asplin Road, the open drain along Brockman Highway will be designed to accommodate the 1% AEP storm event. Depending on the chosen diversion route, one or more of the overflow paths currently proposed within the development may no longer be required. This will be reviewed at the detailed design stage, and is dependent upon the timing of the Shire works.

6.6 Water Quality Management:

To minimise erosion, the swales have been designed to be lined with rocks with a maximum longitudinal grade of 1 in 150, which will reduce the velocity of the water for a 1 in 100 year ARI (1% AEP) storm event to 0.7 m/s with a Froude number of 0.45 (a Froude number of greater than 1 indicates that the nature of the flow is turbulent and may result in erosion).

The swale batters are designed with a slope of 1 in 4 which is adequate to prevent erosion.

Hydrocarbons are unlikely to be an issue at this development site and would be less than stormwater runoff from public roads.

As well as providing storage, the interconnected pits, rock-lined swale and basin system allows suspended solids to settle out and the water will further reduce in velocity as it flows from one basin to the next, enabling settling out of the suspended silt particles more effectively before the stormwater flows out to the creek.

The water that flows into the 1200mm diameter drainage pit will flow out to the northern creek through a 225mm diameter pipe. A baffle will be installed within the pit and over the inlet of the 225mm diameter outflow pipe, which will minimise debris being discharged towards the northern creek.

To reduce the potential of larger debris from entering and blocking the drainage pit, a Webforge lid with maximum aperture of 50mm will be installed on the pit.

The maximum outflow from each of the basins are to be limited to a total of 388 L/s. Further details with regards to the diameter of the rocks, width and overall grade of the discharge point, will be provided in the detailed design, and will be designed to minimise erosion.

The site is to be graded towards the garden beds, rock pitched swales and basins, enabling watering of the plants during storm events. Once plants are established, the concentrated plant growth to the swale will strengthen the side slopes of the channel and reduce the velocity of stormwater entering the channel. This velocity reduction will reduce sediment movement through the channel and further reduce erosion of the channel walls.

It is proposed to plant all basins with a combination of local native sedges and rushes. Some species listed here include:

Table 5: Native Plants

Species	*Plant density*
Baumea	3-7 plants per square metre
Schoenoplectus	3-6 plants per square metre
Eleocharis	3-6 plants per square metre
Bolboshenous	8-10 plants per square metre
Juncus	8-10 plants per square metre
Corex	8-10 plants per square metre
Gahnia Trifida	3-6 plants per square metre

The specific plant species are dependent on availability during the time of planting.

Maintenance of the swales shall be managed by the developer. This shall be included as part of the regular maintenance activities conducted within the site.

During the construction, no debris or residue from the construction site shall be allowed to wash into the basins, swales or directly into the creek. Adequate care must also be taken by contractors to appropriately manage dust levels to avoid negatively affecting the nearby creek, and local flora and fauna.

6.7 Protect and Manage Water Bodies

DWER recommend a minimum habitable floor level of 68.7m AHD to provide adequate freeboard to the 1 in 100 AEP flood plain. Non-habitable developments do not require to be at this level.

DWER have also advised that due to the topography of the site, the proposed development will not be obstructive to major flows within the creek.

The Finished Floor Levels (FFL's) of all habitable buildings will meet the requirement of 68.7m AHD minimum. Concept design levels are shown on 24208-C-01 – Concept Stormwater Drainage plan included in Appendix B and will be confirmed during detailed design.

7 GROUNDWATER MANAGEMENT STRATEGY

There is limited groundwater bore information for the Nannup region. Further investigation and assessment will be undertaken during the detailed design stage to better understand local groundwater conditions and inform the design process.

DWER have indicated high water table levels from Lot 41, the area to the north and northeast of the site, with advice that groundwater may discharge into the creek from the uphill environment. Lot 41 contains steep slopes, with a surface of up to 85m above the creek area.

The creek will provide a control point to the groundwater table, as it acts as a natural drainage system. When groundwater levels rise, water can seep into the creek, lowering the water table in the surrounding land. Conversely, if the water level in the creek is higher than the groundwater, water can seep from the creek into the ground, raising the groundwater level. This interaction between surface water and groundwater creates a balance, meaning the creek helps regulate how much water is stored underground. The effect depends on the local geology, soil type, and how deep the water table is.

To preserve the natural hydrological and ecological function of the creek, the habitable buildings have been set back from the bottom of the bank of the creek by a minimum of 30m.

To manage high groundwater levels that may affect basements, foundations, or infrastructure, sub-surface drainage systems (e.g. subsoil drains) will be installed that safely discharge excess groundwater without altering natural creek baseflows. This requirement will be confirmed in the geotechnical investigation as part of the detailed design process.

The design of the Development Area incorporates landscaped areas where possible, promoting infiltration and reducing runoff to the creek, preserving groundwater recharge zones.

8 MONITORING

8.1 Funding

The site is owned by a single landowner and all funding will be provided by the landowner.

8.2 Construction Period

During the construction, no debris or residue from the construction site shall be allowed to wash into the creek. Adequate care must also be taken by contractors to appropriately manage dust levels to avoid negatively affecting the nearby creek, and local flora and fauna.

It is anticipated that the construction stage will require management of various aspects required for the construction of the development. These aspects include but are not limited to:

- Dust Management;
- Surface Runoff,
- Noise Management; and
- Traffic Management.

The management measures undertaken for construction management will be specifically addressed in a future Construction Management Plan (CMP).

8.3 Condition Monitoring

It is proposed that the overall condition of the development will be monitored on a bi-annual basis. This monitoring will be implemented after the completion of the civil and landscaping works and will continue for a period of two years.

A visual assessment will be undertaken to monitor the overall condition of the development, with the aim of ascertaining that the maintenance activities are achieving the overall management objectives for the development. The parameters that will be monitored include:

- Gross pollutants levels;
- Terrestrial weeds;
- Irrigation;
- Vegetation density;
- Vegetation is disease free or not infected by pests; and
- The condition of paths, benches, walkways and other infrastructure.

9 IMPLEMENTATION

The development of the LWMS has been undertaken to provide a clear structure within which future development that is consistent with the specified integrated water cycle management approach can occur.

9.2 Roles and Responsibility

This LWMS provides a framework that the proponent can utilise to assist in establishing stormwater management methods that have been based upon site-specific investigations, are consistent with relevant State and Local Government policies, and have been endorsed by the Shire of Nannup.

Due to the size of the proposed Development Area, it is possible for the development to be developed in a staged manner. It will be the responsibility of the proponent to prepare detailed designs and a supportive Stormwater Management Plan at each stage of development.

9.3 Review

The basin sizing will be confirmed during the detailed design phase once road pavement levels and building finished floor levels are finalised.

A detailed geotechnical report is required to be undertaken prior to detailed design, to confirm the presence of groundwater and permeability of the soils.

10 MAINTENANCE PLAN

Maintenance of the stormwater drainage system shall be managed by the Tourist Resort staff. This shall be included as part of the regular maintenance activities conducted within the site by the Tourist Resort staff.

10.1 Short Term Maintenance

Plants are suitably established and no longer require irrigation and are close to their mature height. This period is typically 18-24 months. Plants are to be regularly irrigated during the

establishment period (18-24 months). Plants that fail to thrive during this period shall be replaced as required.

10.2 Long Term Maintenance

Table 2: Maintenance Tasks

Horticultural Tasks	
Pests and Diseases	Assess plants for disease, pest infection, stunted growth or senescent plants. Treat or replace as necessary. Reduced plant density reduces pollutant removal and infiltration performance. **Frequency - 3 monthly or as desired for aesthetics**
Maintain original plant densities	Infill planting -between 6 and 10 plants per square metre should be adequate (depending on species) to maintain a density where the plants' roots touch each other. Planting should be evenly spaced to help prevent scouring due to a concentration of flow. **Frequency - 3 monthly or as desired for aesthetics**
Weeds	It is important to identify the presence of any rapidly spreading weeds as they occur. The presence of such weeds can reduce dominant species distributions and diminish aesthetics. Weed species can also compromise the systems long term performance. Inspect for and manually remove weed species. Application of herbicide should be limited to a wand or restrictive spot sprayer. **Frequency - 3 monthly or as desired for aesthetics**

11 CONCLUSION

This Local Water Management Plan for the proposed Tourist Resort demonstrates a comprehensive approach to sustainable water use and stormwater management.

By incorporating strategies such as rainwater harvesting, efficient potable water use, and effective stormwater conveyance, the development aims to minimise its impact on local water resources and surrounding ecosystems.

Ongoing collaboration with the Water Corporation and adherence to groundwater licensing will ensure that water availability aligns with staged development.

For and on behalf of DWA Consulting Pty Ltd trading as David Wills and Associates

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Encl:
Appendix A: Site Survey
Appendix B: DWA Drawing Set
Appendix C: DWA Stormwater Calculations

APPENDIX A: SITE SURVEY

BALANCE AREA OF LOT 500, INCLUDING WET AREAS, CREEK LINE AND STEEPLY SLOPING AREAS BEYOND CREEK LINE, HAVE BEEN DIGITIZED FROM PDF DRAWING (SUPPLIED BY CLIENT), OF PREVIOUS CONTOUR SITE SURVEY BY MARGARET RIVER SURVEY CO., DATED DECEMBER 2006.

PHOTO 'M'

PHOTO 'J'

PHOTO 'I'

LOT 41
DP228954

LOT 500
8.5945 Ha
DP54957

1.3m HIGH POST & WIRE FENCE

EDGE OF GRAVEL TRACK

200.26m

120°19'45"

94°51'25"

SCOUR VALVE (DBYD)

RAW (NON POTABLE) WATER LINE (DBYD)

"THE DRY BROOK"

BOTTOM OF BANK

CREEK

CREEK AREA DIGITIZED FROM 2006 SURVEY

96.55m

185°40'45"

2022 SURVEY EXTENTS

DAM

PUMP & STAND PIPE

PHOTOS K L

PHOTO M

GRASS

TOP OF BANK

147.76m

DUNNET ROAD

GRAVEL ROAD

1.3m HIGH POST & WIRE FENCE

2.3m HIGH INDUSTRIAL SECURITY FENCE

90°

30.5m

1.3m HIGH POST & WIRE FENCE

MEMORIAL EASEMENT (SEE DP54957)

GATE

26.5m

127.09m

50.45m

BOTTOM OF BANK

CREEK

CONCRETE BOUNDARY POST FOUND

PHOTOS J I

TOP OF BANK

EDGE OF GRAVEL TRACK

287.67m

POWER POLE

OVERHEAD POWER LINE

STAY POLE

SEWER MANHOLE ROUND

SEWER CONNECTION (DBYD)

GUIDE POST

TELSTRA PIT x2

SEWER MAIN (DBYD)

TBM 9002
DSP & PLATE
RL 72.25m AHD

SEWER MANHOLE SQUARE

145°59'50"

8.67m

BROCKMAN HIGHWAY

1.3m HIGH POST & WIRE FENCE

174.11m

SIGN

EDGE OF SEAL (SOUTH SIDE DIGITIZED)

TELSTRA PIT

NOTE:
DBYD RECORDS SHOW WATER MAIN "CAPPED ROAD CROSSING" IN THIS VICINITY. POTABLE WATER MAIN IS ON SOUTH SIDE OF HIGHWAY.

EASEMENT 76.66m

GRAVEL DRIVEWAY

PHOTO A

100°52'35"

190°53'28"

MANHOLE

GATE

90°0'53"

GRASS

CREEK AREA DIGITIZED FROM 2006 SURVEY

SEE SHEET 2

SHEET 1 OF 2

LEGEND

- DRAINAGE GULLY
- SIDE ENTRY PIT
- WATER HYDRANT
- SIGN
- GUIDE POST
- SEWER CONNECTION
- SEWER MANHOLE SQUARE
- SEWER MANHOLE ROUND
- POWER POLE
- TELSTRA PIT
- POWER DOME
- TREE
- EXISTING SURFACE HEIGHT
- TRACK
- ROAD CENTRELINE
- EDGE OF GRAVEL
- RETAINING WALL
- EDGE OF SEAL
- FACE OF BUILDING
- EASEMENT
- FENCE
- CONCRETE EDGE
- BOTTOM OF BANK
- TOP OF BANK
- GAS MAIN
- WATER MAIN
- SEWER MAIN
- CREEK EDGE
- EXTENT OF 2022 SURVEY

PHOTO 'L'

PHOTO 'K'

NOTES:
1. Limited boundary marks found. Boundary resurvey recommended if building on or close to boundary.
2. Datum is AHD established from SSM COLLIE 473 (RL 74.184m)
3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. No boundary marks found unless otherwise noted.
5. Contour interval is 0.5m.
6. PDF to be used in conjunction with DWG file supplied. Some point heights may have been omitted for clarity; see DWG file.

Rev.	Description	Drawn	Date	Checked
A	INITIAL ISSUE	TJ	19/12/22	CM

Scale: 1:500 A1 ORIG. ALL DISTANCES IN METRES
0 5 10 15 20 25

Surveyor: GM
Survey date: 7/12/2022
Precal/Cad: N/A

N

FEATURE AND CONTOUR SURVEY
LOT 500 ON DEPOSITED PLAN 54957,
BROCKMAN HIGHWAY, NANNUP

Client: **IDG RESORTS PTY LTD**

Surveon SURVEYING SERVICES
PO Box 365
Dunsborough
WA 6281
Australia
Tel: (08) 9754 1188
Fax: (08) 9756 8000
mail@surveon.com.au
www.surveon.com.au

PROJ MNGR: Michael Riddle | DATUM: COLSA AHD

JOB Number: 9075_SS_A

SEE SHEET 1

MEMORIAL EASEMENT (SEE DP54957)

2.3m HIGH INDUSTRIAL SECURITY FENCE

GATE

CREEK AREA DIGITIZED FROM 2006 SURVEY

BOTTOM OF BANK

TOP OF BANK

CREEK

EDGE OF GRAVEL TRACK

287.61m

1.3m HIGH POST & WIRE FENCE

CONCRETE BOUNDARY POST FOUND

GRASS

EASEMENT

GRAVEL DRIVEWAY

PHOTO A

PHOTO I

PHOTO J

174.11m

MANHOLE

GATE

GRATE

PHOTOS B C

GUIDE POST

LIGHT POLE

TBM 9001
DS & PLATE
RL 73.48m AHD

2x SEWER MANHOLE ROUND

TELSTRA PIT x2

LIGHT POLE

MANHOLE

ROAD CENTRELINE

EDGE OF BITUMEN

LARGE SIGN

SIGN

1.3m HIGH POST & WIRE FENCE

GUIDE POST

PHOTOS D

PHOTO E

181.86m

HITCHCOCK DRIVE

BROCKMAN

PEG FOUND

TELSTRA PIT x2

LIGHT POLE

GUIDE POST

EDGE OF SEAL (SOUTH SIDE DIGITIZED)

BITUMEN FOOTPATH

1.3m HIGH POST & WIRE FENCE

ROCK HEADWALL

CONCRETE HEADWALL

MORTARED ROCK HEADWALL

GUIDE POST

BITUMEN FOOTPATH

HIGHWAY

GUIDE POST

TBM 8001
PEN MARK
RL 77.61m AHD

LOT 500
8.5945 Ha
DP54957

2022 SURVEY EXTENTS

DERELICT MINING EQUIPMENT & LOADING RAMP

SMALL STOCKPILES IN THIS AREA

PHOTO H

GRASS

SAND

TOP OF BANK

"THE DRY BROOK"

POND

CREEK

CREEK AREA DIGITIZED FROM 2006 SURVEY

148.28m

1.3m HIGH POST & WIRE FENCE

GRAVEL ROAD

82.3m

GRAVEL TRACK

LOT 41
DP228954

LOT 501
DP417894

ASPLIN

ROAD

PHOTO F

PHOTO G

T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12 T13 T14 T15 T16 T17 T18

41.36m

217°57'

107°10'30"

165°56'55"

65°7'10"

100°52'35"

190°53'28"

90°0'53"

PHOTO 'H'

PHOTO 'G'

PHOTO 'F'

BALANCE AREA OF LOT 500, INCLUDING WET AREAS, CREEK LINE AND STEEPLY SLOPING AREAS BEYOND CREEK LINE, HAVE BEEN DIGITIZED FROM PDF DRAWING (SUPPLIED BY CLIENT), OF PREVIOUS CONTOUR SITE SURVEY BY MARGARET RIVER SURVEY CO., DATED DECEMBER 2006.

PHOTO 'A'

PHOTO 'B'

PHOTO 'C'

PHOTO 'D'

PHOTO 'E'

TREE ANNOTATION DETAIL

G = GUM
PEP = PEPPERMINT
M = MARRI

M 300 5 3

M: RED GUM/ MARRI
300: TRUNK 0.3m DIAMETER
5: HEIGHT 5m
3: CANOPY 3m RADIUS

TREE	DESCRIPTION
T1	G 1200 17 10
T2	G 500 13 8
T3	G 800 23 12
T4	G 700 17 12
T5	G 600 17 8
T6	G 800 22 13
T7	G 1500 32 17
T8	M 500 20 7
T9	M 1000 25 10
T10	M 1000 25 10
T11	M 600 23 9
T12	M 600 23 9
T13	G 900 20 14
T14	M 600 17 8
T15	M 600 17 8
T16	G 1200 25 15
T17	M 600 22 8
T18	M 1500 22 10

LEGEND

- DRAINAGE GULLY
- SIDE ENTRY PIT
- WATER HYDRANT
- SIGN
- GUIDE POST
- SEWER CONNECTION
- SEWER MANHOLE SQUARE
- SEWER MANHOLE ROUND
- POWER POLE
- TELSTRA PIT
- POWER DOME
- TREE
- 29.51 EXISTING SURFACE HEIGHT
- TRACK
- ROAD CENTRELINE
- EDGE OF GRAVEL
- RETAINING WALL
- EDGE OF SEAL
- FACE OF BUILDING
- EASEMENT
- FENCE
- CONCRETE EDGE
- BOTTOM OF BANK
- TOP OF BANK
- G GAS MAIN
- W WATER MAIN
- S SEWER MAIN
- CREEK EDGE
- EXTENT OF 2022 SURVEY

NOTES:
1. Limited boundary marks found. Boundary resurvey recommended if building on or close to boundary.
2. Datum is AHD established from SSM COLLIE 473 (RL 74.184m)
3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. No boundary marks found unless otherwise noted.
5. Contour interval is 0.5m.
6. PDF to be used in conjunction with DWG file supplied. Some point heights may have been omitted for clarity; see DWG file.

Rev.	Description	Drawn	Date	Checked
A	INITIAL ISSUE	TJ	19/12/22	CM

Scale: 1:500 A1 ORIG. ALL DISTANCES IN METRES
0 5 10 15 20 25

Surveyor: GM
Survey date: 7/12/2022
Precal/Cad: N/A

The contents of this plan are date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plan's currency by contacting Survcon.

The boundaries depicted on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

N

FEATURE AND CONTOUR SURVEY
LOT 500 ON DEPOSITED PLAN 54957,
BROCKMAN HIGHWAY, NANNUP

Client: IDG RESORTS PTY LTD

Survcon SURVEYING SERVICES
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PROJ MNGR. Michael Riddle | DATUM GDA94 AHD

9075_SS2_A
JOB NUMBER TYPE REVISION

SHEET 2 OF 2

APPENDIX B: DWA DRAWING SET

LEGEND:

- CADASTRAL BOUNDARY
- EXISTING POST AND WIRE FENCE
- EXISTING OH POWER AND POLE
- EXISTING RAW POTABLE WATER LINE
- EXISTING Ø600 STORMWATER DRAINAGE PIPE SERVING ADJACENT DEVELOPMENT
- EXISTING GRAVITY SEWER MAIN
- EXISTING SEWER PRESSURE MAIN
- EXISTING WATER MAIN
- EXISTING FENCE
- EXISTING TREES
- EXISTING ABORIGINAL HERTAGE AREA
- EXISTING FLOOD PLAIN ZONE
- PROPOSED ROCK PITCHED SWALE WITH RIFFLES
- PROPOSED LANDSCAPING
- PROPOSED SHALLOW LANDSCAPED AREA
- PROPOSED STORMWATER BASIN WITH HIGH LEVEL OVERFLOW TO CREEK
  - DETAIN 15mm OF STORMWATER RUNOFF FROM CONTRIBUTING CATCHMENT AREA
  - MAX. DEPTH 0.9m
  - SIDE SLOPES AT 1:6
- PROPOSED STORMWATER PIT
- OVERFLOW PATH FROM NEIGHBOURING SITES
- FLOW PATH WITHIN DEVELOPMENT AREA
- INDICATIVE RETAINING WALL
- PROPOSED STORMWATER PIPE
- A — PROPOSED RAINWATER TANK - 75kL
- B — PROPOSED RAINWATER TANK - 150kL
- C — PROPOSED RAINWATER TANK - 250kL

DESIGN DATA

- GROSS DEVELOPMENT CATCHMENT AREA FROM SOUTHERN SIDE OF CREEK = 38800m²
- MAXIMUM GROUNDWATER LEVEL = TO BE CONFIRMED WITH GEOTECHNICAL INVESTIGATION BEFORE DETAILED DESIGN STAGE.
- THE STORMWATER DRAINAGE SYSTEM HAS GENERALLY BEEN DESIGNED BASED ON PRE-DEVELOPMENT FLOWS = POST- DEVELOPMENT MAXIMUM OUTFLOW OF 388 L/s FROM BASINS TO CREEK:
  15mm RAINFALL TO BE RETAINED ON SITE,
  REQUIRED STORAGE VOLUME=582m³
- MINIMUM BASIN STORAGE REQUIRED:

BASIN NO.	1	2	3	4	5
REQUIRED VOLUME (m³)	59	39	189	173	122
PROVIDED VOLUME (m³)	65	47	190	185	152

DWER MAJOR RIVER FLOOD LEVELS:

1 IN 25 AEP = 66.63m AHD
1 IN 100 AEP= 68.18m AHD

MINIMUM FINISHED FLOOR LEVEL (FFL) = 68.7m AHD
FFL'S ARE INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN

metres 0 20 40 60 80 m
1:1000
scales quoted apply to original drawing scale
A1

FOR INFORMATION ONLY

ISSUE/REVISIONS	REV	DATE	ISSUE / REVISION DESCRIPTION	DRN	CH DRN	DES ENG	AUTH
	A	22/05/2025	ISSUED FOR INFORMATION	JS	DA	AR	AR
	B	10/06/2025	ISSUED FOR INFORMATION	JS	DA	AR	AR
	C	02/07/2025	ISSUED FOR INFORMATION	JS	DA	AR	AR
	D	03/07/2025	ISSUED FOR INFORMATION - TANKS LOCATION MODIFIED	JS	DA	AR	AR

DRAWING REFERENCES

DRAWING NUMBER	DRAWING TITLE / DESCRIPTION

NORTH

CLIENT INFORMATION: PAUL MESCHIATI AND ASSOCIATES

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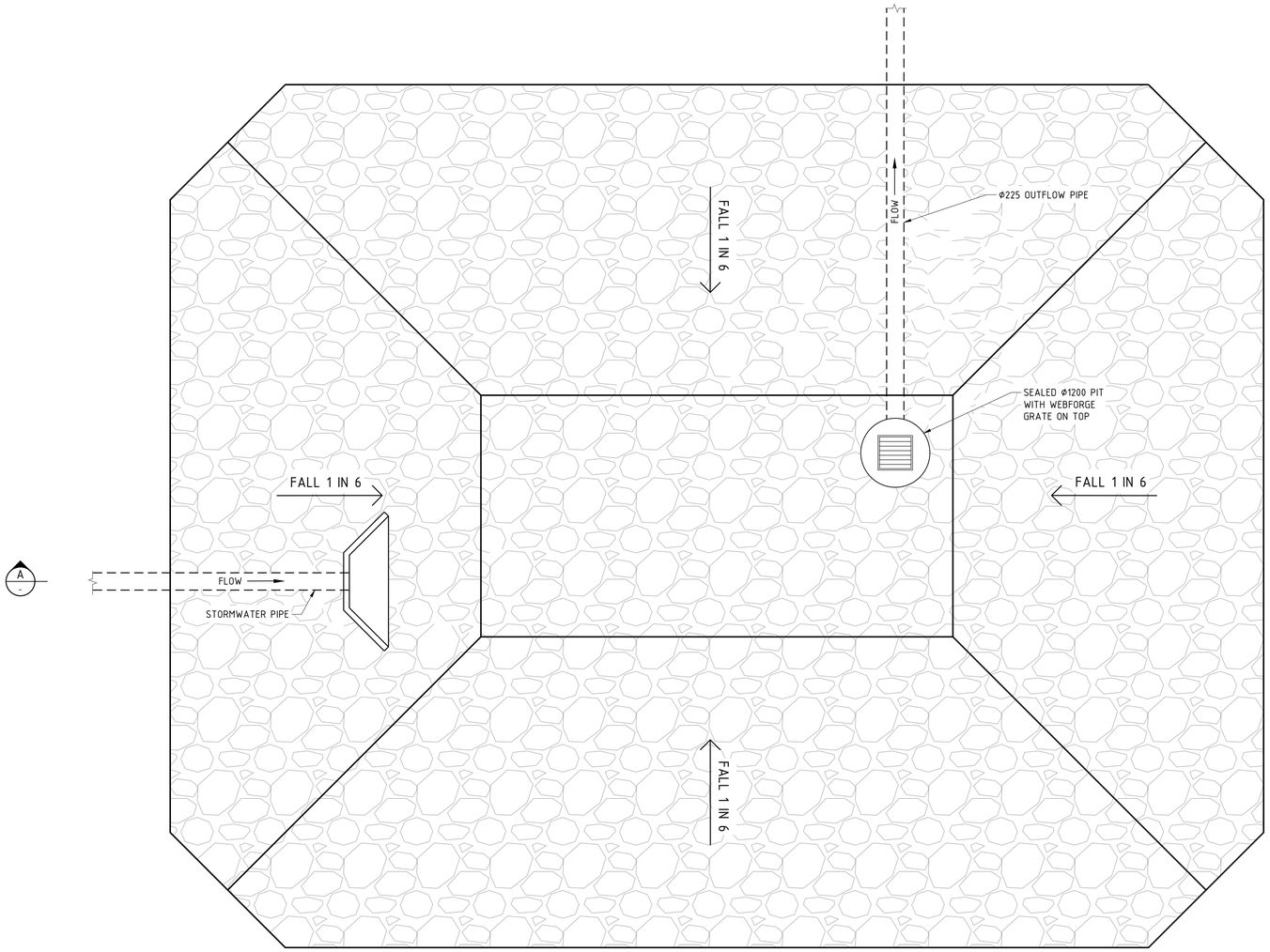
Phone (08) 9424 0900
Fax (08) 9330 3133
E-mail dwa@dwaconsulting.com.au
ABN 93 622 377 011

PROJECT INFORMATION: LOCAL WATER MANAGEMENT STRATEGY
LOT 500, CNR BROCKMAN HIGHWAY AND DUNNET ROAD, NANNUP

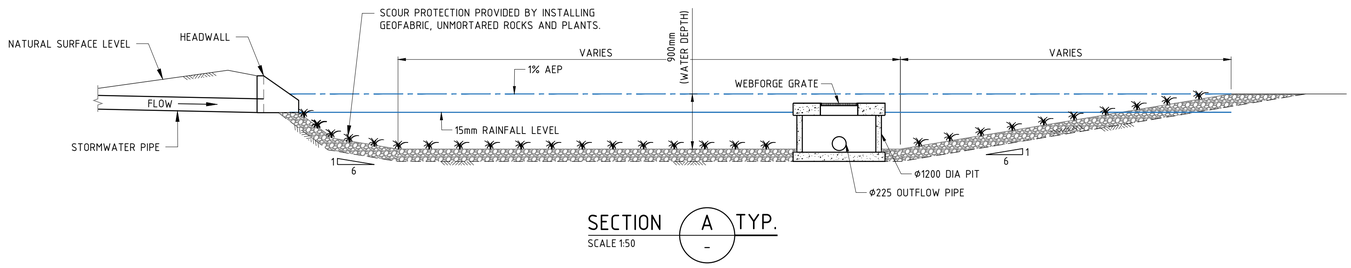
CONCEPT STORMWATER DRAINAGE

AUTHORISED BY: A. Rowcliffe 03/07/2025
Athena Rowcliffe BE MIEAust CPEng NER

CLIENT REF ---
SCALE 1:1000 @A1
DRAWING No. 24208-C-01
REV D
SHEET SIZE A1



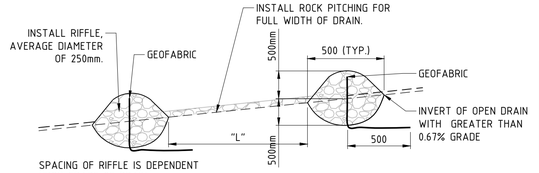
TYPICAL BASIN DETAIL
SCALE 1:50



SECTION A TYP.
SCALE 1:50

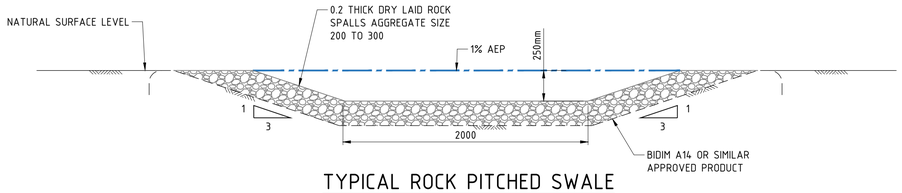
NOTES:

1. THE LONGITUDINAL GRADE OF OPEN DRAIN TO BE GRADED AT 0.67% (OR 1 IN 150) MAXIMUM. IF THIS IS NOT ACHIEVABLE THEN THE OPEN DRAINS SHALL HAVE RIFFLE STRUCTURES INSTALLED.
2. DIMENSIONS SPECIFIED ARE APPROXIMATE ONLY AND SHOULD BE REVIEWED AT DETAILED DESIGN STAGE.
3. OPEN DRAINS ARE DESIGNED FOR A 1 IN 100 YEAR ARI (1%) STORM EVENT.
4. MANNING'S 'n' = 0.04 ROCK PITCHED SWALES.
5. RUNOFF COEFFICIENT = 0.8

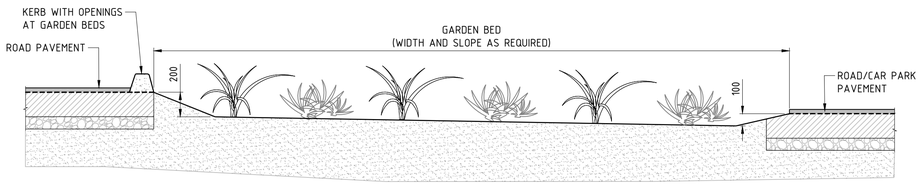


DRAIN GRADE	SPACING OF RIFFLE "L"
0.67 % TO 2%	EVERY 28m
2 % TO 5%	EVERY 11m
5 % TO 10%	EVERY 5.5m
10 % TO 15%	EVERY 3.6m

TYPICAL LONGSECTION OF OPEN DRAIN STEEPER THAN 0.67% LONGITUDINAL
SCALE : N.T.S.



TYPICAL ROCK PITCHED SWALE
SCALE 1:25



TYPICAL GARDEN BED
SCALE 1:25

millimetres
0 500 1000 1500 2000 mm
1:25
scales quoted apply to original drawing scale
A1

millimetres
0 1000 2000 3000 4000 mm
1:50
scales quoted apply to original drawing scale
A1

FOR INFORMATION ONLY

ISSUE/REVISIONS

REV	DATE	ISSUE / REVISION DESCRIPTION	DRN	CH DRN	DES ENG	AUTH
A	11/06/2025	ISSUED FOR INFORMATION	JS	DA	AR	AR
B	02/07/2025	ISSUED FOR INFORMATION	JS	DA	AR	AR

DRAWING REFERENCES

DRAWING NUMBER	DRAWING TITLE / DESCRIPTION

NORTH

CLIENT INFORMATION

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Consulting Engineers
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Mail:
PO Box 7077
KARAWARA LPO WA 6152
Phone (08) 9424 0900
Fax (08) 9330 3133
E-mail dwa@dwaconsulting.com.au
ABN 93 622 377 011

PROJECT INFORMATION

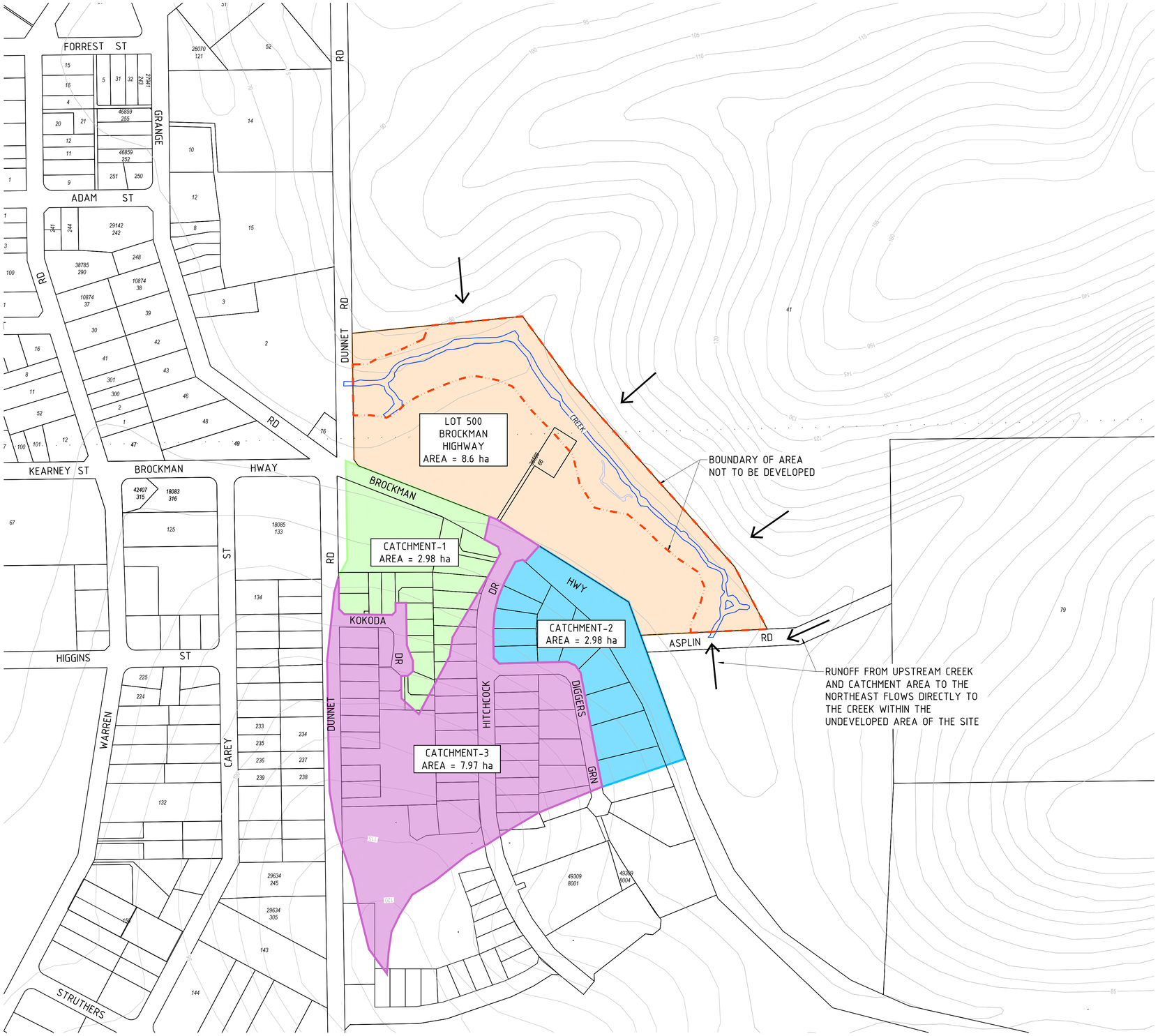
LOCAL WATER MANAGEMENT STRATEGY
LOT 500, CNR BROCKMAN HIGHWAY AND DUNNET ROAD, NANNUP

STORMWATER DETAILS PAGE

AUTHORISED BY: A. Rowcliffe 02/07/2025
Athena Rowcliffe BE MIEAust CPEng NER

CLIENT REF ---
SCALE AS SHOWN @A1
DRAWING No. 24208-C-02
REV B

SHEET SIZE: A1



LEGEND:

- CADASTRAL BOUNDARY
- CADASTRAL BOUNDARY
- CATCHMENT AREA 1
- CATCHMENT AREA 2
- CATCHMENT AREA 3
- LOT 500 BROCKMAN HIGHWAY

NOTE : CONTOURS OBTAINED FROM WATER CORPORATION ESINET DATA

metres
0 50 100 150 200 m
1:2500
scales quoted apply to original drawing scale
A1

CATCHMENT AREA PLAN
SCALE 1:2500

FOR INFORMATION ONLY

ISSUE/REVISIONS	REV	DATE	ISSUE / REVISION DESCRIPTION	DRN	CH DRN	DES ENG	AUTH
	A	02/07/2025	ISSUED FOR INFORMATION	DA	JS	AR	AR

DRAWING REFERENCES

DRAWING NUMBER	DRAWING TITLE / DESCRIPTION

DISCLAIMER:

NORTH

CLIENT INFORMATION

PAUL MESCHIATI AND ASSOCIATES

David Wills and Associates
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Office: Unit 13/16 Brodie-Hall Drive BENTLEY WA 6102
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PROJECT INFORMATION

LOCAL WATER MANAGEMENT STRATEGY
LOT 500, CNR BROCKMAN HIGHWAY AND DUNNET ROAD, NANNUP

EXTERNAL CATCHMENT AREAS

AUTHORISED BY: 02/07/2025
A. Rowcliffe
Athena Rowcliffe BE MIEAust CPEng NER

CLIENT REF ---
SCALE AS SHOWN@A1
DRAWING No. 24208-C-03
REV A
SHEET SIZE: A1

APPENDIX C: DWA STORMWATER CALCULATIONS

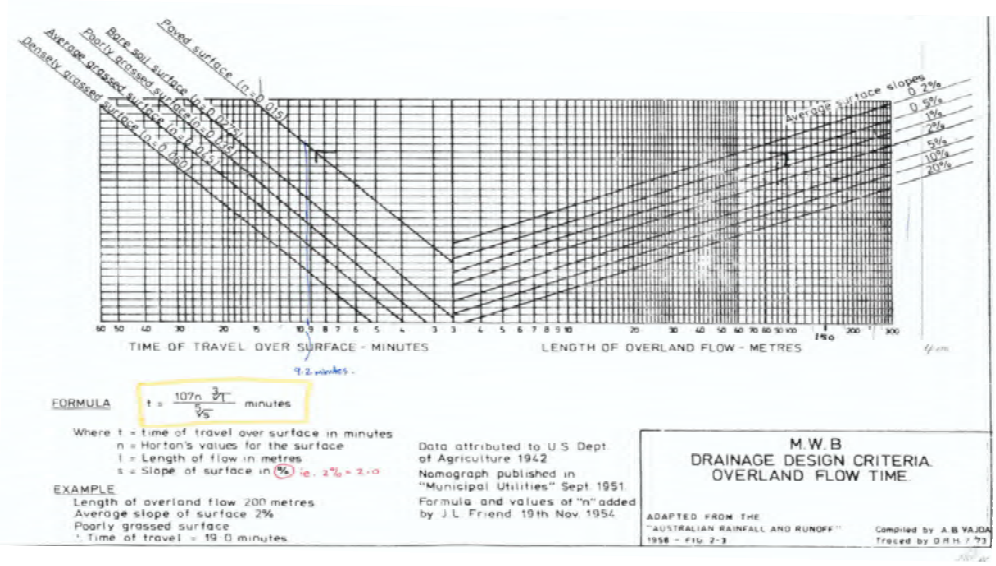
Client: PM Architects			
Project: Lot 500 Brockman Highway, Nannup			
Job No: 24259		Sheet: 1	Of: 1
By: AR	Date: 02/07/2025	Checked: AR	Date: 02/07/2025
Subject: Stormwater Basin Design			

Site pre-development flow (into creek from southern side) = 38,800 m^2

C (runoff co-efficient) = 0.7 (clays assumed)

TIME OF CONCENTRATION CALCULATOR

Horton's value (see graph)	0.045	
Length of flow	175	m
Slope of surface	3	%
Time of concentration	21.6	minutes



T of C = 22 mins

Intensity for 1 in 5 year ARI storm event of critical duration = 51.43 mm/hr

Predevelopment Flow, or Maximum Allowable Discharge = **388 L/s**

Basin Sizing

Basin No.	*Catchment Area*	*15mm Rainfall - Volume Required*	*Volume Provided (refer Basin 1 Calc Sheet)*	*Allowable Outflow for storm events greater than 15mm rainfall*
	m2	*m3*		*L/s*
1	3,913	59	65	39
2	2,615	39	47	26
3	12,592	189	190	126
4	11,545	173	185	115
5	8,154	122	152	82
TOTAL	**38,819**	**582**	**639**	**388**

David Wills and Associates
Consulting Engineers

Overland Flows from Neighbouring Properties - Refer DWG 24208 C03 for Catchment Areas

Catchment Areas 1 and 3

Existing 600mm diameter pipe through property
Grade = 1:59.3 = 0.0169
K = 0.6mm (old concrete pipe)

Capacity Q = 850 L/s (pipe flowing full)

Catchment Area 3 (into 600 pipe) = 7.97 ha

L =	565	m
S =	8%	
n =	0.035	
T of C =	20 mins	
I (1 in 100, 20 min duration)	97.81	mm/hr
Q =	1520	L/s

Catchment Area 1 (into 600 pipe) = 2.98 ha

T of C =	15 mins	
I (1 in 100, 15 min duration)	116.82	mm/hr
Q =	680	L/s

Overflow once pipe reaches capacity = 1350 L/s

Catchment Area 2

Catchment Area 2 = 2.98 ha

T of C =	15 mins	
I (1 in 100, 13 min duration)	116.82	mm/hr
Q =	680	L/s

Basin Volume Calculator

Job No	**24259**
Location	**Lot 500 Brockman Highway, Nannup - BASIN 1**
Date	**Jul-25**

Inputs

Overall width (m)	W =	14	m
Overall length (m)	L =	14	m
Corner radius top (m)	R =	2.5	m
Input batter slopes	S =	1 in 6	1 in X
Overall depth (m)	D =	0.900	m
Base RL (m)	H =	68.50	m

Area analysis

At TWL (sq.m)	A_{TWL} =	190.63	m^2
At base (sq.m)	A_{base} =	3.02	m^2

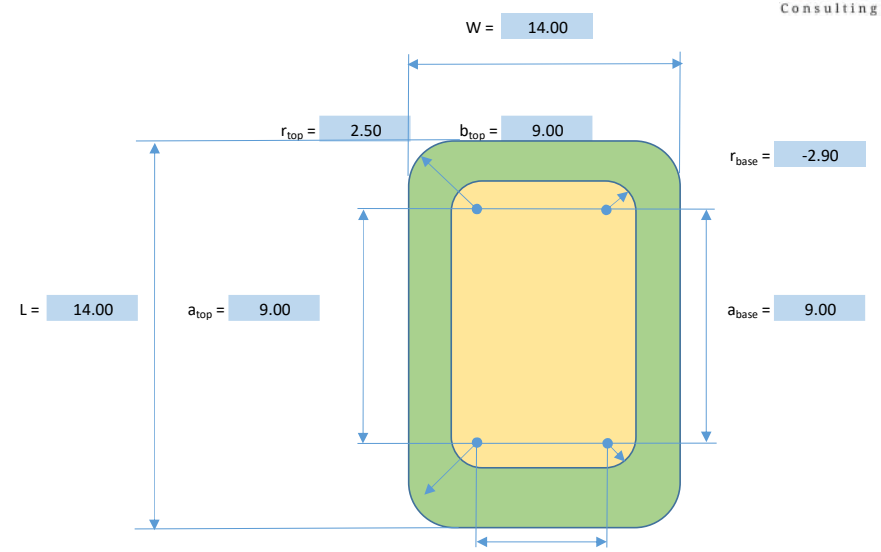
Outflows

Infiltration rate (m/day)	k =	0.00	m/day	
Outflow on base (L/s)	Q =	-	L/s	0
Emptying time (hr)	t	-	hr	

Volumes

Total depth (%)	Depth (m)	r (m)	Plan area (m^2)	Volume to TWL (m^3)	RL (m)
0%	0.000	-2.900	3.02	0.0	68.500
5%	0.045	-2.630	8.05	0.2	68.545
10%	0.090	-2.360	13.54	0.7	68.590
15%	0.135	-2.090	19.48	1.4	68.635
20%	0.180	-1.820	25.89	2.3	68.680
25%	0.225	-1.550	32.75	3.4	68.725
30%	0.270	-1.280	40.07	4.9	68.770
35%	0.315	-1.010	47.84	6.6	68.815
40%	0.360	-0.740	56.08	8.7	68.860
45%	0.405	-0.470	64.77	11.0	68.905
50%	0.450	-0.200	73.93	13.8	68.950
53%	0.477	-0.038	79.64	15.6	68.977
60%	0.540	0.340	93.60	20.4	69.040
65%	0.585	0.610	104.13	24.4	69.085
70%	0.630	0.880	115.11	28.7	69.130
75%	0.675	1.150	126.55	33.6	69.175
78%	0.699	1.294	132.84	36.3	69.199
85%	0.765	1.690	150.81	44.7	69.265
90%	0.810	1.960	163.63	51.0	69.310
95%	0.855	2.230	176.90	57.9	69.355
100%	0.900	2.500	190.63	65.3	69.400

15mm rainfall volume required = 59 m3 ok



$$Volume = \frac{d}{3} \times [(Top\ Area + Base\ Area) + (Top\ Area \times Base\ Area)^{0.5}]$$

Basin Volume Calculator

Job No	**24259**
Location	**Lot 500 Brockman Highway, Nannup - BASIN 2**
Date	**Jul-25**

Inputs

Overall width (m)	W =	10	m
Overall length (m)	L =	12	m
Corner radius top (m)	R =	1	m
Input batter slopes	S =	1 in 4	1 in X
Overall depth (m)	D =	0.900	m
Base RL (m)	H =	68.50	m

Area analysis

At TWL (sq.m)	A_{TWL} =	119.14	m^2
At base (sq.m)	A_{base} =	7.64	m^2

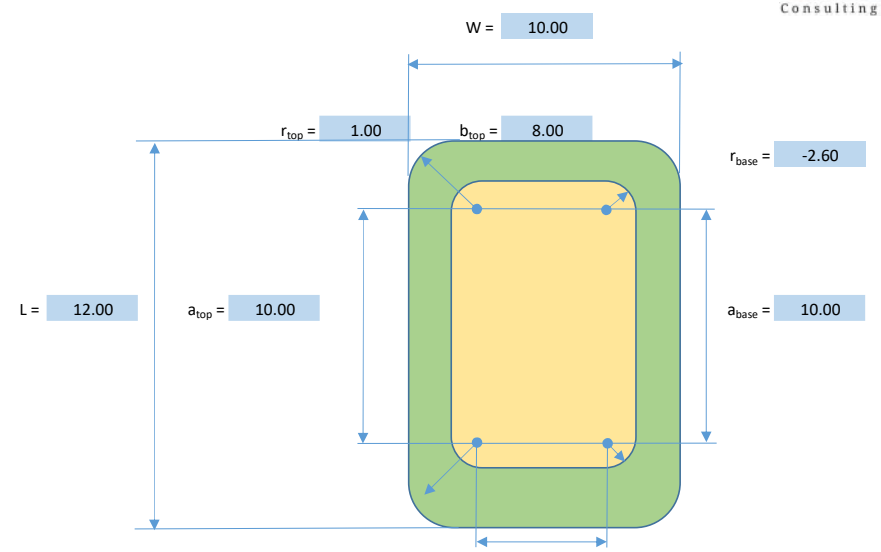
Outflows

Infiltration rate (m/day)	k =	0.00	m/day	
Outflow on base (L/s)	Q =	-	L/s	0
Emptying time (hr)	t	-	hr	

Volumes

Total depth (%)	Depth (m)	r (m)	Plan area (m^2)	Volume to TWL (m^3)	RL (m)
0%	0.000	-2.600	7.64	0.0	68.500
5%	0.045	-2.420	11.28	0.4	68.545
10%	0.090	-2.240	15.12	1.0	68.590
15%	0.135	-2.060	19.17	1.8	68.635
20%	0.180	-1.880	23.42	2.7	68.680
25%	0.225	-1.700	27.88	3.8	68.725
30%	0.270	-1.520	32.54	5.0	68.770
35%	0.315	-1.340	37.40	6.5	68.815
40%	0.360	-1.160	42.47	8.2	68.860
45%	0.405	-0.980	47.74	10.1	68.905
50%	0.450	-0.800	53.21	12.2	68.950
53%	0.477	-0.692	56.59	13.5	68.977
60%	0.540	-0.440	64.77	17.0	69.040
65%	0.585	-0.260	70.85	19.8	69.085
70%	0.630	-0.080	77.14	22.9	69.130
75%	0.675	0.100	83.63	26.2	69.175
78%	0.699	0.196	87.18	28.1	69.199
85%	0.765	0.460	97.22	33.7	69.265
90%	0.810	0.640	104.33	37.9	69.310
95%	0.855	0.820	111.63	42.3	69.355
100%	0.900	1.000	119.14	47.1	69.400

15mm rainfall volume required = 173 m3 ok



$$Volume = \frac{d}{3} \times [(Top\ Area + Base\ Area) + (Top\ Area \times Base\ Area)^{0.5}]$$

Basin Volume Calculator

Job No	**24259**
Location	**Lot 500 Brockman Highway, Nannup - BASIN 3**
Date	**Jul-25**

Inputs

Overall width (m)	W =	12	m
Overall length (m)	L =	41	m
Corner radius top (m)	R =	2.5	m
Input batter slopes	S =	1 in 6	1 in X
Overall depth (m)	D =	0.900	m
Base RL (m)	H =	69.50	m

Area analysis

At TWL (sq.m)	A_{TWL} =	486.63	m^2
At base (sq.m)	A_{base} =	29.02	m^2

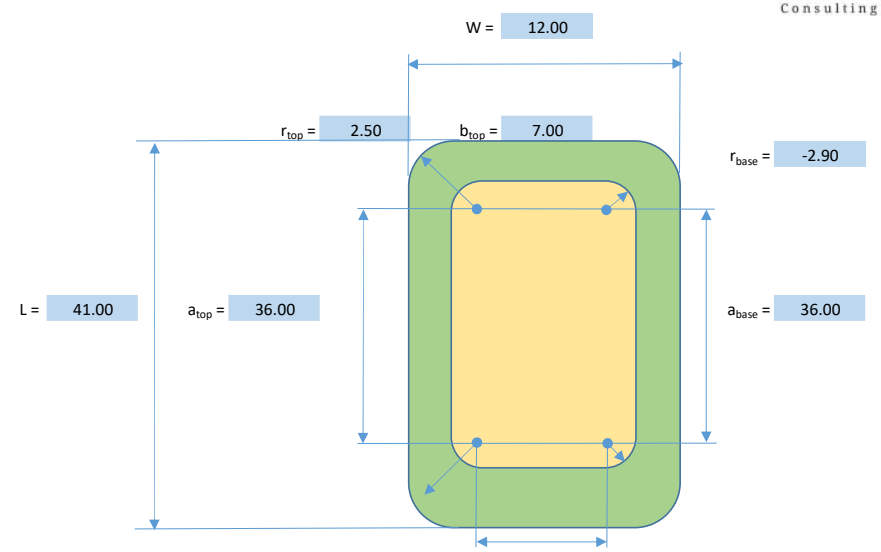
Outflows

Infiltration rate (m/day)	k =	0.00	m/day	
Outflow on base (L/s)	Q =	-	L/s	0
Emptying time (hr)	t	-	hr	

Volumes

Total depth (%)	Depth (m)	r (m)	Plan area (m^2)	Volume to TWL (m^3)	RL (m)
0%	0.000	-2.900	29.02	0.0	69.500
5%	0.045	-2.630	47.55	1.7	69.545
10%	0.090	-2.360	66.54	4.2	69.590
15%	0.135	-2.090	85.98	7.4	69.635
20%	0.180	-1.820	105.89	11.4	69.680
25%	0.225	-1.550	126.25	16.2	69.725
30%	0.270	-1.280	147.07	21.7	69.770
35%	0.315	-1.010	168.34	28.1	69.815
40%	0.360	-0.740	190.08	35.2	69.860
45%	0.405	-0.470	212.27	43.2	69.905
50%	0.450	-0.200	234.93	52.0	69.950
53%	0.477	-0.038	248.74	57.7	69.977
60%	0.540	0.340	281.60	72.2	70.040
65%	0.585	0.610	305.63	83.6	70.085
70%	0.630	0.880	330.11	96.0	70.130
75%	0.675	1.150	355.05	109.3	70.175
78%	0.699	1.294	368.54	116.7	70.199
85%	0.765	1.690	406.31	138.7	70.265
90%	0.810	1.960	432.63	154.9	70.310
95%	0.855	2.230	459.40	172.1	70.355
100%	0.900	2.500	486.63	190.3	70.400

15mm rainfall volume required = 189 m3 ok



$$Volume = \frac{d}{3} \times [(Top\ Area + Base\ Area) + (Top\ Area \times Base\ Area)^{0.5}]$$

Basin Volume Calculator

Job No	**24259**
Location	**Lot 500 Brockman Highway, Nannup - BASIN 4**
Date	**Jul-25**

Inputs

Overall width (m)	W =	15	m
Overall length (m)	L =	27	m
Corner radius top (m)	R =	2.5	m
Input batter slopes	S =	1 in 6	1 in X
Overall depth (m)	D =	0.900	m
Base RL (m)	H =	70.00	m

Area analysis

At TWL (sq.m)	A_{TWL} =	399.63	m^2
At base (sq.m)	A_{base} =	60.82	m^2

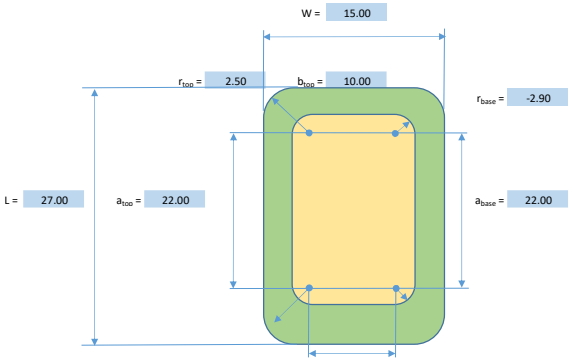
Outflows

Infiltration rate (m/day)	k =	0.00	m/day	
Outflow on base (L/s)	Q =	-	L/s	0
Emptying time (hr)	t	-	hr	

Volumes

Total depth (%)	Depth (m)	r (m)	Plan area (m^2)	Volume to TWL (m^3)	RL (m)
0%	0.000	-2.900	60.82	0.0	70.000
5%	0.045	-2.630	73.41	3.0	70.045
10%	0.090	-2.360	86.46	6.6	70.090
15%	0.135	-2.090	99.96	10.7	70.135
20%	0.180	-1.820	113.93	15.5	70.180
25%	0.225	-1.550	128.35	20.8	70.225
30%	0.270	-1.280	143.23	26.8	70.270
35%	0.315	-1.010	158.56	33.3	70.315
40%	0.360	-0.740	174.36	40.6	70.360
45%	0.405	-0.470	190.61	48.5	70.405
50%	0.450	-0.200	207.33	57.1	70.450
53%	0.477	-0.038	217.57	62.6	70.477
60%	0.540	0.340	242.12	76.4	70.540
65%	0.585	0.610	260.21	87.1	70.585
70%	0.630	0.880	278.75	98.7	70.630
75%	0.675	1.150	297.75	111.0	70.675
78%	0.699	1.294	308.08	117.8	70.699
85%	0.765	1.690	337.13	138.0	70.765
90%	0.810	1.960	357.51	152.8	70.810
95%	0.855	2.230	378.34	168.4	70.855
100%	0.900	2.500	399.63	184.9	70.900

15mm rainfall volume required = 173 m3 ok



$$Volume = \frac{d}{3} \times [(Top\ Area + Base\ Area) + (Top\ Area \times Base\ Area)^{0.5}]$$

Basin Volume Calculator

Job No	**24259**
Location	**Lot 500 Brockman Highway, Nannup - BASIN 5**
Date	**Jul-25**

Inputs

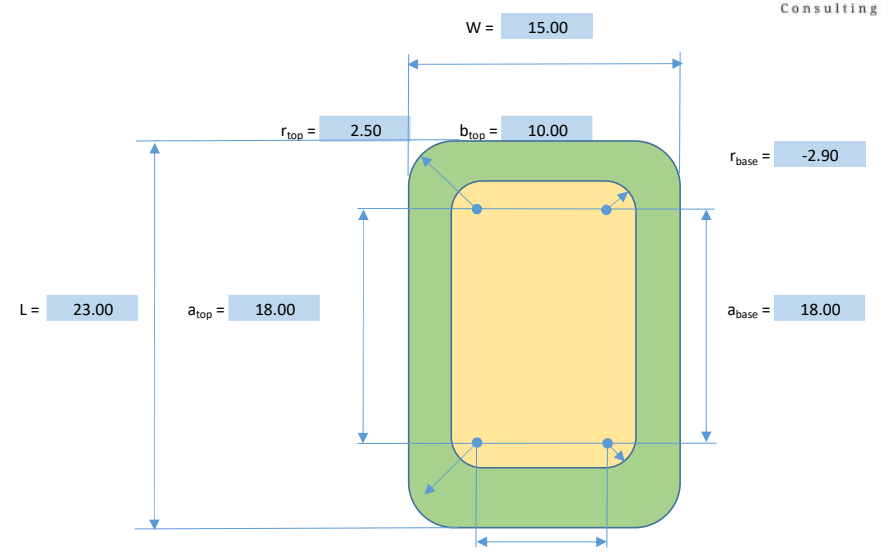
Overall width (m)	W =	15	m
Overall length (m)	L =	23	m
Corner radius top (m)	R =	2.5	m
Input batter slopes	S =	1 in 6	1 in X
Overall depth (m)	D =	0.900	m
Base RL (m)	H =	70.00	m

Area analysis

At TWL (sq.m)	A_{TWL} =	339.63	m^2
At base (sq.m)	A_{base} =	44.02	m^2

Outflows

Infiltration rate (m/day)	k =	0.00	m/day	
Outflow on base (L/s)	Q =	-	L/s	0
Emptying time (hr)	t	-	hr	



$$Volume = \frac{d}{3} \times [(Top\ Area + Base\ Area) + (Top\ Area \times Base\ Area)^{0.5}]$$

Volumes

Total depth (%)	Depth (m)	r (m)	Plan area (m^2)	Volume to TWL (m^3)	RL (m)
0%	0.000	-2.900	44.02	0.0	70.000
5%	0.045	-2.630	54.45	2.2	70.045
10%	0.090	-2.360	65.34	4.9	70.090
15%	0.135	-2.090	76.68	8.0	70.135
20%	0.180	-1.820	88.49	11.7	70.180
25%	0.225	-1.550	100.75	15.9	70.225
30%	0.270	-1.280	113.47	20.5	70.270
35%	0.315	-1.010	126.64	25.8	70.315
40%	0.360	-0.740	140.28	31.5	70.360
45%	0.405	-0.470	154.37	37.9	70.405
50%	0.450	-0.200	168.93	44.9	70.450
53%	0.477	-0.038	177.88	49.4	70.477
60%	0.540	0.340	199.40	60.7	70.540
65%	0.585	0.610	215.33	69.6	70.585
70%	0.630	0.880	231.71	79.1	70.630
75%	0.675	1.150	248.55	89.4	70.675
78%	0.699	1.294	257.72	95.1	70.699
85%	0.765	1.690	283.61	112.0	70.765
90%	0.810	1.960	301.83	124.5	70.810
95%	0.855	2.230	320.50	137.7	70.855
100%	0.900	2.500	339.63	151.8	70.900

15mm rainfall volume required = 122 m3 ok

DWA Ref No. 24259

David Wills and Associates
Consulting Engineers

Rainwater Tank Design - Preliminary

Avg rainfall over last 30 yrs for Nannup: 841 mm per year

Building No. (Ref PM Architects Plan)	*Building*	*Roof Area*	*75% of roof area*	*Total Vol for avg annual storage*	*Garden Area Req'd for Irrigation*	*Water usage for each building*	*Tank Size (total)*	*Diameter*	*Height*
		m^2	*m^2*	*m^3*	*m^2*	*kL/yr*	*kL*	*m*	*m*
12	Chalets (western) x 6	160	120	101	100	75	4 x 75	6.7	2.2
13	Chalets (eastern) x 4	160	120	101	100	75	2 x 75	6.7	2.2
5	Workshop Maintenance/Storage	183	137	115	100	75	250	6.7	2.2
4	Managers Residence	202	152	127	100	75			
6	2 Staff accommodation units	127	95	80	100	75			
2	Tourist Shops	604	453	381	100	75	75	6.7	2.2
10	Utility building	67	50	42	100	75	75	6.7	2.2
3	40 Bed lodge	440	330	278	300	225	250	12	2.2
11	25 Room Motel block	503	377	317	300	225	250	12	2.2
11	25 Room Motel block (eastern only)	503	377	317	200	150	2 x 75	6.7	2.2
1	Main Reception/Restaurant	612	459	386	200	150	2 x 75	6.7	2.2
7 & 9	Gym/Activity	309	232	195	200	150	150	9.4	2.2

Irrigation usage based on DWER irrigation volume estimate for 1,000m^2 of lawn = 7,500kL/ha per year, used during November to March
Does not include usage from toilet flushing or laundry (determined at detailed design stage)

BALANCE AREA OF LOT 500, INCLUDING WET AREAS, CREEK LINE AND STEEPLY SLOPING AREAS BEYOND CREEK LINE, HAVE BEEN DIGITIZED FROM PDF DRAWING (SUPPLIED BY CLIENT), OF PREVIOUS CONTOUR SITE SURVEY BY MARGARET RIVER SURVEY CO., DATED DECEMBER 2006.

PHOTO 'M'

PHOTO 'J'

PHOTO 'I'

LEGEND

- DRAINAGE GULLY
- SIDE ENTRY PIT
- WATER HYDRANT
- SIGN
- GUIDE POST
- SEWER CONNECTION
- SEWER MANHOLE SQUARE
- SEWER MANHOLE ROUND
- POWER POLE
- TELSTRA PIT
- POWER DOME
- TREE
- EXISTING SURFACE HEIGHT
- TRACK
- ROAD CENTRELINE
- EDGE OF GRAVEL
- RETAINING WALL
- EDGE OF SEAL
- FACE OF BUILDING
- EASEMENT
- FENCE
- CONCRETE EDGE
- BOTTOM OF BANK
- TOP OF BANK
- GAS MAIN
- WATER MAIN
- SEWER MAIN
- CREEK EDGE
- EXTENT OF 2022 SURVEY

1.3m HIGH POST & WIRE FENCE

EDGE OF GRAVEL TRACK

200.26m

120°19'45"

LOT 41
DP228954

94°51'25"

SCOUR VALVE (DBYD)

RAW (NON POTABLE) WATER LINE (DBYD)

DUNNET ROAD

GRAVEL ROAD

1.3m HIGH POST & WIRE FENCE

147.76m

CREEK

"THE DRY BROOK"

BOTTOM OF BANK

CREEK AREA DIGITIZED FROM 2006 SURVEY

2022 SURVEY EXTENTS

DAM

PUMP & STAND PIPE

PHOTOS K L M

GRASS

TOP OF BANK

LOT 500
8.5945 Ha
DP54957

96.55m

185°40'45"

EDGE OF GRAVEL TRACK

287.67m

2.3m HIGH INDUSTRIAL SECURITY FENCE

30.5m

90°

1.3m HIGH POST & WIRE FENCE

MEMORIAL EASEMENT (SEE DP54957)

GATE

26.5m

CONCRETE BOUNDARY POST FOUND

PHOTOS I J

POWER POLE

OVERHEAD POWER LINE

STAY POLE

SEWER MANHOLE ROUND

SEWER CONNECTION (DBYD)

GUIDE POST

TELSTRA PIT x2

SEWER MAIN (DBYD)

TBM 9002
DSP & PLATE
RL 72.25m AHD

SEWER MANHOLE SQUARE

145°59'50"

8.67m

174.11m

BROCKMAN HIGHWAY

EDGE OF SEAL (SOUTH SIDE DIGITIZED)

SIGN

TELSTRA PIT

NOTE:
DBYD RECORDS SHOW WATER MAIN "CAPPED ROAD CROSSING" IN THIS VICINITY. POTABLE WATER MAIN IS ON SOUTH SIDE OF HIGHWAY.

EASEMENT

76.66m

GRAVEL DRIVEWAY

MANHOLE

100°52'35"

190°53'28"

90°0'53"

PHOTO A

PHOTO 'L'

PHOTO 'K'

SEE SHEET 2

SHEET 1 OF 2

NOTES:
1. Limited boundary marks found. Boundary resurvey recommended if building on or close to boundary.
2. Datum is AHD established from SSM COLLIE 473 (RL 74.184m)
3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. No boundary marks found unless otherwise noted.
5. Contour interval is 0.5m.
6. PDF to be used in conjunction with DWG file supplied. Some point heights may have been omitted for clarity; see DWG file.

Rev.	Description	Drawn	Date	Checked
A	INITIAL ISSUE	TJ	19/12/22	CM

Scale: 1:500 A1 ORIG. ALL DISTANCES IN METRES 0 5 10 15 20 25

Surveyor: GM
Survey date: 7/12/2022
Precal/Cad: N/A

The contents of this plan are date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plan's currency by contacting Survcon.

The boundaries depicted on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

N

FEATURE AND CONTOUR SURVEY
LOT 500 ON DEPOSITED PLAN 54957,
BROCKMAN HIGHWAY, NANNUP

Client: **IDG RESORTS PTY LTD**

Survcon SURVEYING SERVICES
PO Box 365
Dunsborough
WA 6281
Australia
Tel: (08) 9754 1188
Fax: (08) 9756 8000
mail@survcon.com.au
www.survcon.com.au

PROJ MNGR: Michael Riddle | DATUM: COLSA AHD

JOB Number: 9075_SS_A | TYPE: SURVEY | REVISION:

SEE SHEET 1

MEMORIAL EASEMENT (SEE DP54957)

2.3m HIGH INDUSTRIAL SECURITY FENCE

GATE

CREEK AREA DIGITIZED FROM 2006 SURVEY

BOTTOM OF BANK

TOP OF BANK

CREEK

287.61m

EDGE OF GRAVEL TRACK

1.3m HIGH POST & WIRE FENCE

GRASS

CONCRETE BOUNDARY POST FOUND

EASEMENT

GRAVEL DRIVEWAY

PHOTO A

PHOTOS I J

PHOTOS B C

PHOTO D

PHOTO E

PHOTO H

174.11m

MANHOLE

GATE

GRATE

GUIDE POST

LIGHT POLE

TBM 9001
DS & PLATE
RL 73.48m AHD

2x SEWER MANHOLE ROUND

TELSTRA PIT x2

LIGHT POLE

MANHOLE

ROAD CENTRELINE

EDGE OF BITUMEN

LARGE SIGN

SIGN

1.3m HIGH POST & WIRE FENCE

GUIDE POST

HITCHCOCK DRIVE

BROCKMAN

181.86m

PEG FOUND

TELSTRA PIT x2

LIGHT POLE

LOT 500
8.5945 Ha
DP54957

2022 SURVEY EXTENTS

DERELICT MINING EQUIPMENT & LOADING RAMP

SMALL STOCKPILES IN THIS AREA

T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12 T13 T14 T15 T16 T17 T18

ROCK HEADWALL

CONCRETE HEADWALL

MORTARED ROCK HEADWALL

GUIDE POST

BITUMEN FOOTPATH

EDGE OF SEAL (SOUTH SIDE DIGITIZED)

HIGHWAY

TBM 8001
PEN MARK
RL 77.61m AHD

SAND

GRASS

217°57'

41.36m

107°10'30"

TOP OF BANK

"THE DRY BROOK"

POND

CREEK

CREEK AREA DIGITIZED FROM 2006 SURVEY

148.28m

65°7'10"

82.3m

GRAVEL TRACK

1.3m HIGH POST & WIRE FENCE

GRAVEL ROAD

LOT 501
DP417894

ASPLIN

ROAD

LOT 41
DP228954

PHOTO F

PHOTO G

165°56'55"

BALANCE AREA OF LOT 500, INCLUDING WET AREAS, CREEK LINE AND STEEPLY SLOPING AREAS BEYOND CREEK LINE, HAVE BEEN DIGITIZED FROM PDF DRAWING (SUPPLIED BY CLIENT), OF PREVIOUS CONTOUR SITE SURVEY BY MARGARET RIVER SURVEY CO., DATED DECEMBER 2006.

PHOTO 'A'

PHOTO 'B'

PHOTO 'C'

PHOTO 'D'

PHOTO 'E'

PHOTO 'H'

PHOTO 'G'

PHOTO 'F'

TREE ANNOTATION DETAIL

G = GUM
PEP = PEPPERMINT
M = MARRI

M 300 5 3

M: RED GUM/ MARRI
300: TRUNK 0.3m DIAMETER
5: HEIGHT 5m
3: CANOPY 3m RADIUS

TREE	DESCRIPTION
T1	G 1200 17 10
T2	G 500 13 8
T3	G 800 23 12
T4	G 700 17 12
T5	G 600 17 8
T6	G 800 22 13
T7	G 1500 32 17
T8	M 500 20 7
T9	M 1000 25 10
T10	M 1000 25 10
T11	M 600 23 9
T12	M 600 23 9
T13	G 900 20 14
T14	M 600 17 8
T15	M 600 17 8
T16	G 1200 25 15
T17	M 600 22 8
T18	M 1500 22 10

LEGEND

- DRAINAGE GULLY
- SIDE ENTRY PIT
- WATER HYDRANT
- SIGN
- GUIDE POST
- SEWER CONNECTION
- SEWER MANHOLE SQUARE
- SEWER MANHOLE ROUND
- POWER POLE
- TELSTRA PIT
- POWER DOME
- TREE
- 29.51 EXISTING SURFACE HEIGHT
- TRACK
- ROAD CENTRELINE
- EDGE OF GRAVEL
- RETAINING WALL
- EDGE OF SEAL
- FACE OF BUILDING
- EASEMENT
- FENCE
- CONCRETE EDGE
- BOTTOM OF BANK
- TOP OF BANK
- G GAS MAIN
- W WATER MAIN
- S SEWER MAIN
- CREEK EDGE
- EXTENT OF 2022 SURVEY

NOTES:
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3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. No boundary marks found unless otherwise noted.
5. Contour interval is 0.5m.
6. PDF to be used in conjunction with DWG file supplied. Some point heights may have been omitted for clarity; see DWG file.

Rev.	Description	Drawn	Date	Checked
A	INITIAL ISSUE	TJ	19/12/22	CM

Scale: 1:500 A1 ORIG. ALL DISTANCES IN METRES
0 5 10 15 20 25

Surveyor: GM
Survey date: 7/12/2022
Precal/Cad: N/A

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N

FEATURE AND CONTOUR SURVEY
LOT 500 ON DEPOSITED PLAN 54957, BROCKMAN HIGHWAY, NANNUP

Client: IDG RESORTS PTY LTD

Survcon SURVEYING SERVICES
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mail@survcon.com.au
www.survcon.com.au

PROJ MNGR. Michael Riddle | DATUM GDA94 AHD

9075_SS2_A
JOB NUMBER TYPE REVISION

SHEET 2 OF 2

NANNUP ALPINE RESORT

PROPOSED TOURISM DEVELOPMENT
cnr DUNNET RD & BROCKMAN HWY
NANNUP | WESTERN AUSTRALIA

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
F	ISSUE FOR DEVELOPMENT APPROVAL	P.M.	A.L.	01.10.2025

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
E	LOCAL DEVELOPMENT PLAN	P.M.	A.L.	02.07.2024
D	ISSUE FOR CLIENT APPROVAL	P.M.	A.L.	22.02.2024
C	AMENDMENTS BY CLIENT	P.M.	A.L.	25.01.2024
B	AMENDMENTS BY CLIENT	P.M.	A.L.	23.11.2022
A	PRELIMINARY ISSUE FOR DISCUSSION	P.M.	A.L.	10.11.2022

PROJECT DESIGNER:
PAUL MESCHIATI AND ASSOCIATES pty ltd
BUILDING DESIGNERS AND PLANNERS
Suite 30, 19 Stirling Hwy
Nedlands, Western Australia 6009
Phone: (08) 6389 0706
Fax: (08) 6389 0708
Email: p.meschiati@globaldial.com
MBDA

IDG Resorts Pty Ltd

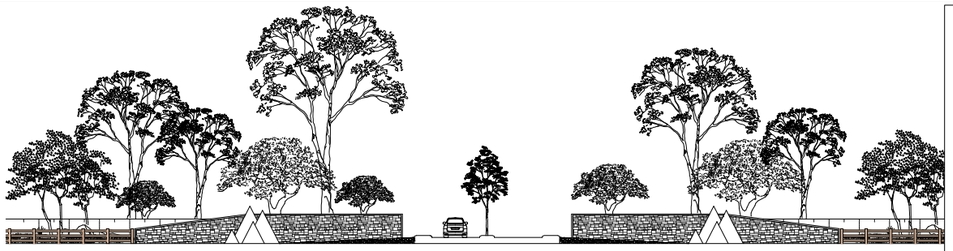
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F
01.10.2025
SHEET No: A00-00 /-

SITE DETAILS

LOT No:	500
ADDRESS:	cnr BROCKMAN HIGHWAY & DUNNET ROAD | NANNUP WESTERN AUSTRALIA
SITE AREA:	8.5945 ha | 85,945 m2
ZONING:	TOURISM



FRONT ELEVATION - RESORT ENTRY

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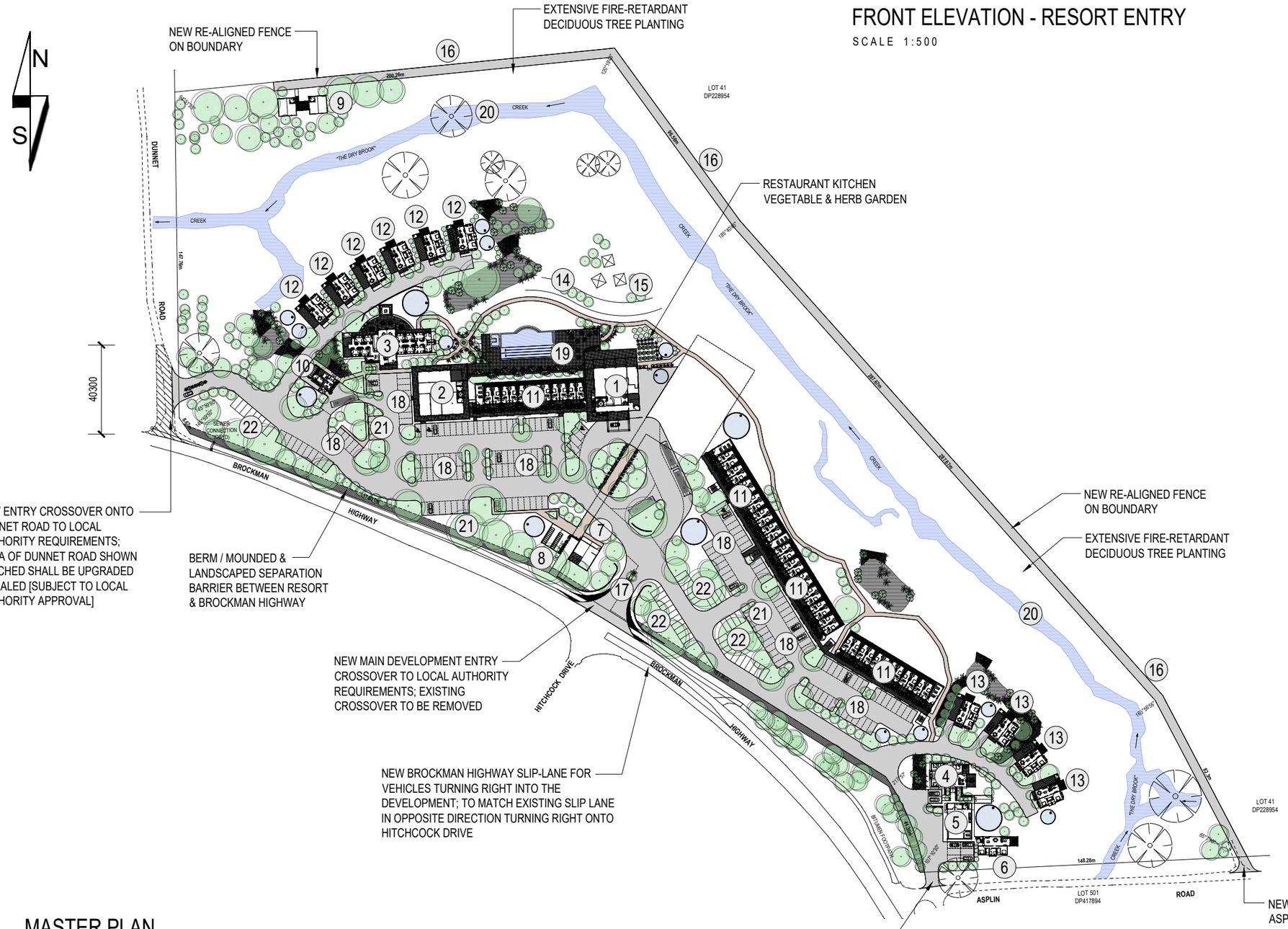

MASTER PLAN

SCALE 1:2000

SCALE 1:2000

MASTER PLAN LEGEND

1. MAIN RECEPTION / RESTAURANT / RECEPTION CENTRE / [2-STOREY BUILDING]
2. TOURIST SHOPS / CAFE / RECEPTION CENTRE / [2-STOREY BUILDING]
3. 40 x BED LODGE
4. MANAGERS RESIDENCE
5. WORKSHOP / MAINTENANCE / STORAGE
6. 2 X STAFF ACCOMMODATION UNITS [2-STOREY BUILDING]
7. GYMNASIUM / ACTIVITY SPACE
8. BICYCLE STORAGE & MAINTENANCE
9. EXERCISE GAZEBO
10. UTILITY BUILDING / BIKE STORE / LINEN STORE / BUS PARKING FOR LODGE
11. 25 x ROOM MOTEL BLOCK & CLEANERS STORE [4 x 2-STOREY BUILDINGS]
12. 2-BED x 2-BATH CHALET "LAKEVIEW" [6 x BUILDINGS]
13. 2-BED x 2-BATH CHALET "EMU WALK" [4 x BUILDINGS]
14. TERRACED & LANDSCAPED RETAINING WALLS
15. KIDS NATURE PLAYGROUND
16. BOUNDARY FIRE BREAK / ACCESS TRACK
17. MAIN RESORT ENTRY & SIGNAGE
18. GENERAL CARPARK
19. [OPTIONAL] SWIMMING POOL & SPA
20. EXISTING WATERWAY "THE DRY BROOK"
21. ELECTRIC VEHICLE CHARGING STATION 12 x BAYS TOTAL
22. GRASSED AREA FOR OVERFLOW EVENT CARPARKING [EST. 44 x BAYS]

PRELIMINARY
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CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
F	ISSUE FOR DEVELOPMENT APPROVAL	P.M.	A.L.	01.10.2025
E	LOCAL DEVELOPMENT PLAN	P.M.	A.L.	02.07.2024
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C	AMENDMENTS BY CLIENT	P.M.	A.L.	25.01.2024
B	AMENDMENTS BY CLIENT	P.M.	A.L.	23.11.2022
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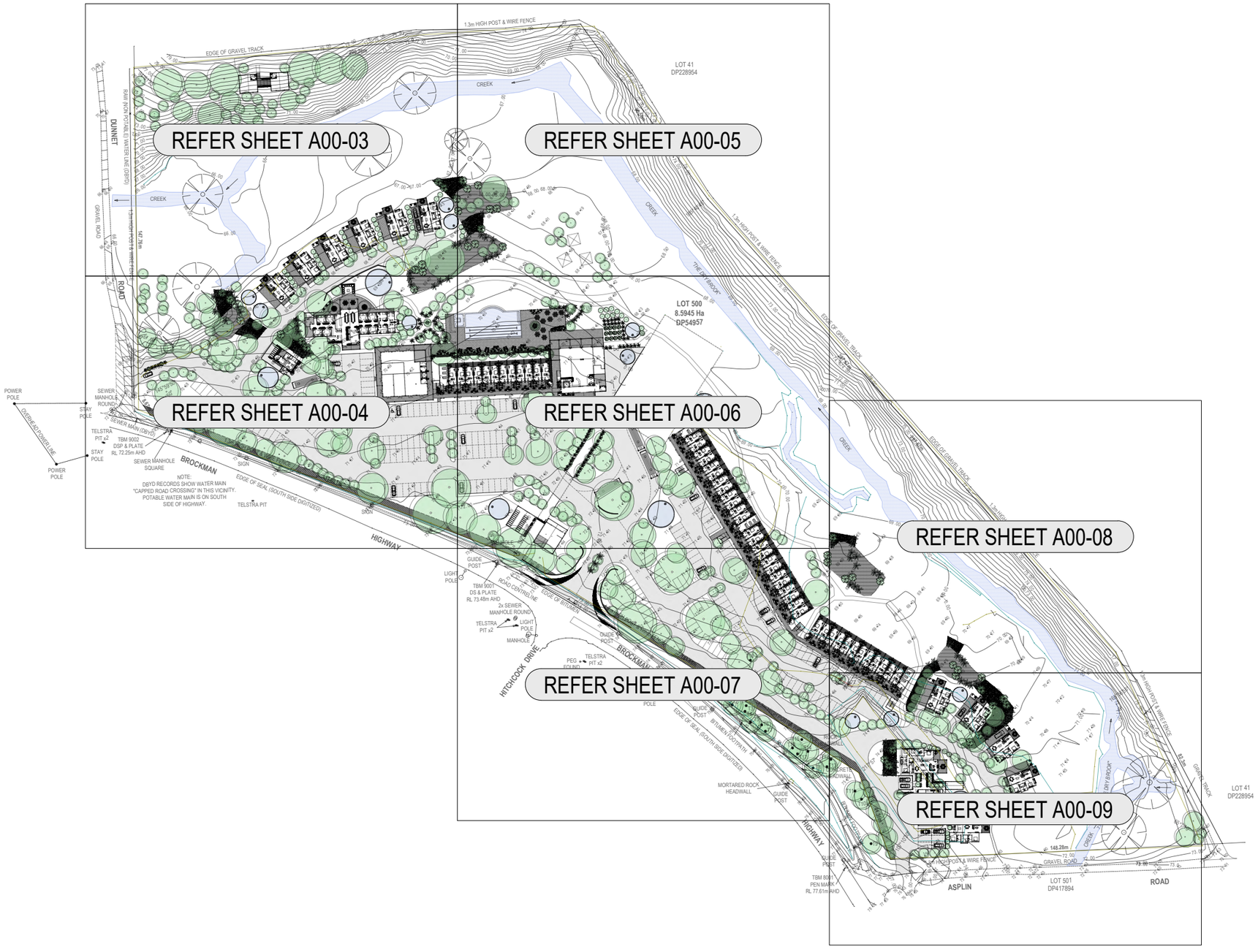
PROJECT DESIGNER:
PAUL MESCHIATI AND ASSOCIATES pty ltd
BUILDING DESIGNERS AND PLANNERS
Suite 30, 18 Stirling Hwy
Nedlands, Western Australia 6009
Phone: (08) 6389 0706
Fax: (08) 6389 0708
Email: p.meschiati@globaldial.com
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F
01.10.2025
PROJECT No: 447-022
SHEET No: A00-01 /-



SITE REFERENCE PLAN

SCALE 1:2000

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SCALE 1:2000

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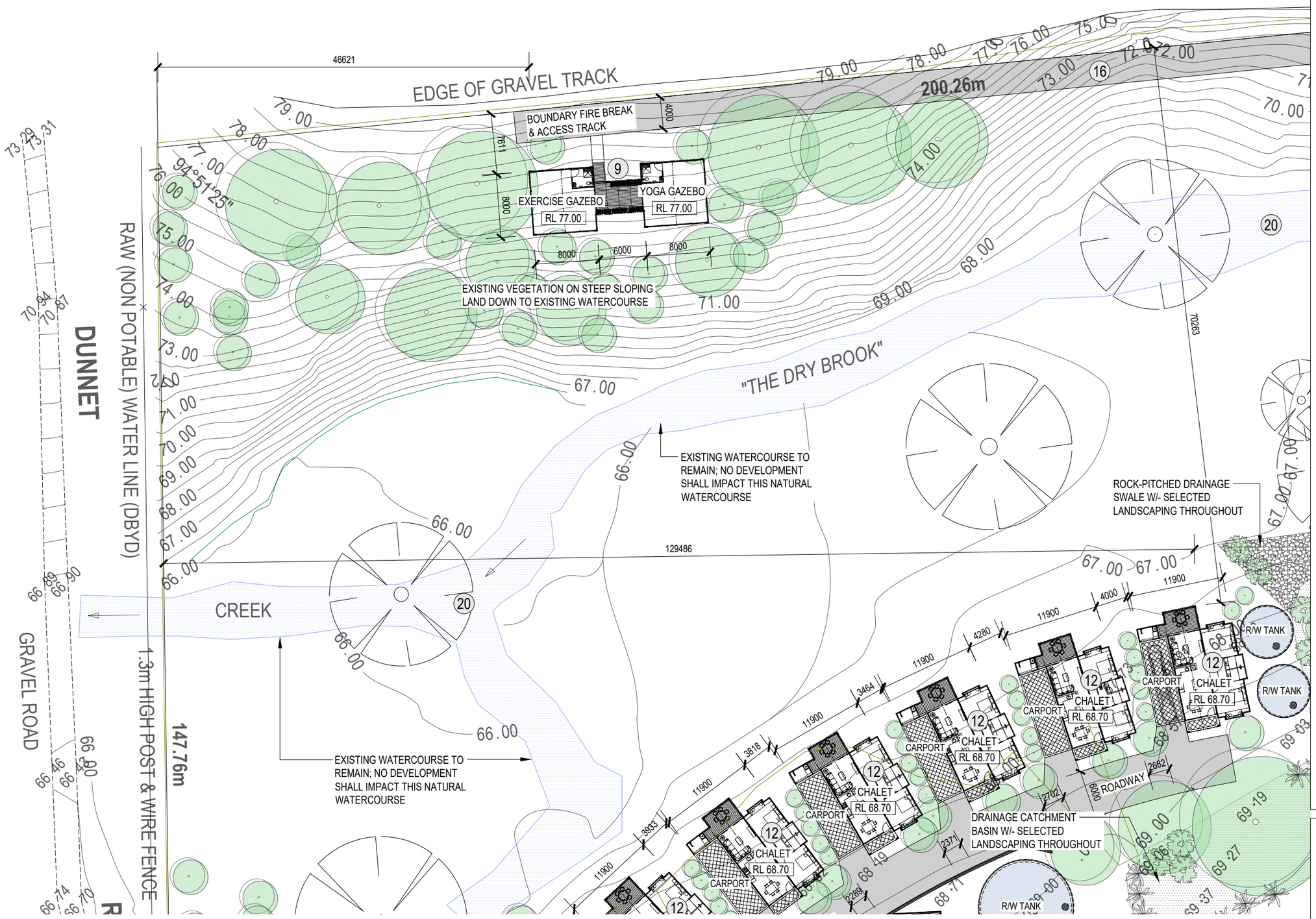
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A00-02 /-



SITE LAYOUT [PART]

SCALE 1:500

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SCALE 1:500

MASTER PLAN LEGEND

1. MAIN RECEPTION / RESTAURANT / RECEPTION CENTRE / [2-STOREY BUILDING]
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3. 40 x BED LODGE
4. MANAGERS RESIDENCE
5. WORKSHOP / MAINTENANCE / STORAGE
6. 2 X STAFF ACCOMMODATION UNITS [2-STOREY BUILDING]
7. GYMNASIUM / ACTIVITY SPACE
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9. EXERCISE GAZEBO
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18. GENERAL CARPARK
19. [OPTIONAL] SWIMMING POOL & SPA
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LOCALITY PLAN

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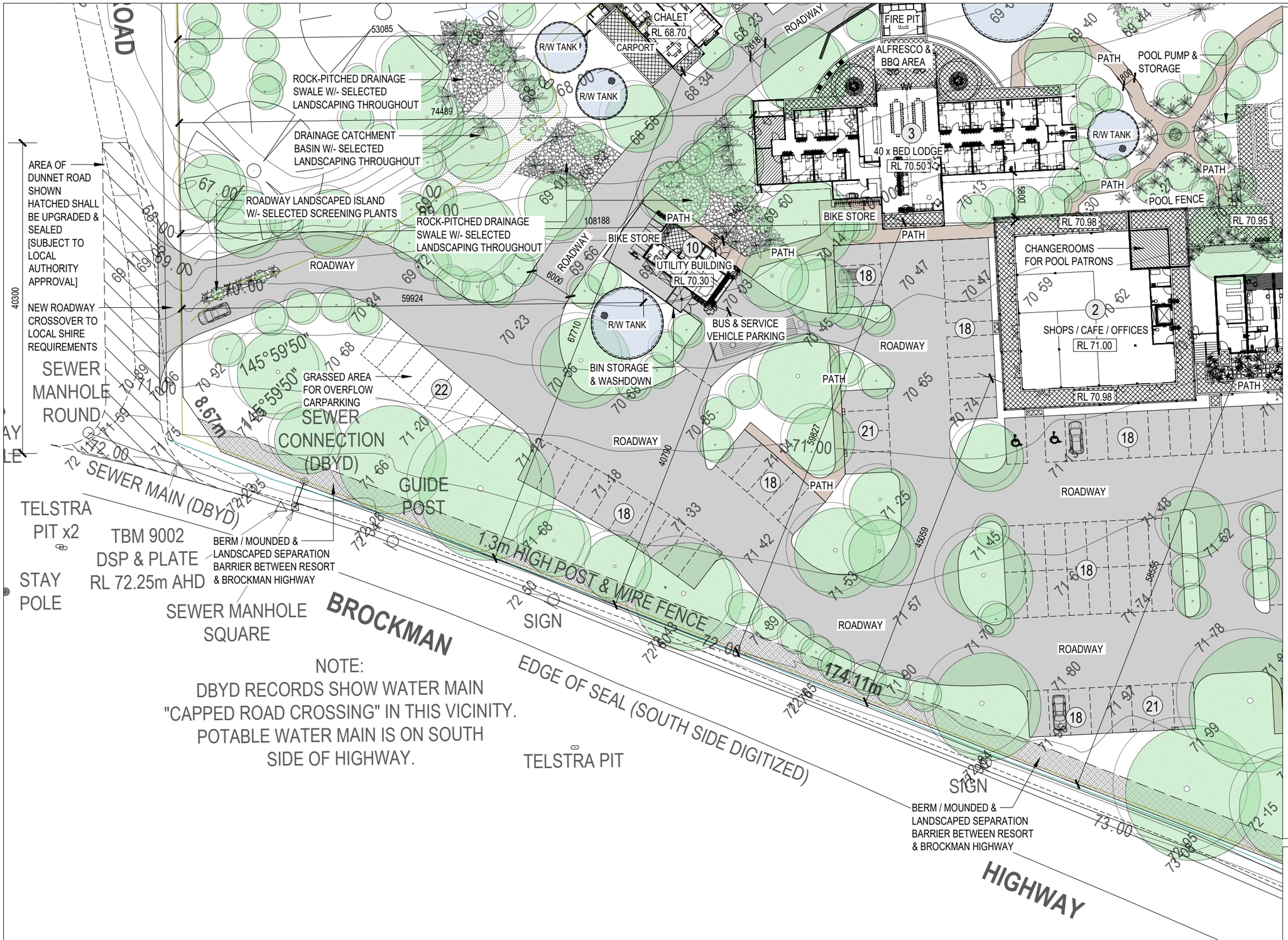
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F
PROJECT No: 447-022
01.10.2025
SHEET No: A00-03 /-



MASTER PLAN LEGEND

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LOCALITY PLAN

SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

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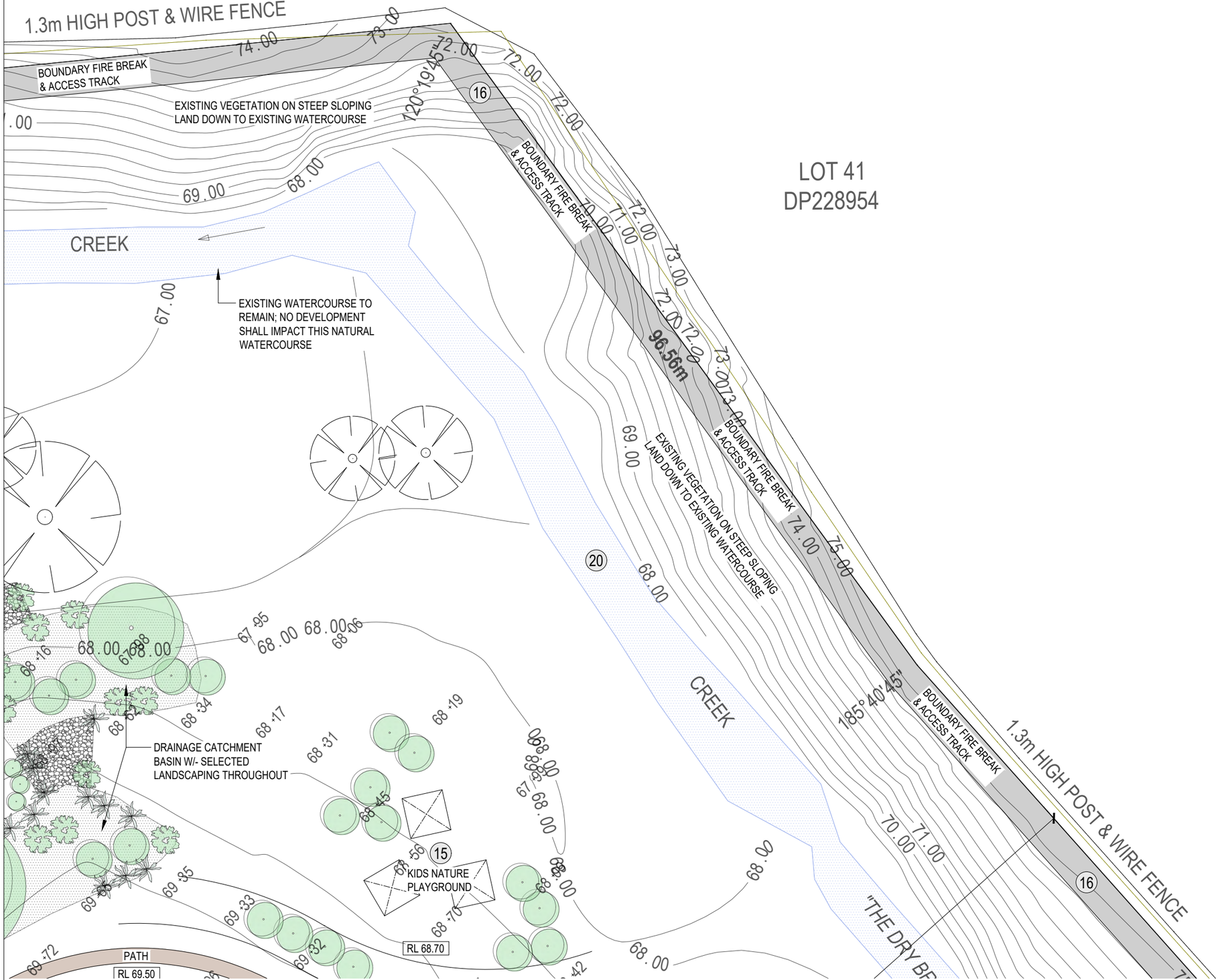
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	
SHEET No:	
A00-04 /-	



SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

MASTER PLAN LEGEND

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3. 40 x BED LODGE
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LOCALITY PLAN

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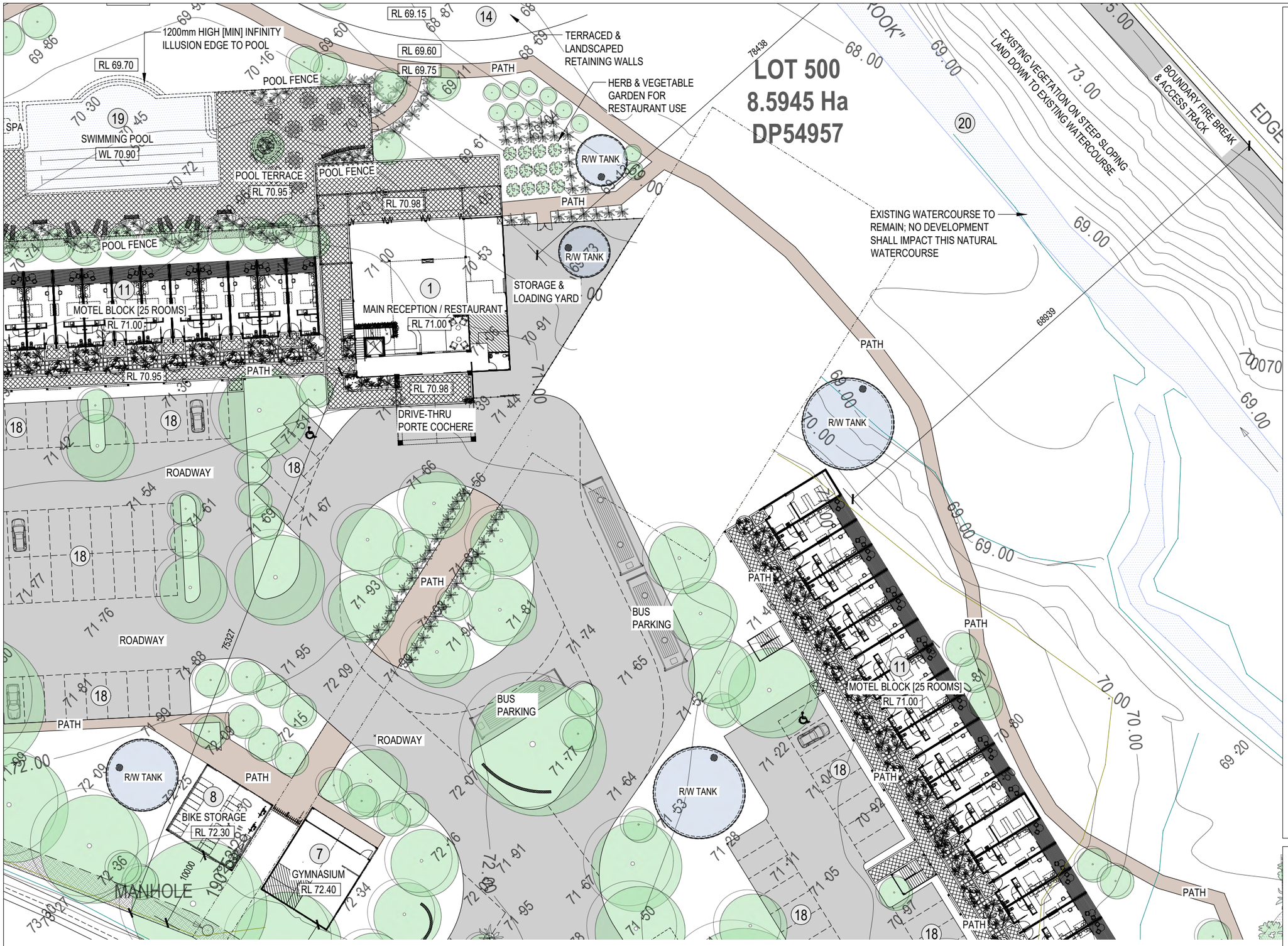
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A00-05 /-



MASTER PLAN LEGEND

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LOCALITY PLAN

SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

PRELIMINARY
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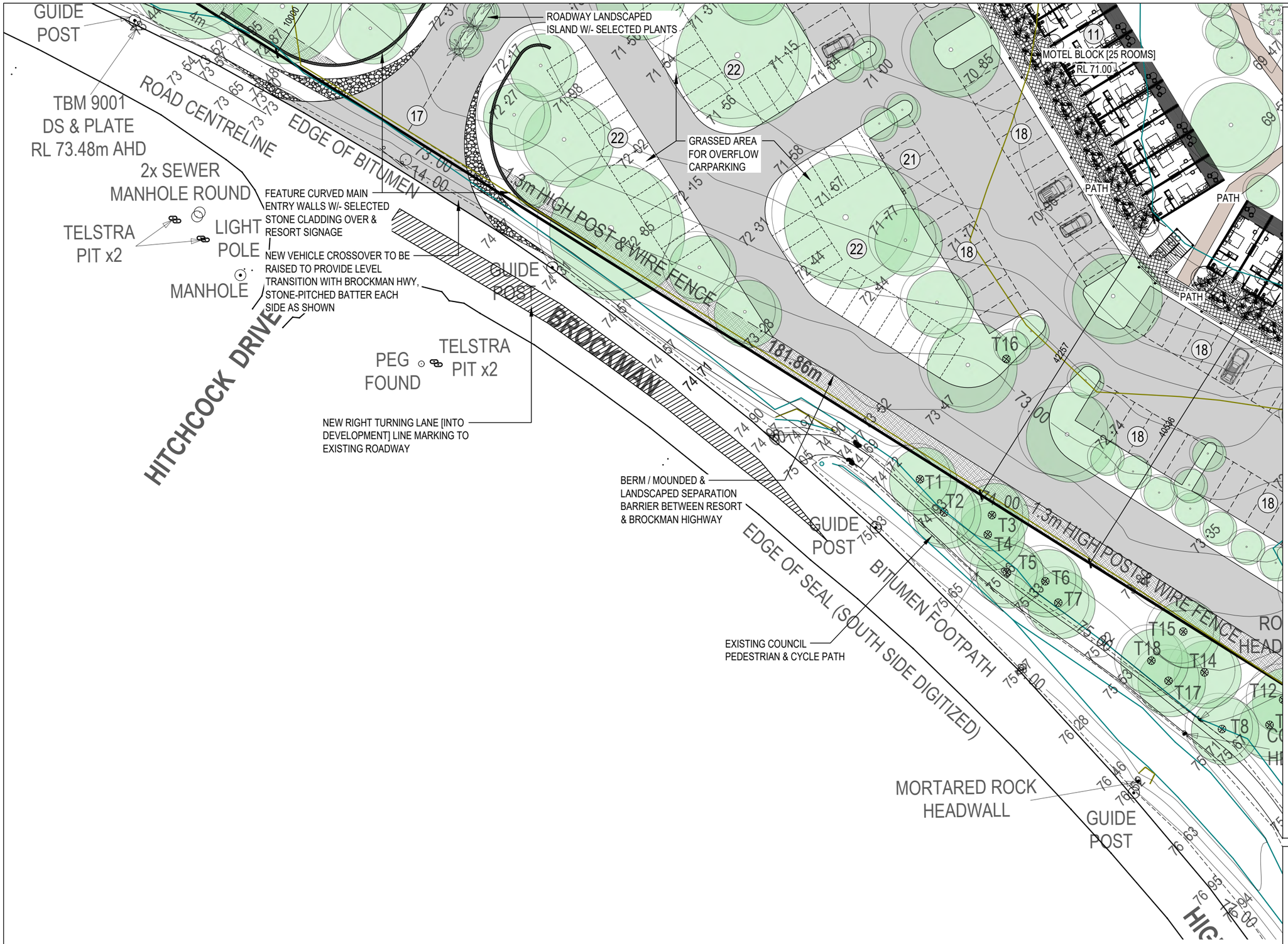
Fax: (08) 6389 0708
Email: p.meschiati@globaldial.com
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	
SHEET No:	
A00-06 /-	



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LOCALITY PLAN

SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

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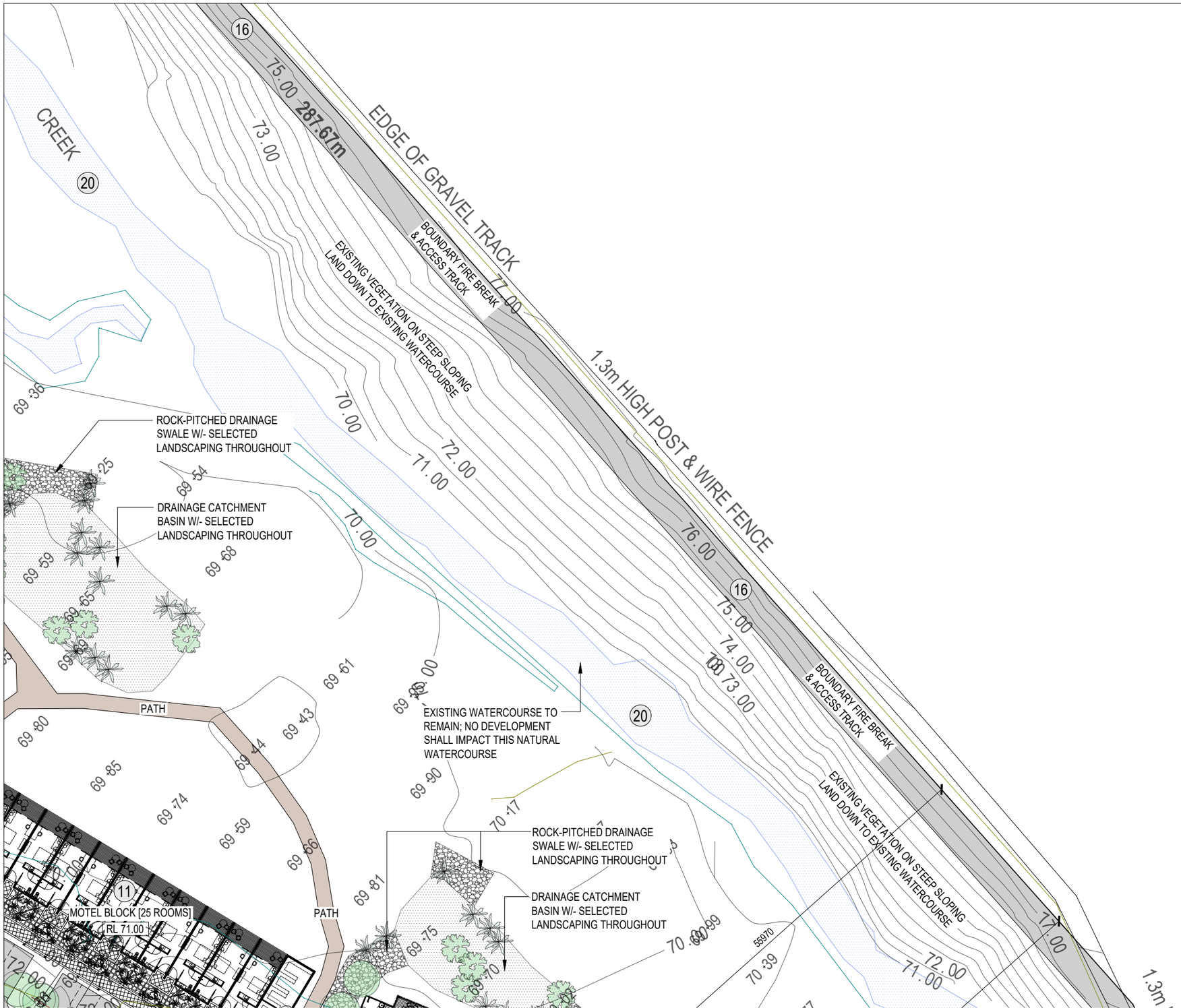
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	

SHEET No:
A00-07 /-



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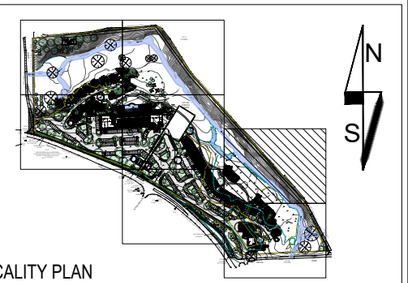

LOCALITY PLAN

SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

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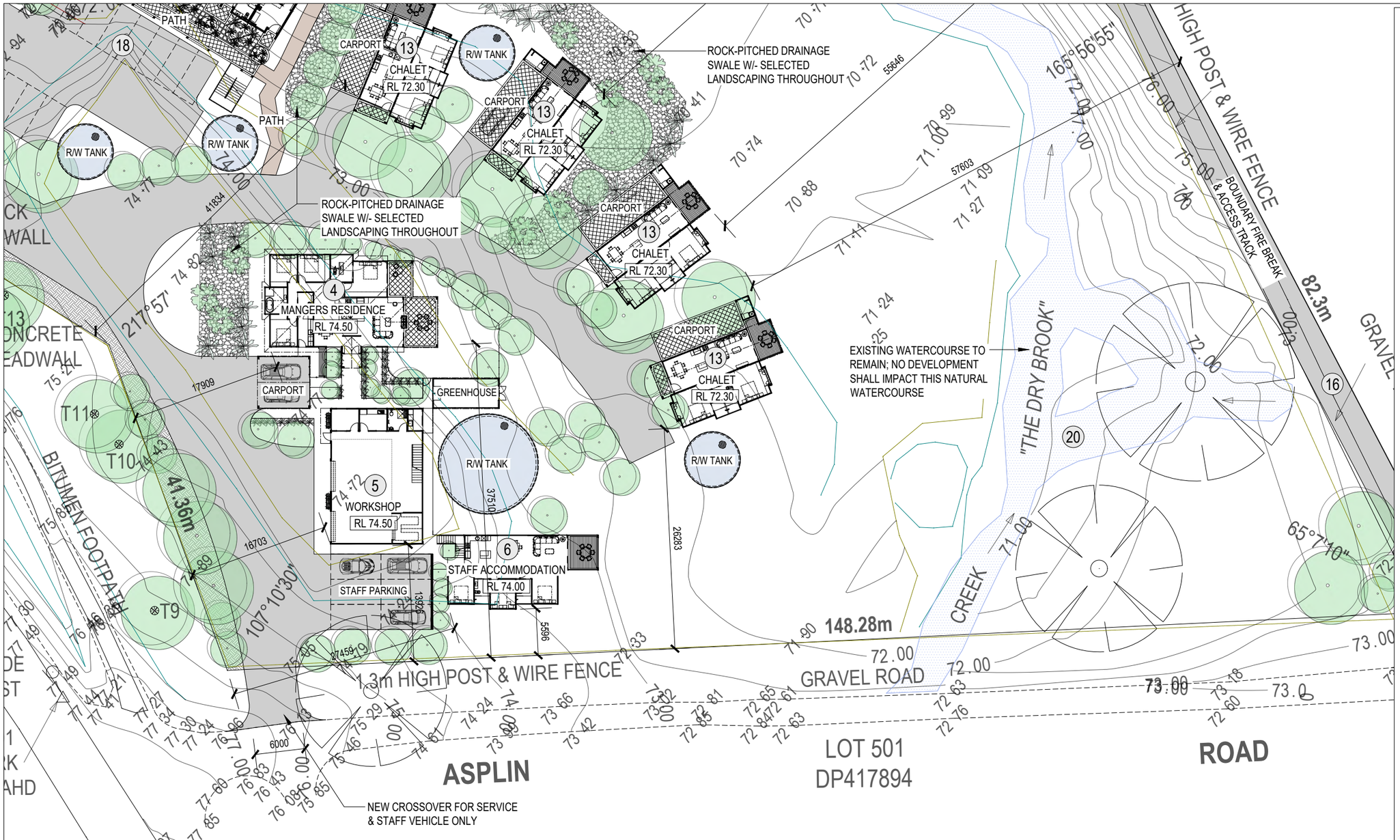
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No: 447-022	01.10.2025
SHEET No: A00-08 /-	



MASTER PLAN LEGEND

1. MAIN RECEPTION / RESTAURANT / RECEPTION CENTRE / [2-STOREY BUILDING]
2. TOURIST SHOPS / CAFE / RECEPTION CENTRE / [2-STOREY BUILDING]
3. 40 x BED LODGE
4. MANAGERS RESIDENCE
5. WORKSHOP / MAINTENANCE / STORAGE
6. 2 X STAFF ACCOMMODATION UNITS [2-STOREY BUILDING]
7. GYMNASIUM / ACTIVITY SPACE
8. BICYCLE STORAGE & MAINTENANCE
9. EXERCISE GAZEBO
10. UTILITY BUILDING / BIKE STORE / LINEN STORE / BUS PARKING FOR LODGE
11. 25 x ROOM MOTEL BLOCK & CLEANERS STORE [4 x 2-STOREY BUILDINGS]
12. 2-BED x 2-BATH CHALET "LAKEVIEW" [6 x BUILDINGS]
13. 2-BED x 2-BATH CHALET "EMU WALK" [4 x BUILDINGS]
14. TERRACED & LANDSCAPED RETAINING WALLS
15. KIDS NATURE PLAYGROUND
16. BOUNDARY FIRE BREAK / ACCESS TRACK
17. MAIN RESORT ENTRY & SIGNAGE
18. GENERAL CARPARK
19. [OPTIONAL] SWIMMING POOL & SPA
20. EXISTING WATERWAY "THE DRY BROOK"
21. ELECTRIC VEHICLE CHARGING STATION 12 x BAYS TOTAL
22. GRASSED AREA FOR OVERFLOW EVENT CARPARKING [EST. 44 x BAYS]

LOCALITY PLAN

SITE LAYOUT [PART]

SCALE 1:500

10 0 10 20

SCALE 1:500

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
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PROJECT DESIGNER:
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Fax: (08) 6389 0708
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MBDA

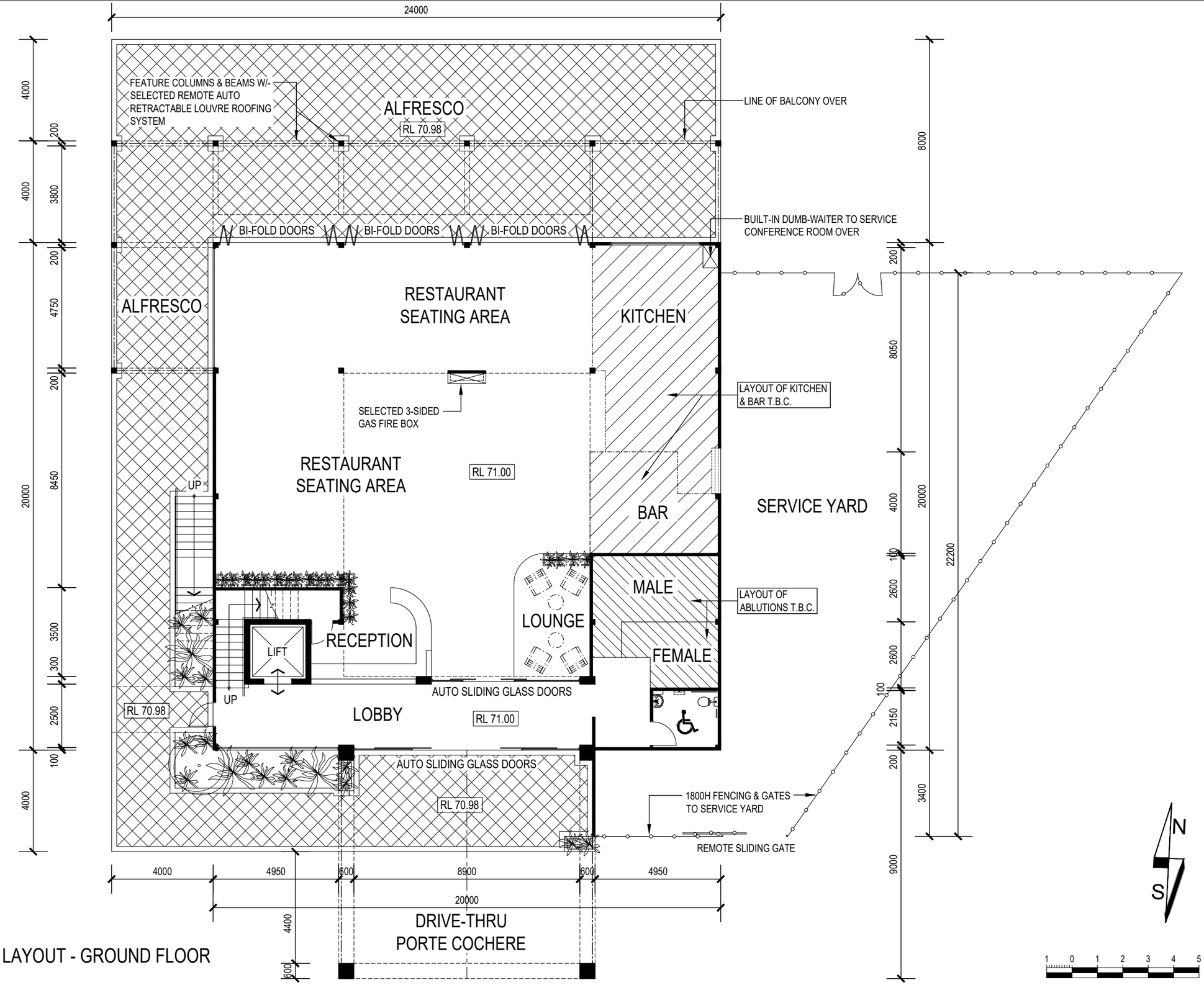
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	
SHEET No:	
A00-09 /-	

GF BUILDING AREAS

RECEPTION / LOBBY	115 m2
RESTAURANT	182 m2
KITCHEN / BAR	63 m2
TOILETS	40 m2
ALFRESCO	212 m2
TOTAL	612 m2



BUILDING (1)

MAIN RECEPTION / RESTAURANT LAYOUT - GROUND FLOOR

SCALE 1:150

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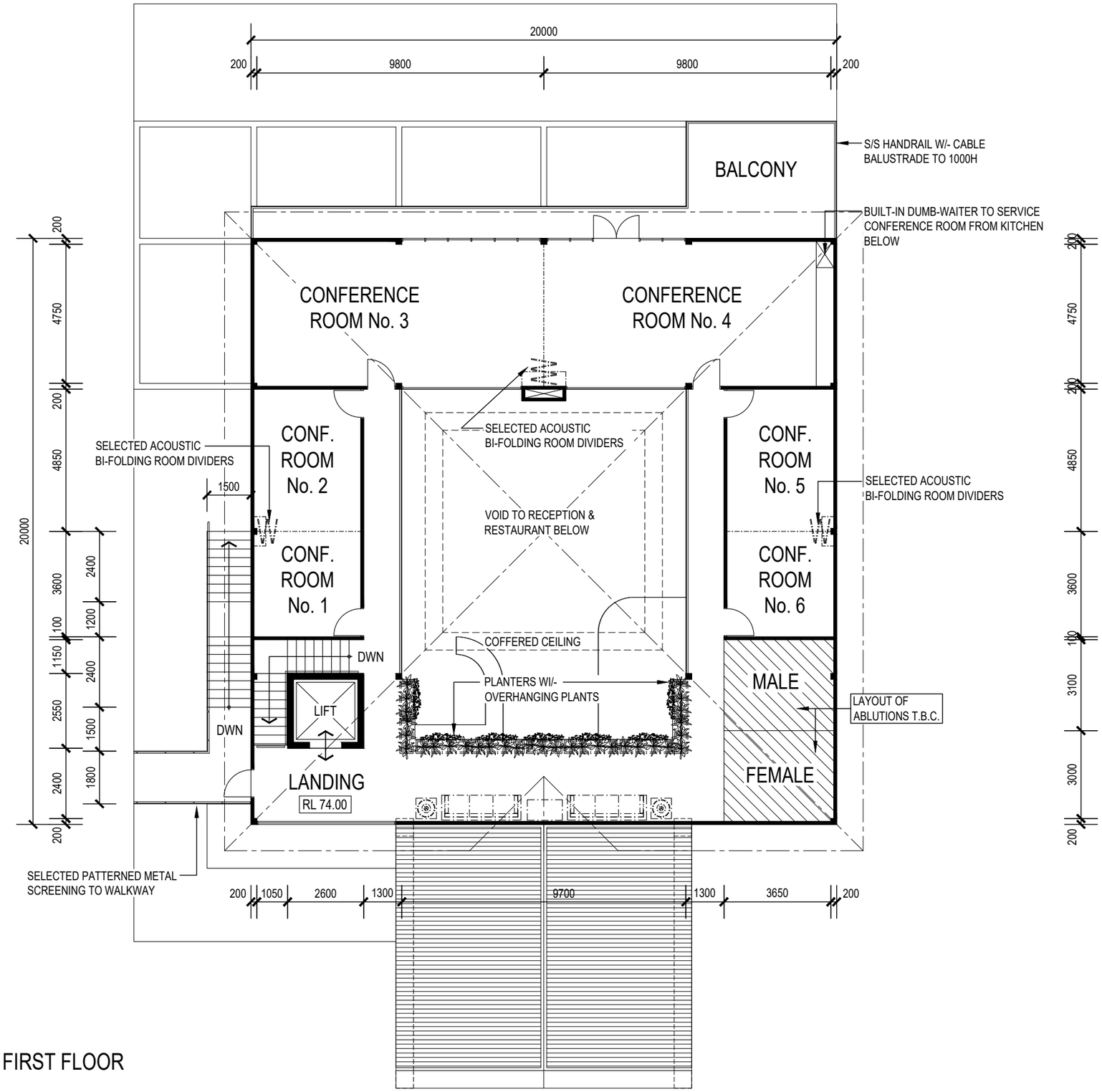
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A01-01 /-

FF BUILDING AREAS

LANDING / WALKWAYS	93 m2
CONFERENCE ROOMS	168 m2
TOILETS	24 m2
TOTAL	285 m2



BUILDING (1)

CONFERENCE ROOMS LAYOUT - FIRST FLOOR

SCALE 1:150

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DRAWN:	REVISION No:
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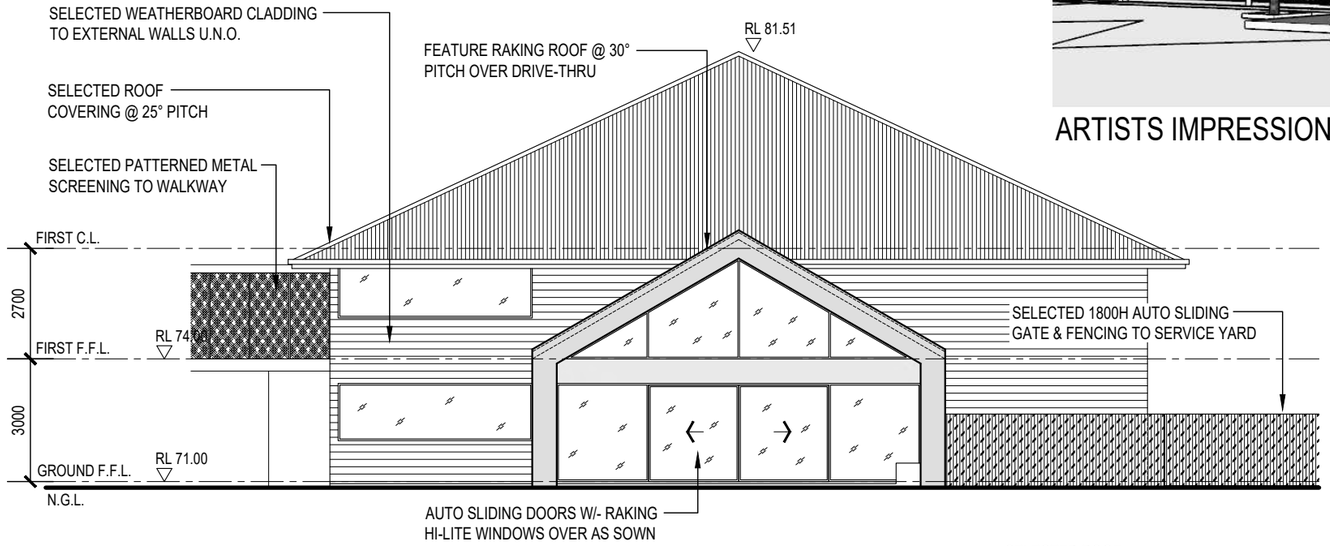
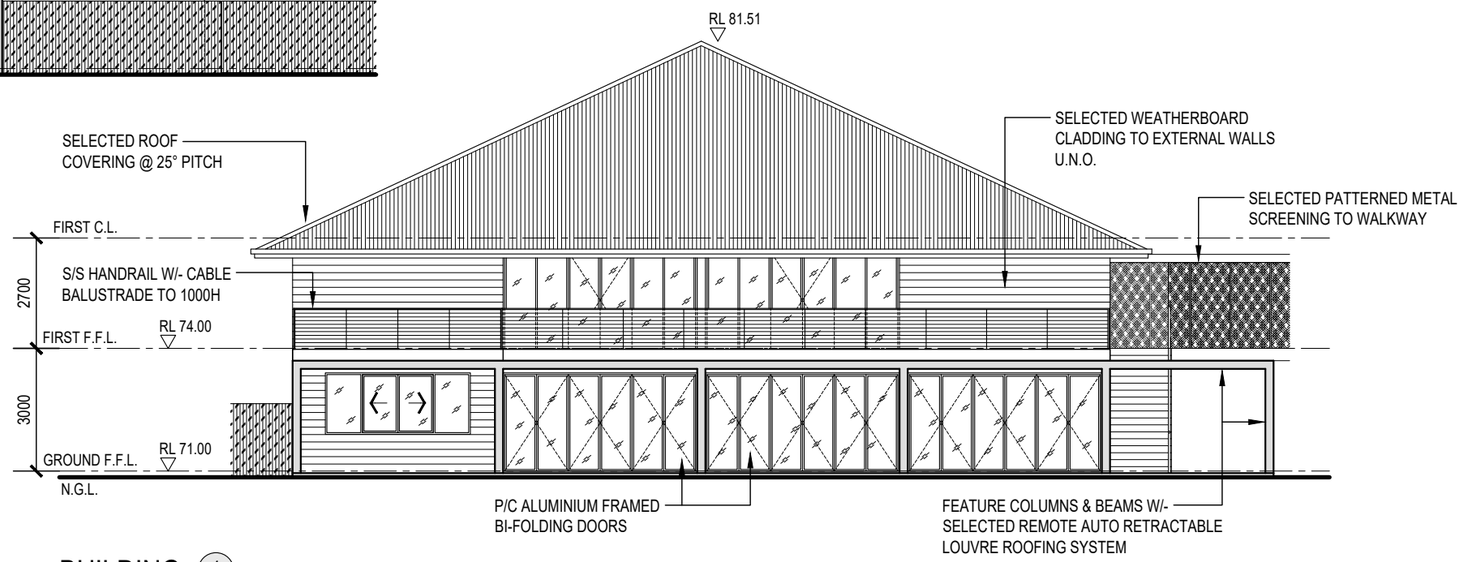
PROJECT No: 447-022	01.10.2025
SHEET No: A01-02 /-	

ARTISTS IMPRESSION - FRONT VIEW



BUILDING 1
FRONT ELEVATION
SCALE 1:150



BUILDING 1
REAR ELEVATION
SCALE 1:150

1 0 1 2 3 4 5
SCALE 1:150

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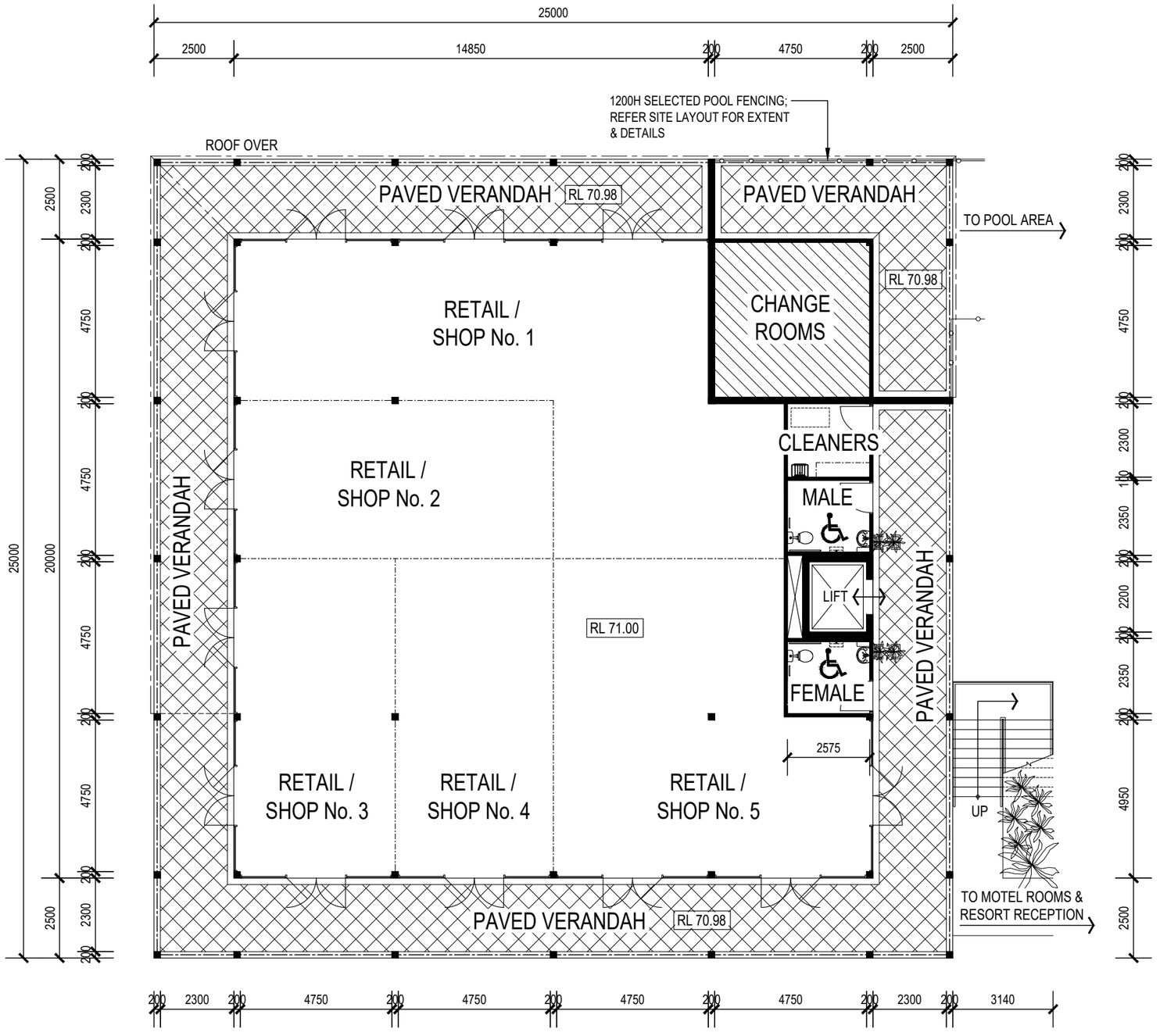
SHEET No: A01-03 /-

GF BUILDING AREAS

RETAIL / SHOPS	346 m2
TOILETS	22 m2
LIFT	6 m2
CHANGEROOMS	27 m2
VERANDAH	225 m2
TOTAL	626 m2



BUILDING (2)

RETAIL / SHOPS LAYOUT - GROUND FLOOR

SCALE 1:150

SCALE 1:150

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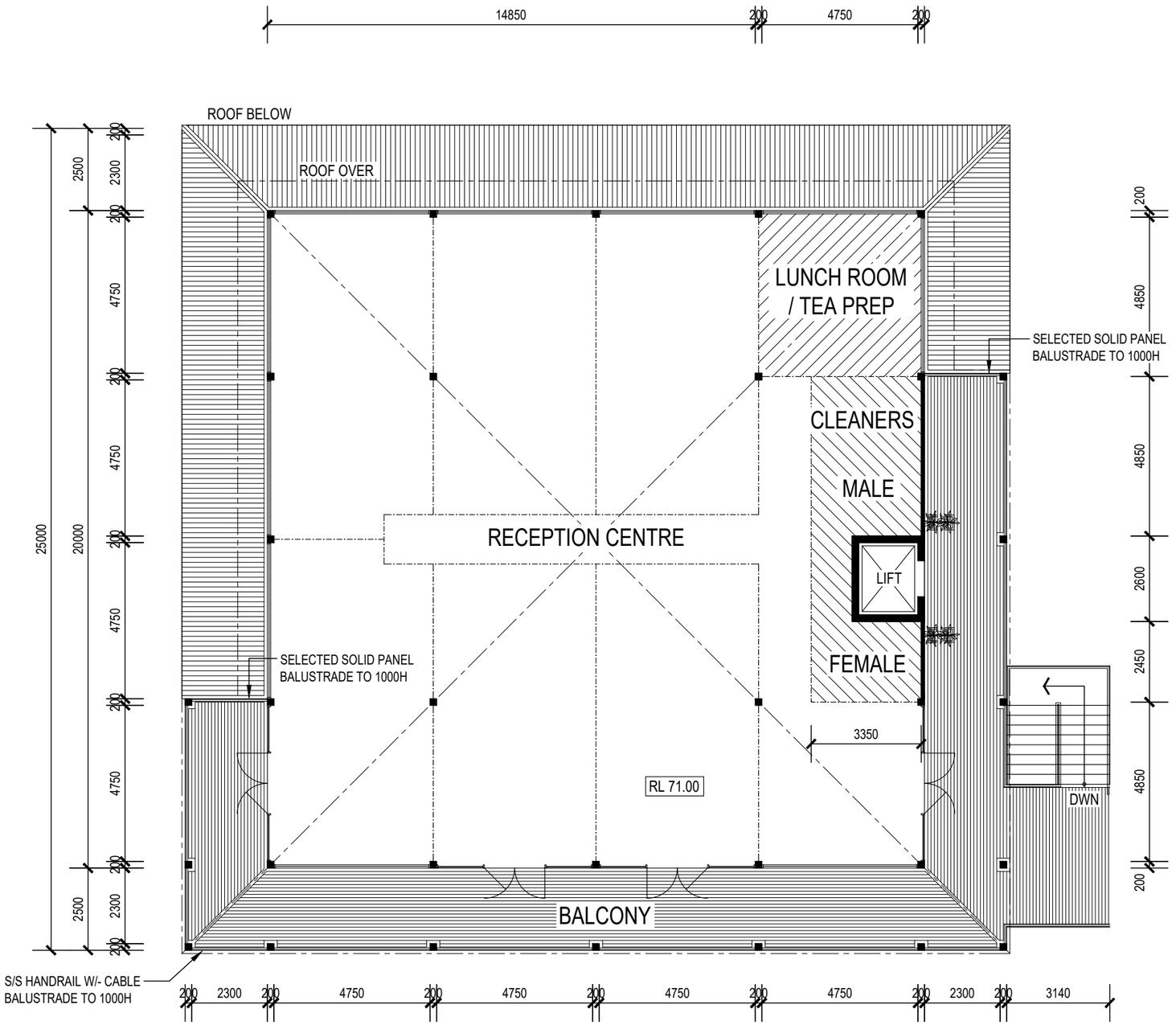
SHEET No: A02-01 /-

FF BUILDING AREAS

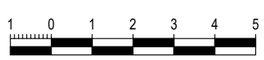
RECEPTION CENTRE	294 m2
BOARDROOM	46 m2
TOILETS	28 m2
LUNCH ROOM / TEA PREP	25 m2
LIFT	6 m2
BALCONY	113 m2
TOTAL	512 m2



BUILDING (2)

OFFICE SUITES LAYOUT - FIRST FLOOR

SCALE 1:150



SCALE 1:150

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WESTERN AUSTRALIA

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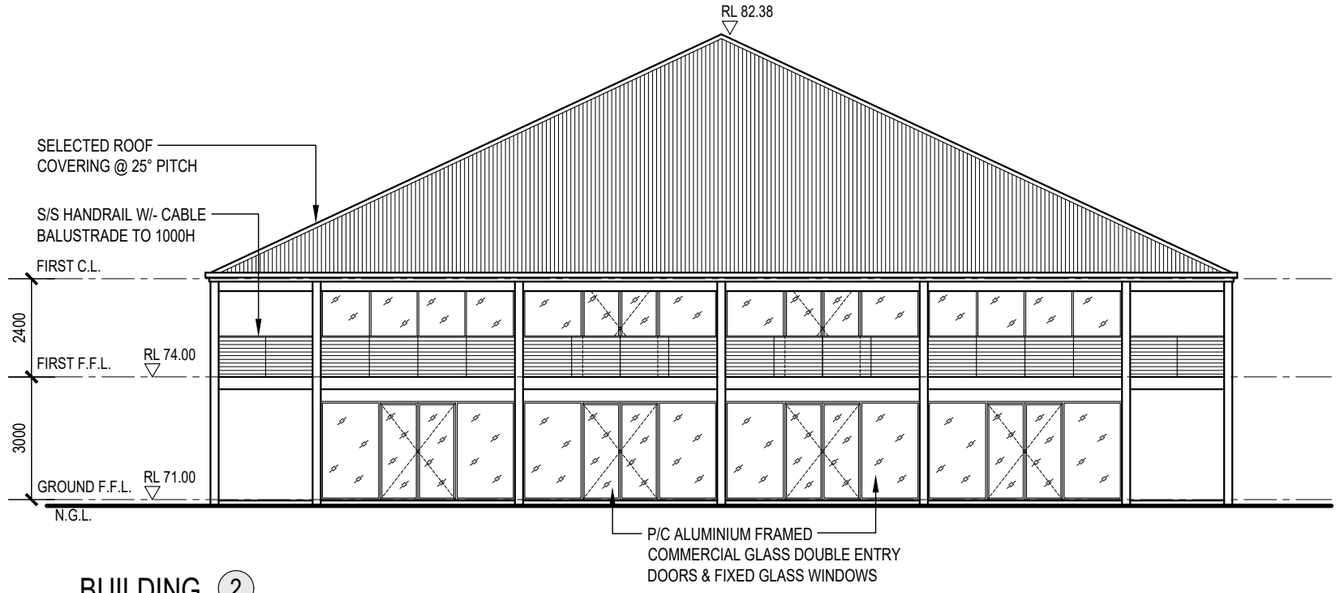
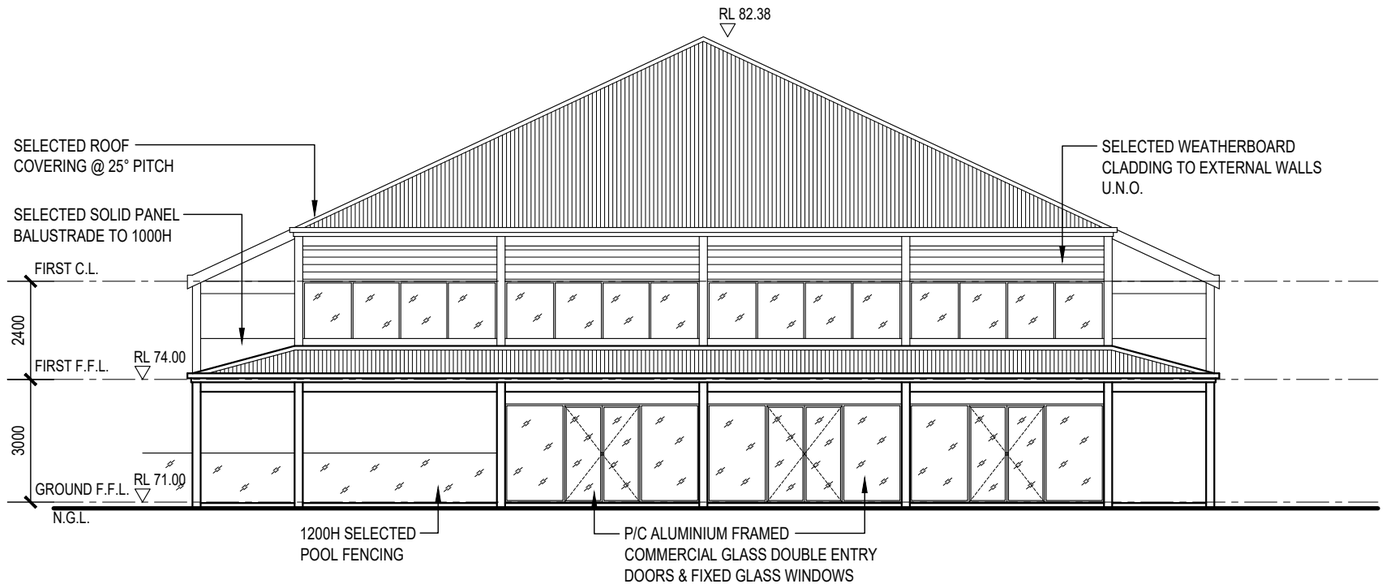


BUILDING (2)

FRONT ELEVATION

SCALE 1:150



BUILDING (2)

REAR ELEVATION

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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PROPOSED TOURISM DEVELOPMENT

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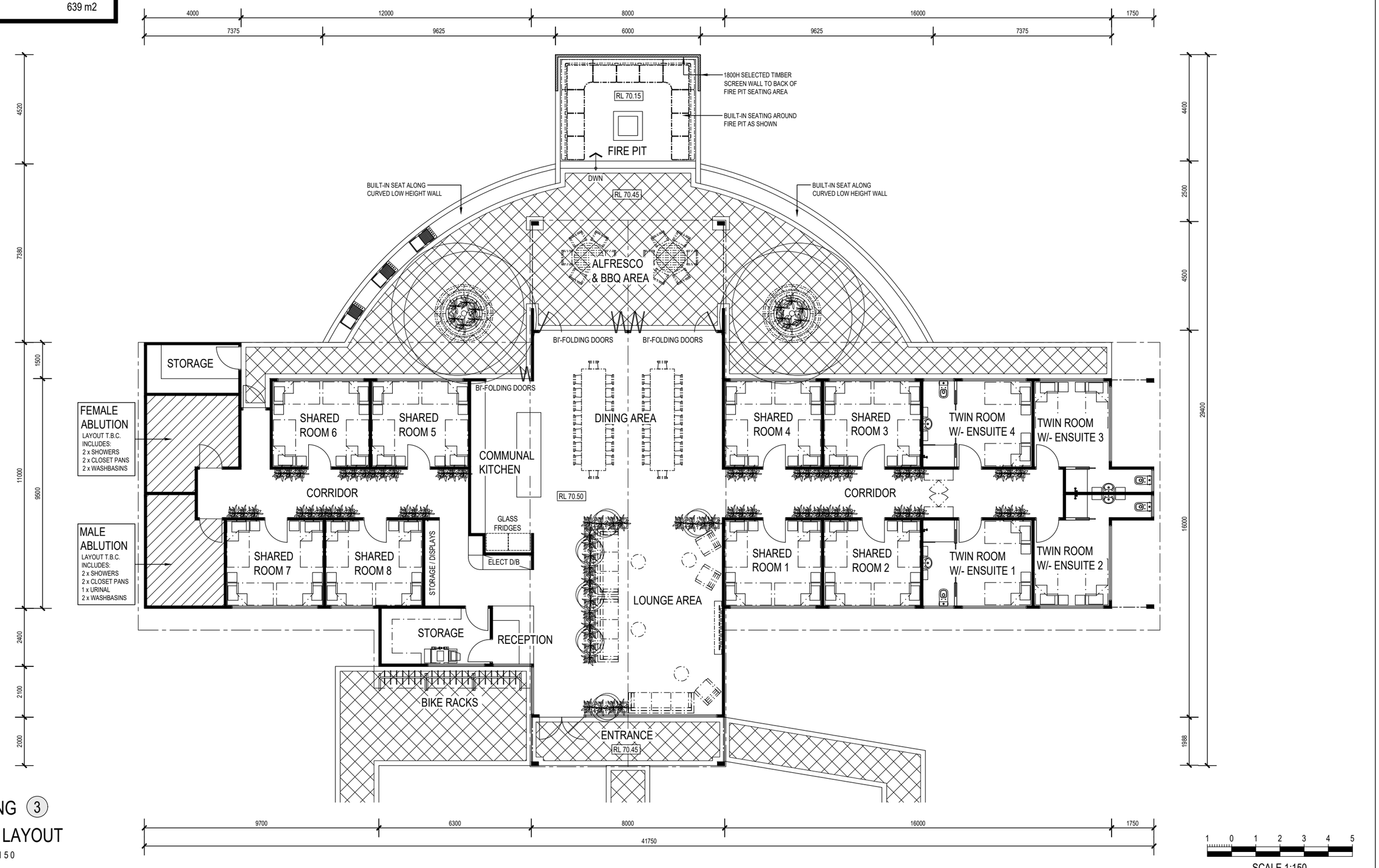
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A02-03 /-

BUILDING AREAS

MAIN BUILDING	457 m2
ALFRESCO	182 m2
TOTAL	639 m2



SCALE 1:150

BUILDING 3
LODGE LAYOUT

SCALE 1:150

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WESTERN AUSTRALIA

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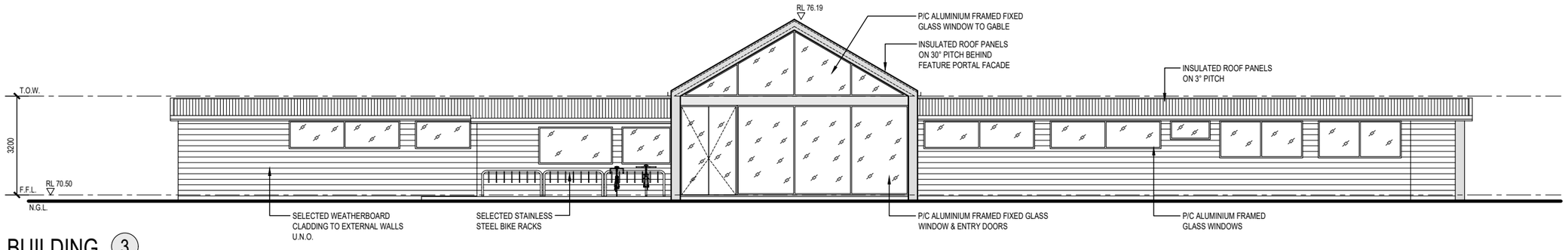
REVISION No: F
PROJECT No: 447-022
01.10.2025
SHEET No: A03-01 /-

ARTISTS IMPRESSION - FRONT VIEW

ARTISTS IMPRESSION - FRONT VIEW



BUILDING (3)

FRONT ELEVATION

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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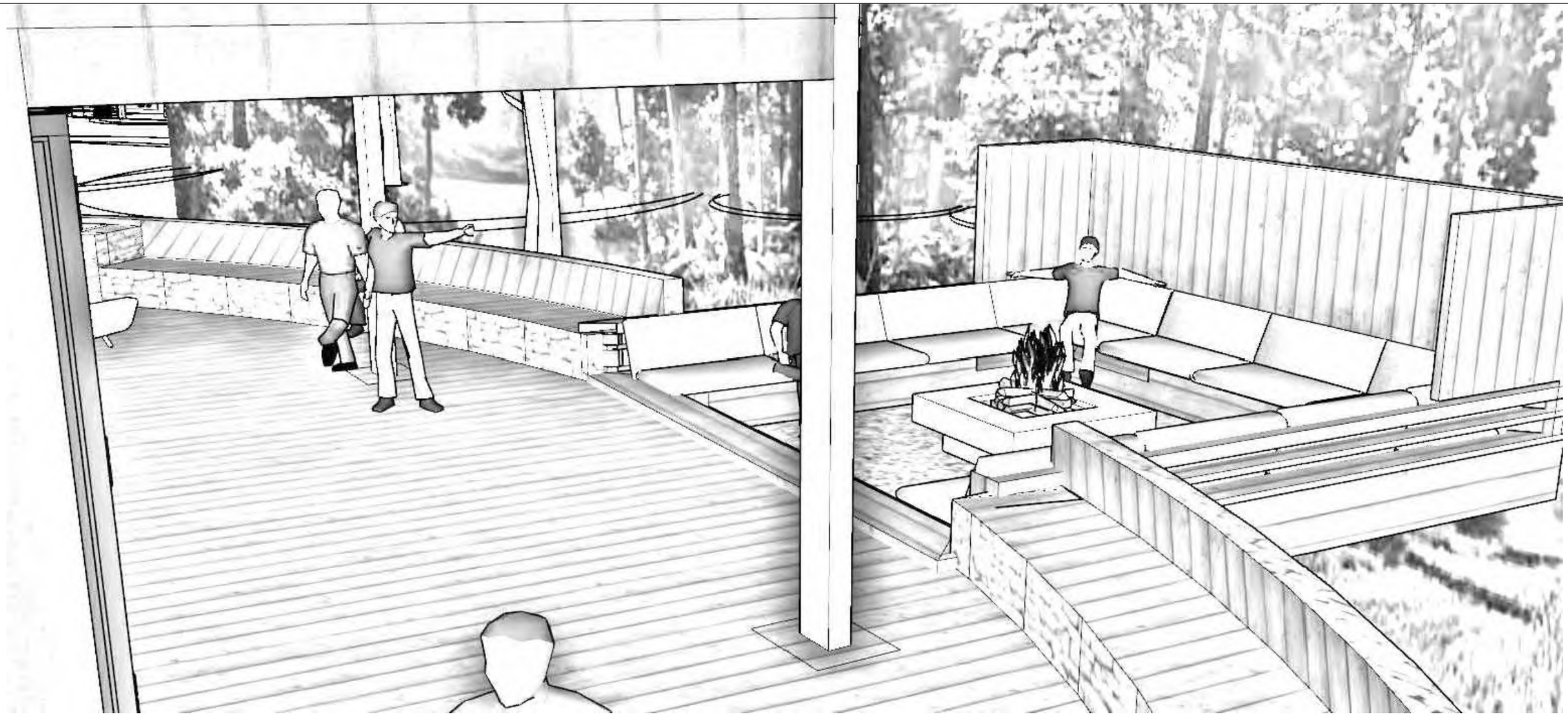
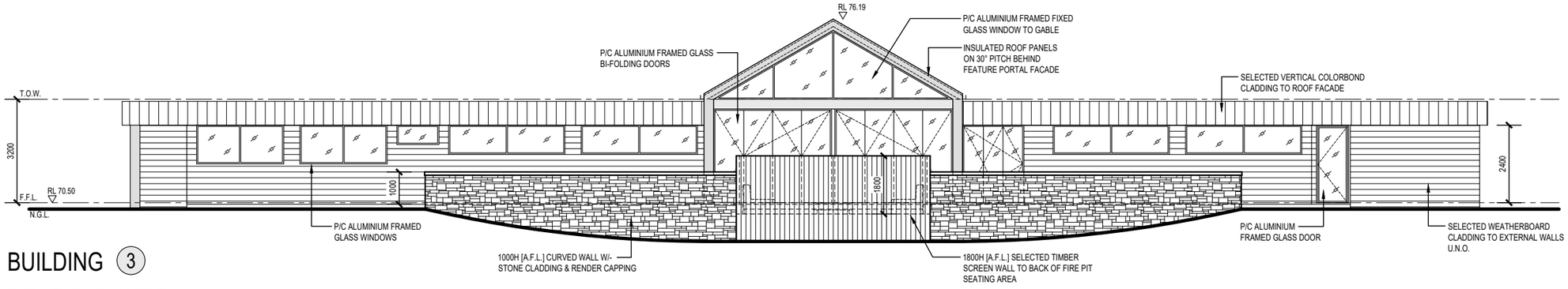


ARTISTS IMPRESSION - REAR VIEW



BUILDING 3

REAR ELEVATION

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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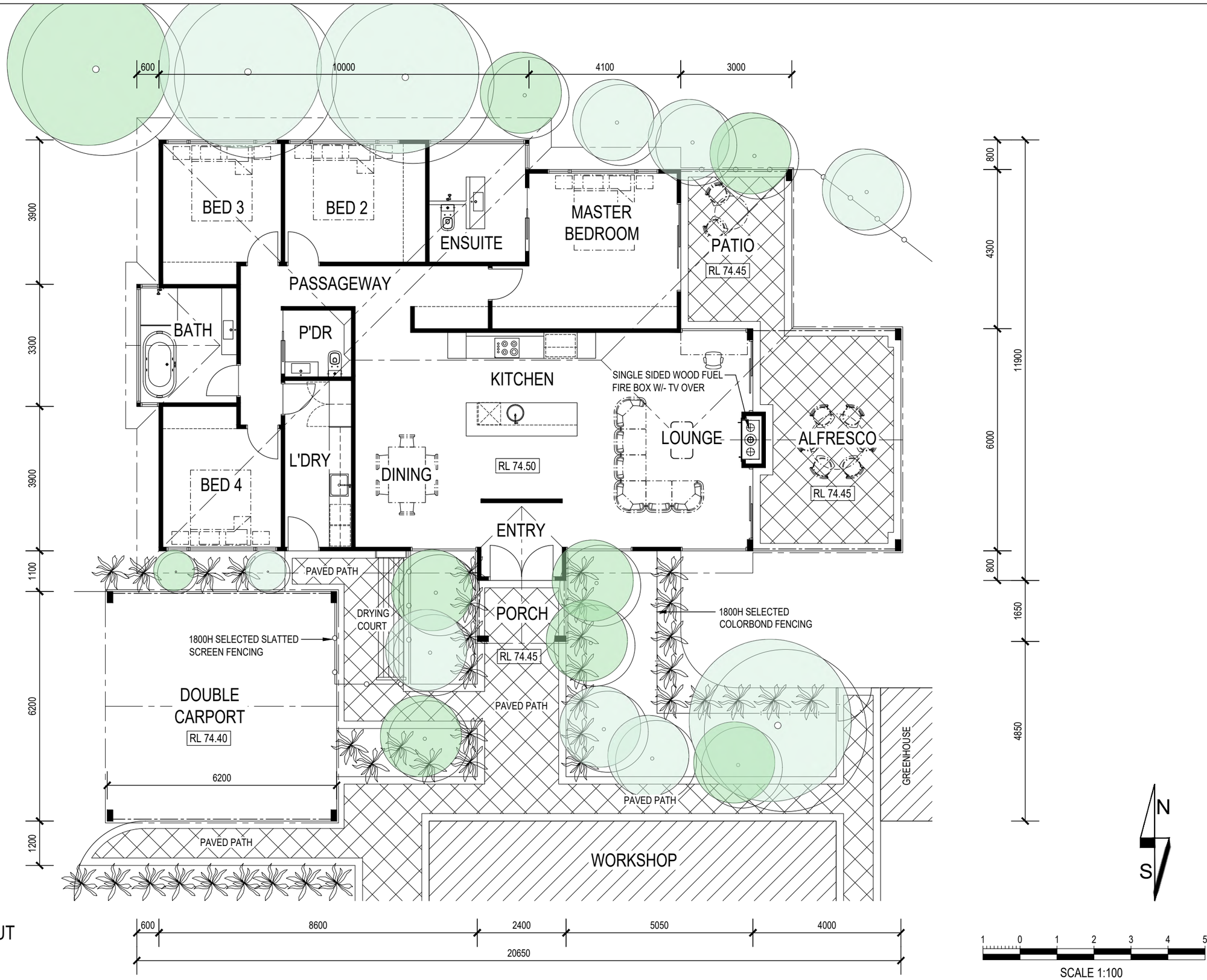
BUILDING AREAS

MAIN BUILDING	169 m2
ALFRESCO	36 m2
DOUBLE CARPORT	38 m2
TOTAL	243 m2



ELEVATION GUIDE

BUILDING 4

MANAGERS RESIDENCE LAYOUT

SCALE 1:100

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1 0 1 2 3 4 5

SCALE 1:100

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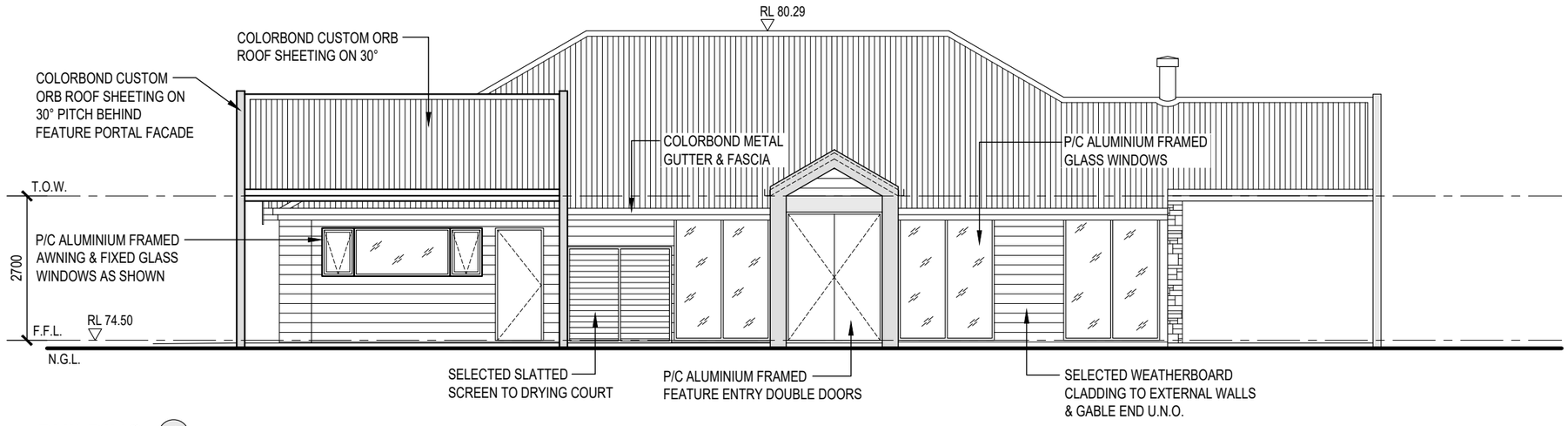
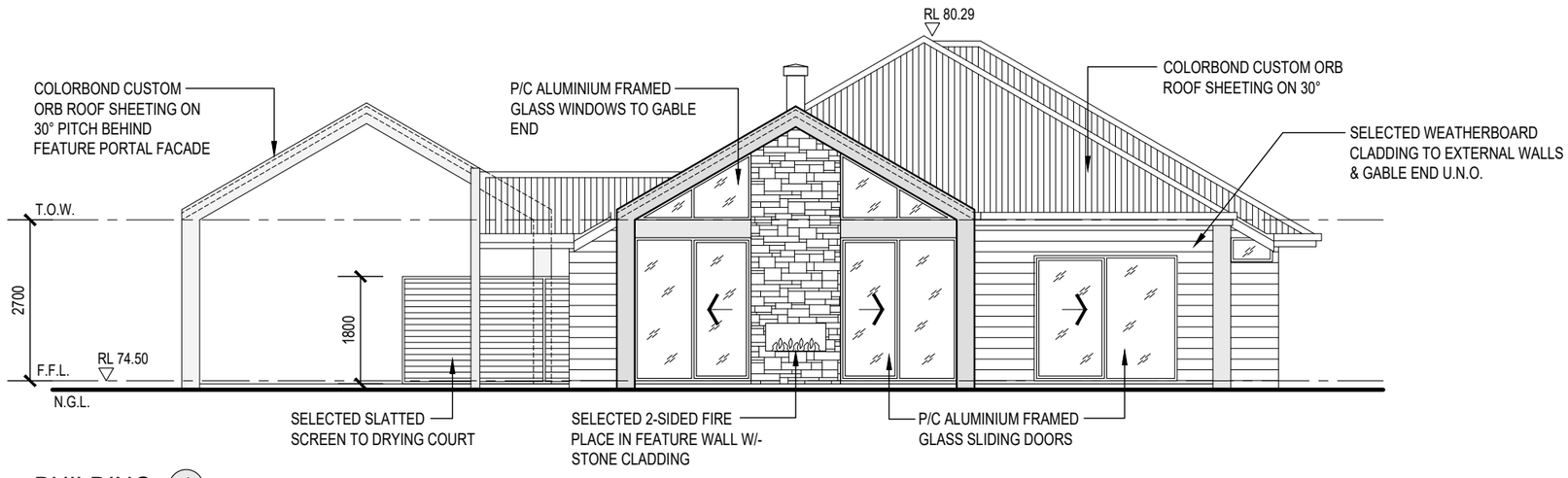


BUILDING (4)

ELEVATION No. 1

SCALE 1:100



BUILDING (4)

ELEVATION No. 2

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
F	ISSUE FOR DEVELOPMENT APPROVAL	P.M.	A.L.	01.10.2025
E	LOCAL DEVELOPMENT PLAN	P.M.	A.L.	02.07.2024
D	ISSUE FOR CLIENT APPROVAL	P.M.	A.L.	22.02.2024
C	AMENDMENTS BY CLIENT	P.M.	A.L.	25.01.2024
B	AMENDMENTS BY CLIENT	P.M.	A.L.	23.11.2022
A	PRELIMINARY ISSUE FOR DISCUSSION	P.M.	A.L.	10.11.2022

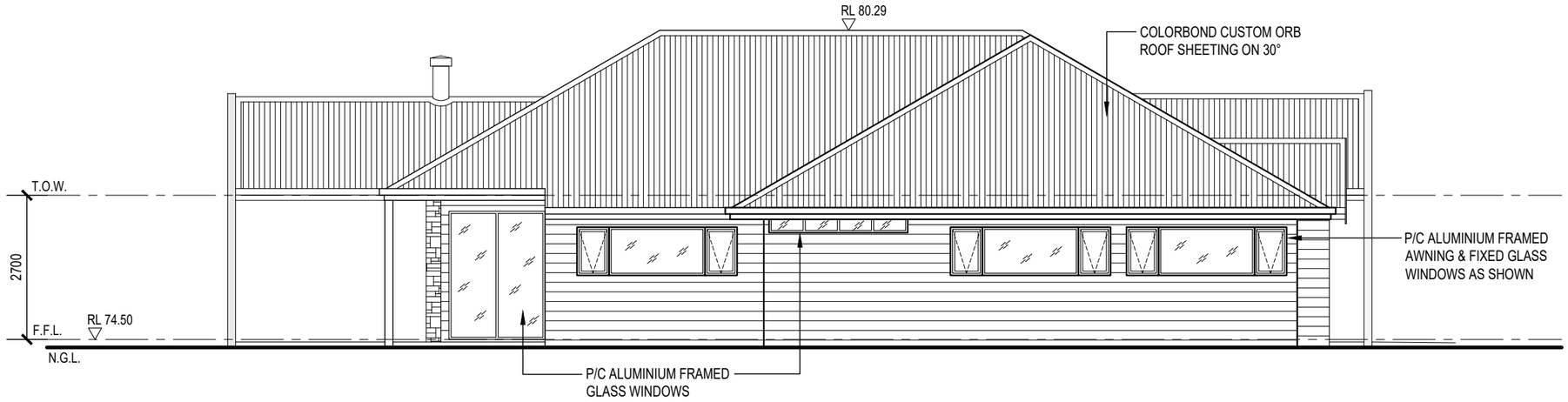
PROJECT DESIGNER:
PAUL MESCHIATI AND ASSOCIATES pty ltd
BUILDING DESIGNERS AND PLANNERS
Suite 30, 18 Stirling Hwy
Nedlands, Western Australia 6009
Phone: (08) 6389 0706
Fax: (08) 6389 0708
Email: p.meschiati@globaldial.com
MBDA

PROPOSED TOURISM DEVELOPMENT

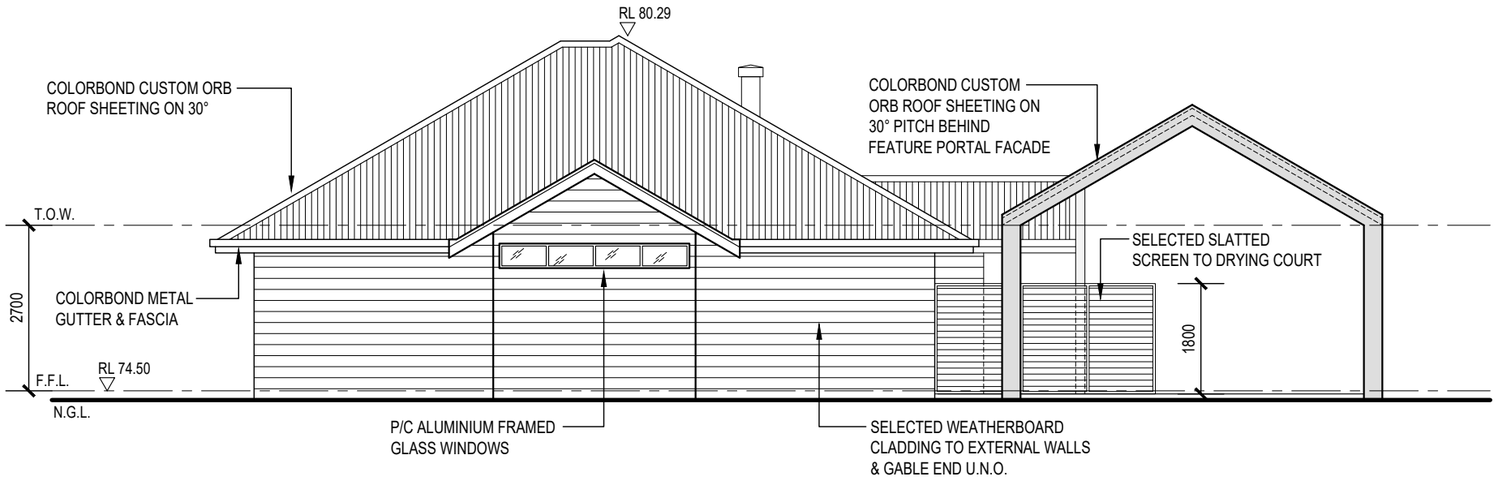
PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A04-02 /-



BUILDING (4)
ELEVATION NO. 3
SCALE 1:100



BUILDING (4)
ELEVATION No. 4
SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
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PROPOSED TOURISM DEVELOPMENT

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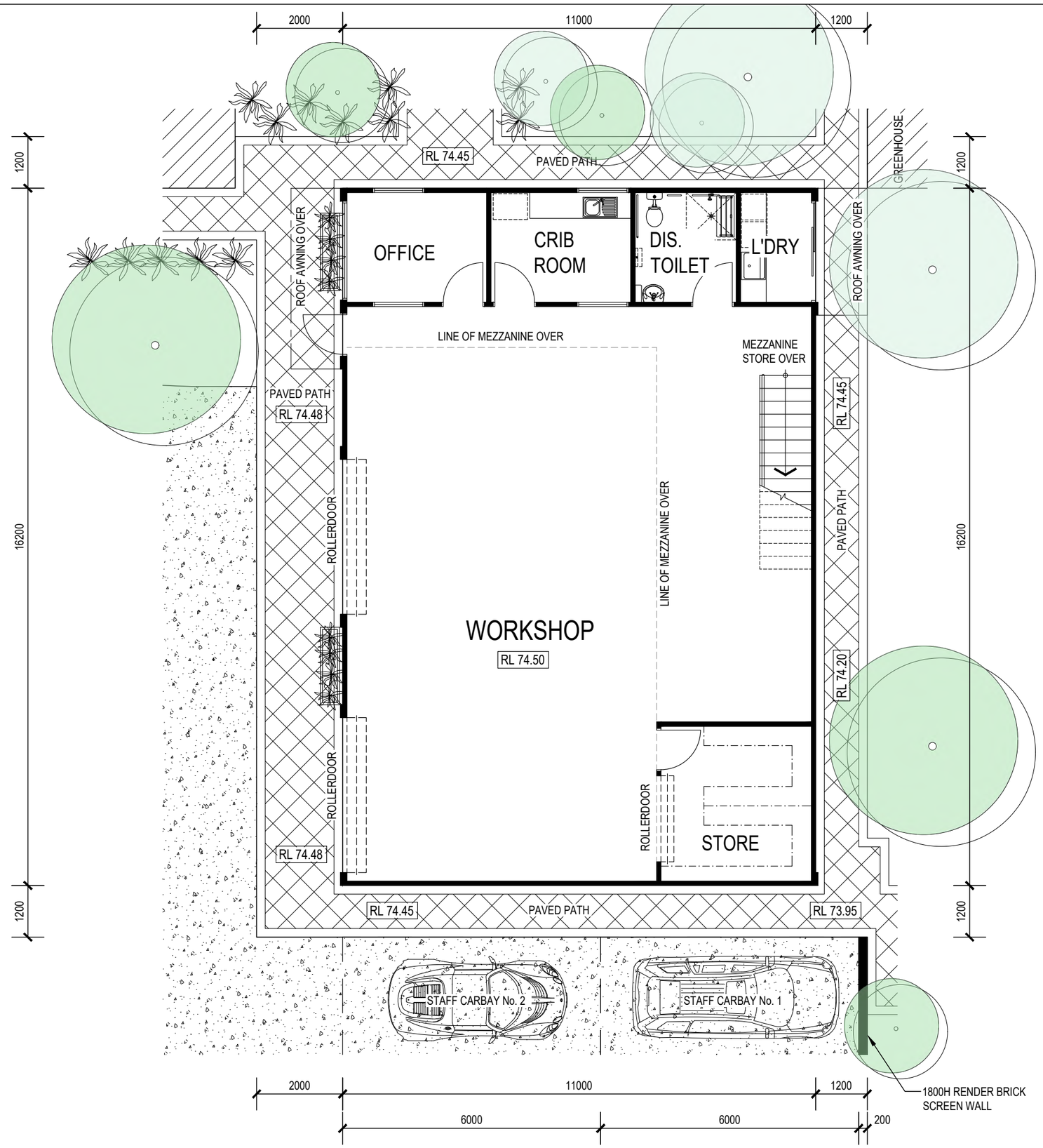
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A04-03 /-

BUILDING AREAS

MAIN BUILDING	178 m2
TOTAL	178 m2

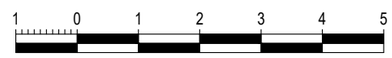


ELEVATION GUIDE

BUILDING (5)

WORKSHOP LAYOUT

SCALE 1:100



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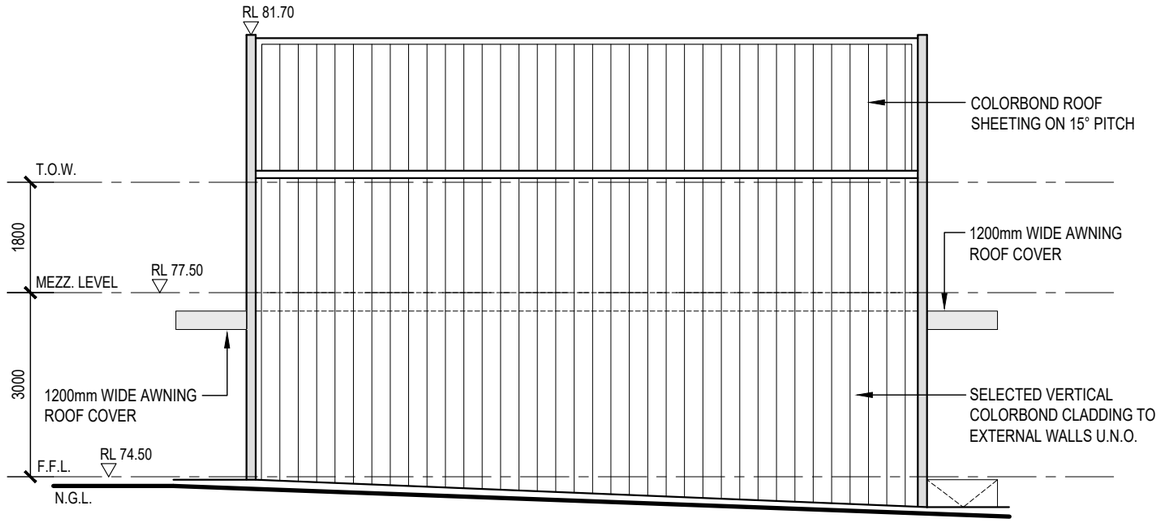
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	

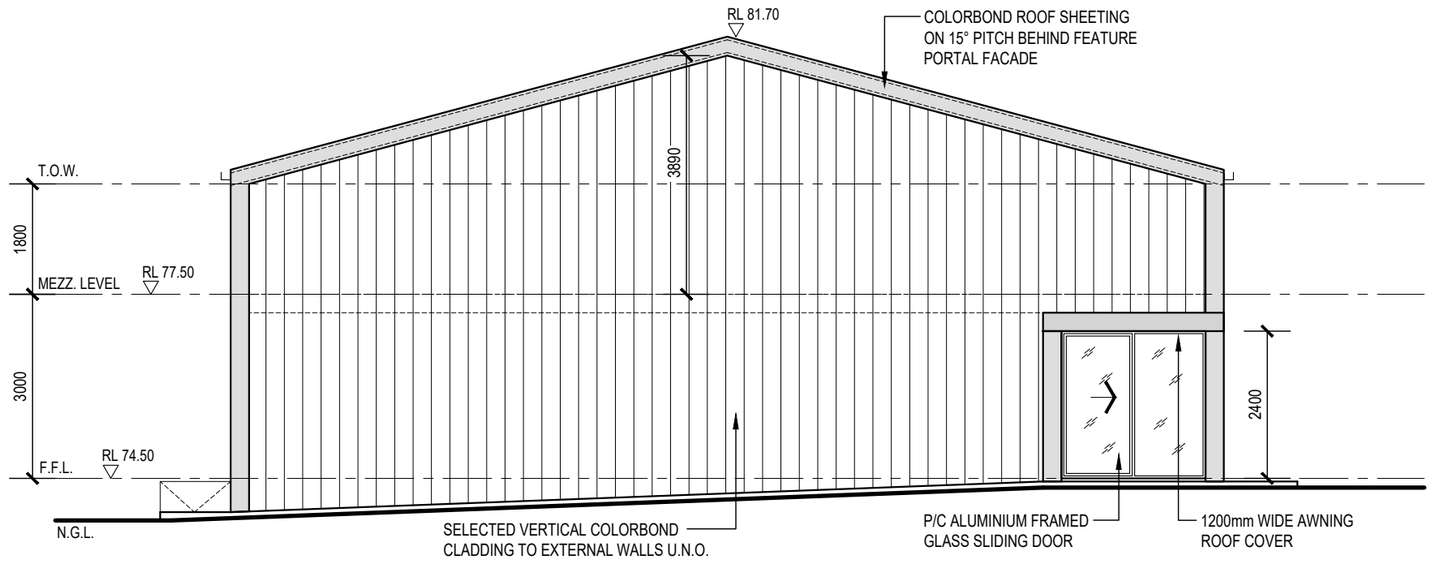
SHEET No:
A05-01 /-



BUILDING (5)

ELEVATION No. 1

SCALE 1:100



BUILDING (5)

ELEVATION No. 2

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

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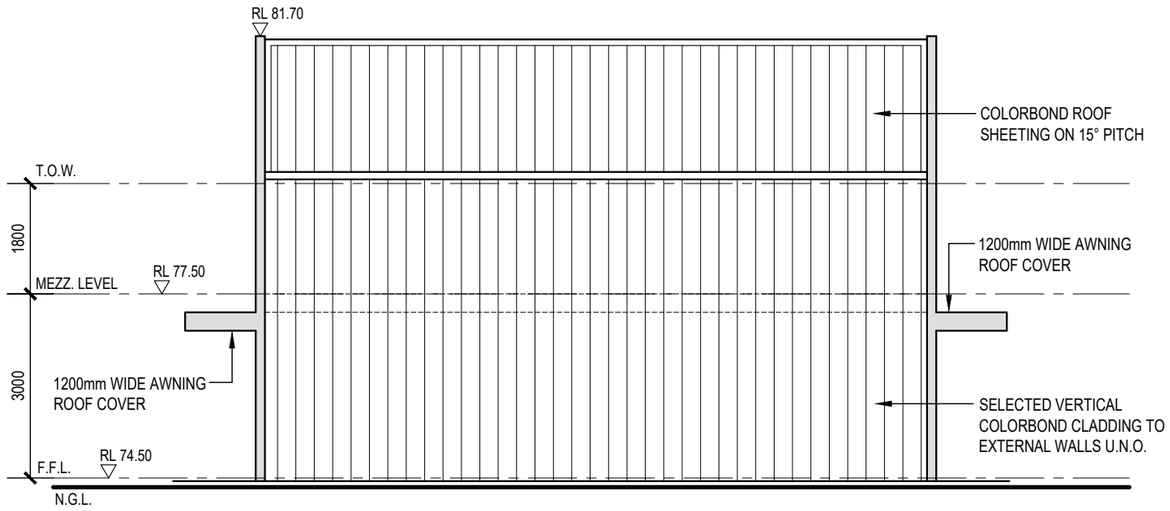
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

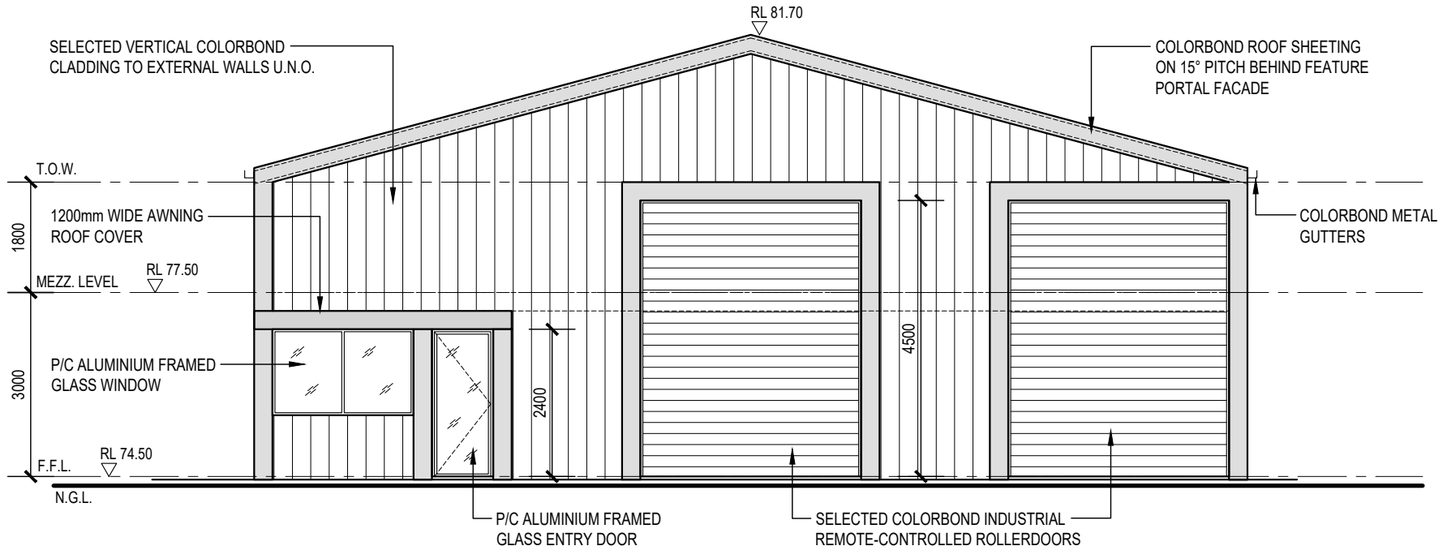
DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A05-02 /-



BUILDING (5)

ELEVATION NO. 3

SCALE 1:100



BUILDING (5)

ELEVATION No. 4

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

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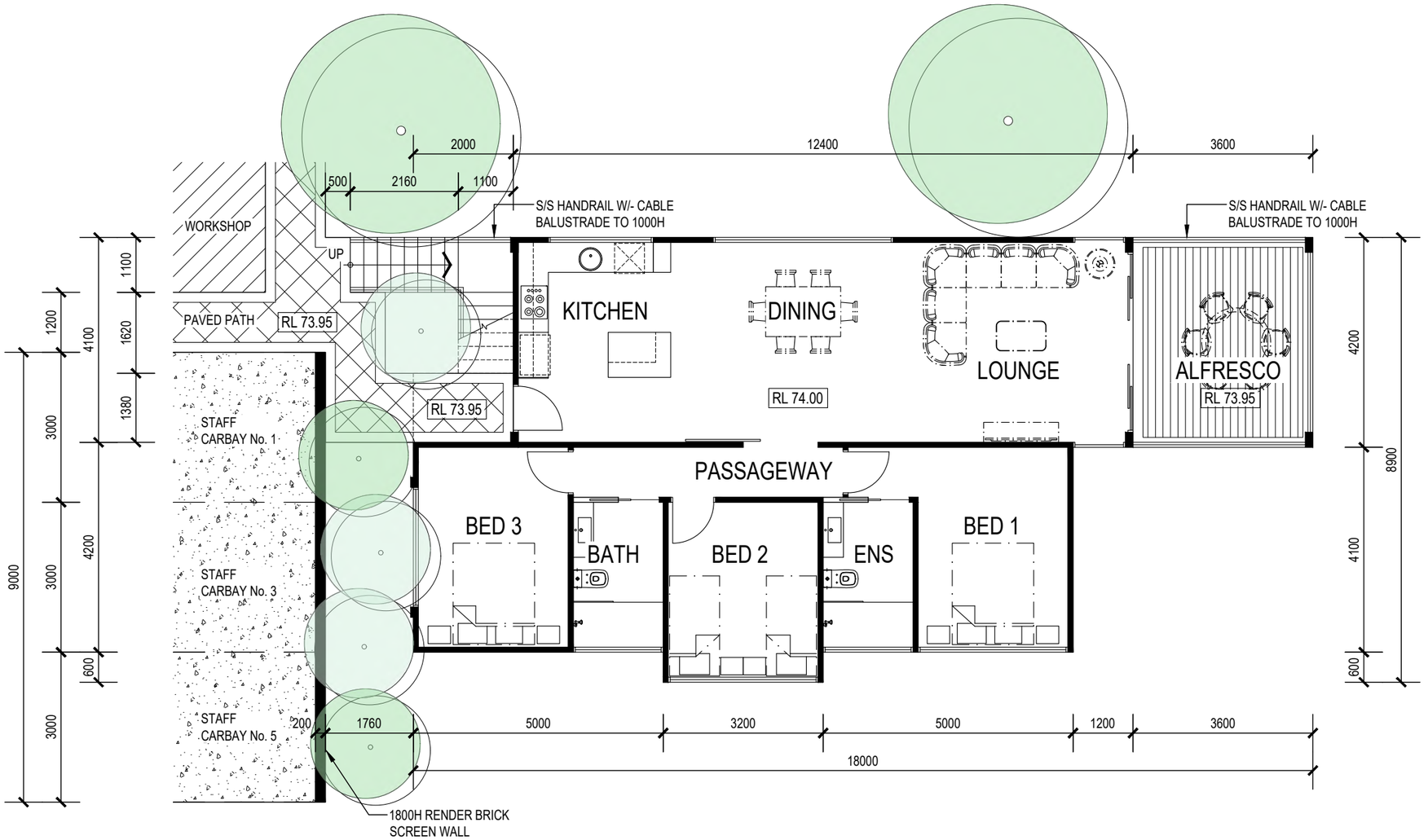
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A05-03 /-

GF BUILDING AREAS

MAIN BUILDING	108 m2
ALFRESCO	15 m2
TOTAL	178 m2



ELEVATION GUIDE

BUILDING 6

STAFF ACCOMMODATION - GROUND FLOOR LAYOUT

SCALE 1:100

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
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MBDA

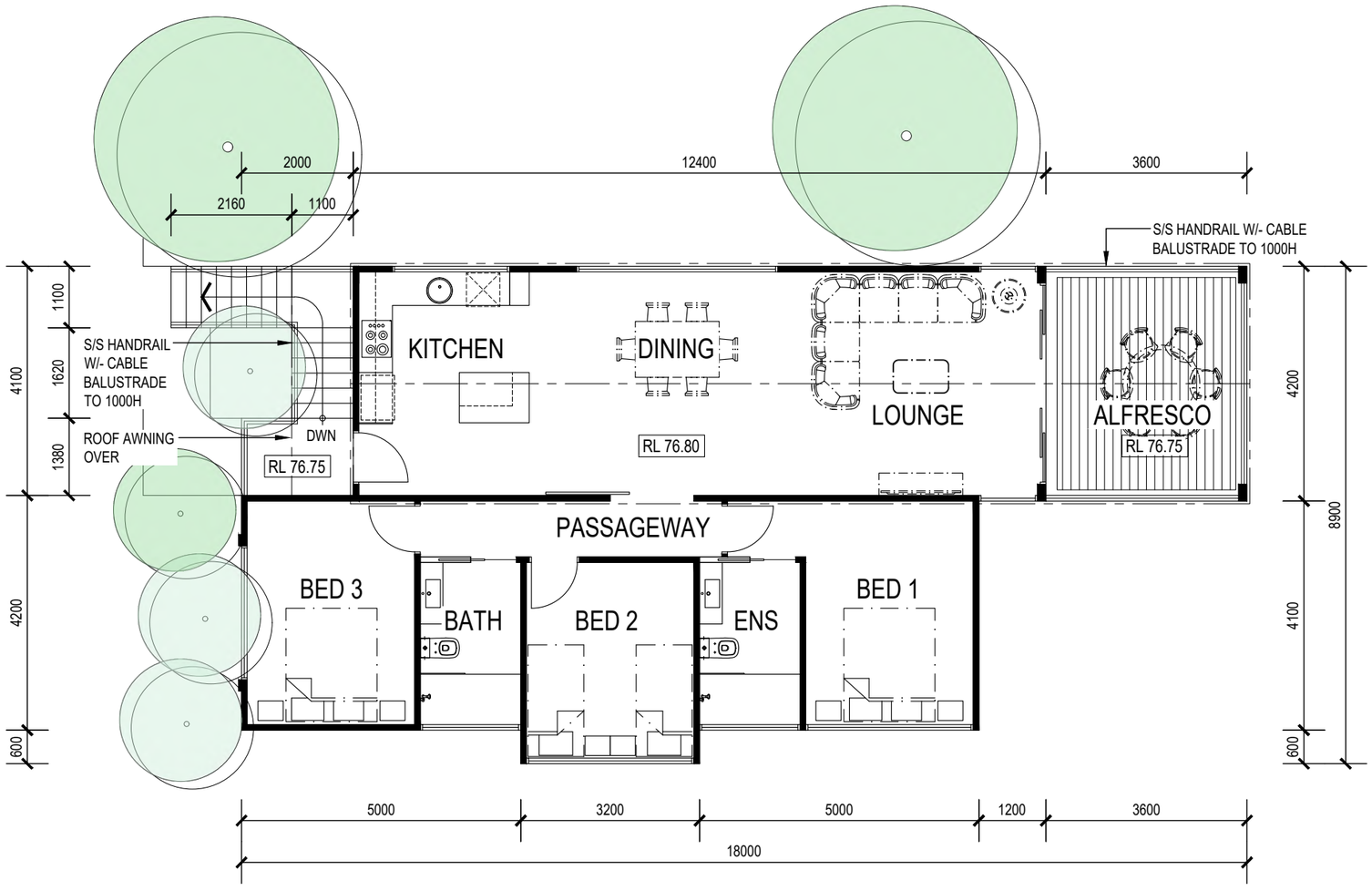
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN:	REVISION No:
A.L.	F
PROJECT No:	01.10.2025
447-022	
SHEET No:	
A06-01 /-	

FF BUILDING AREAS

MAIN BUILDING	108 m2
ALFRESCO	15 m2
TOTAL	178 m2



ELEVATION GUIDE

BUILDING 6

STAFF ACCOMMODATION - FIRST FLOOR LAYOUT

SCALE 1:100

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
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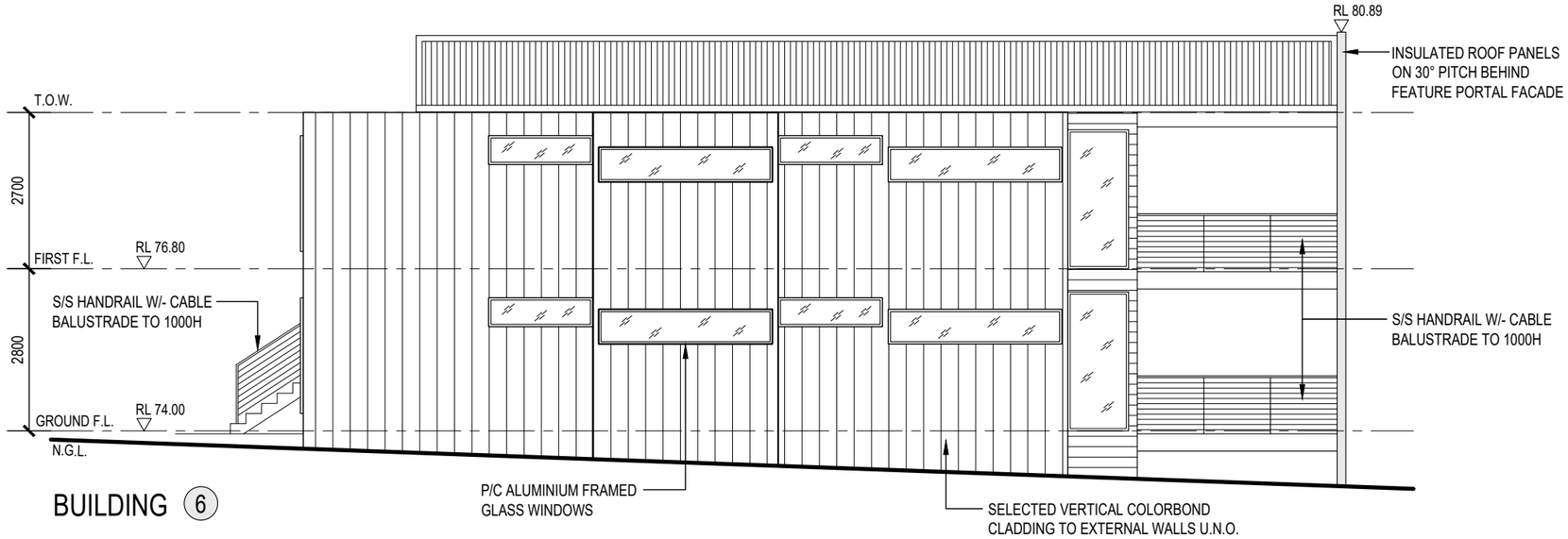
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

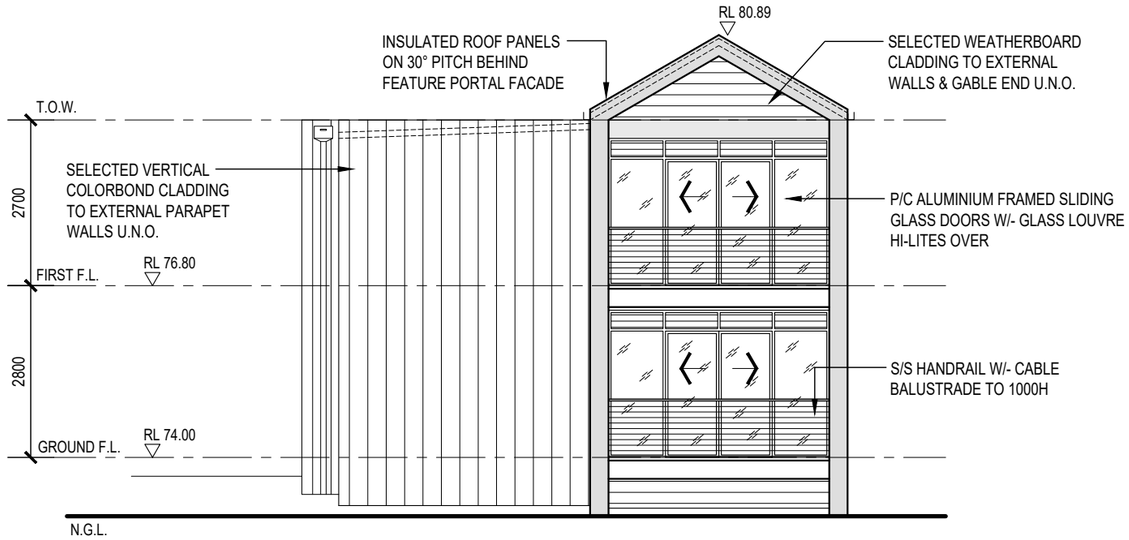
DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A06-02 /-



BUILDING (6)

ELEVATION No. 1

SCALE 1:100



BUILDING (6)

ELEVATION No. 2

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

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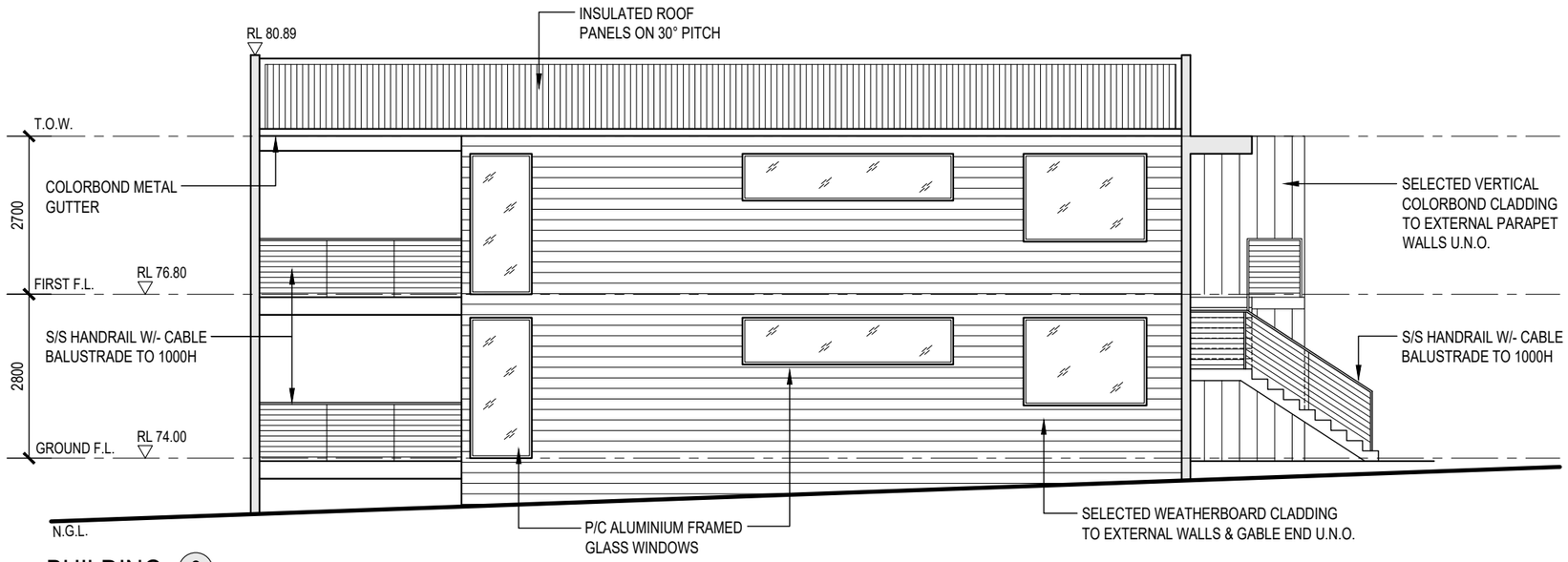
PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

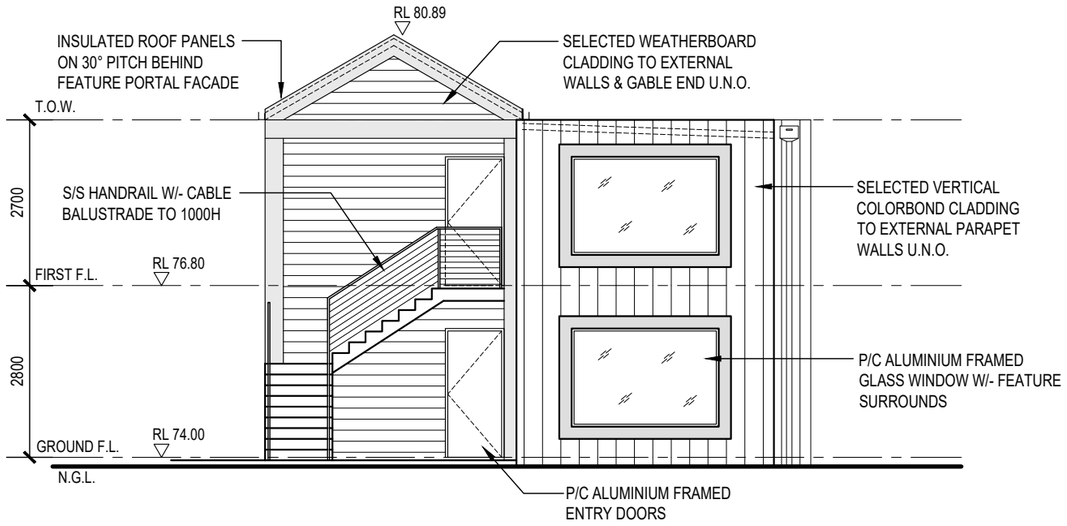
DRAWN: A.L.
REVISION No: F
PROJECT No: 447-022
01.10.2025
SHEET No: A06-03 /-



BUILDING (6)

ELEVATION NO. 3

SCALE 1:100



BUILDING (6)

ELEVATION No. 4

SCALE 1:100

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SCALE 1:100

PRELIMINARY
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CONSTRUCTION

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PROPOSED TOURISM DEVELOPMENT

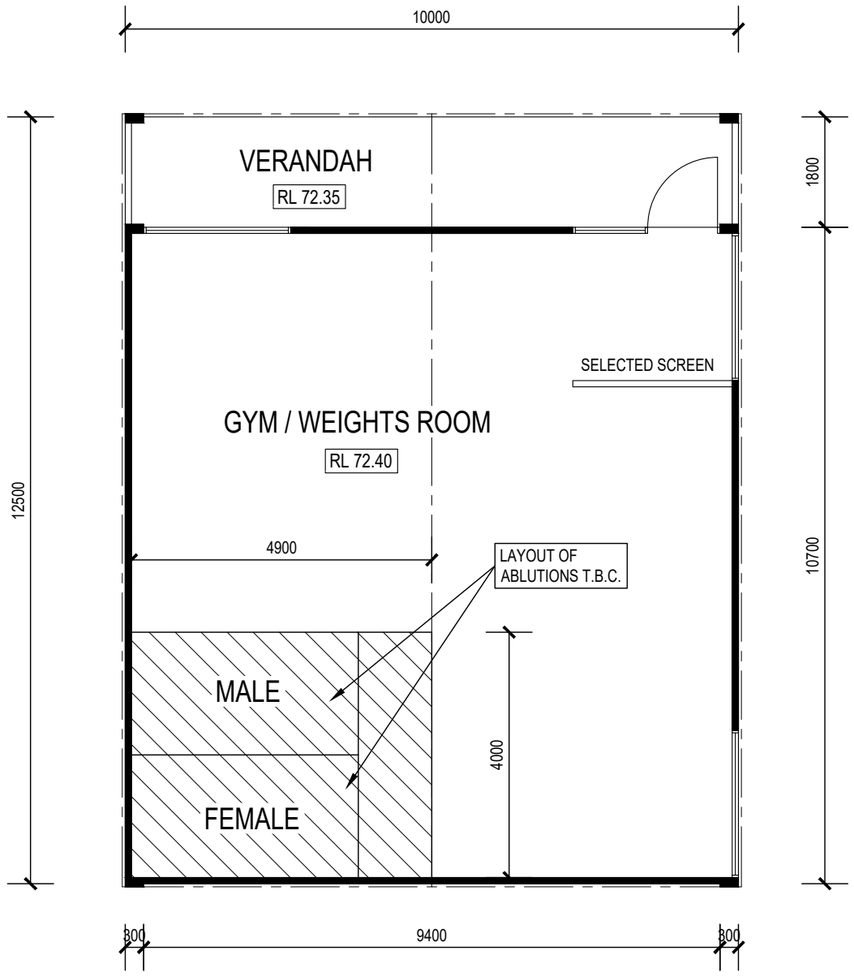
PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A06-04 /-

BUILDING AREAS

MAIN BUILDING	107 m2
VERANDAH	18 m2
TOTAL	125 m2



ELEVATION GUIDE

BUILDING 7

GYMNASIUM LAYOUT

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

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PROPOSED TOURISM DEVELOPMENT

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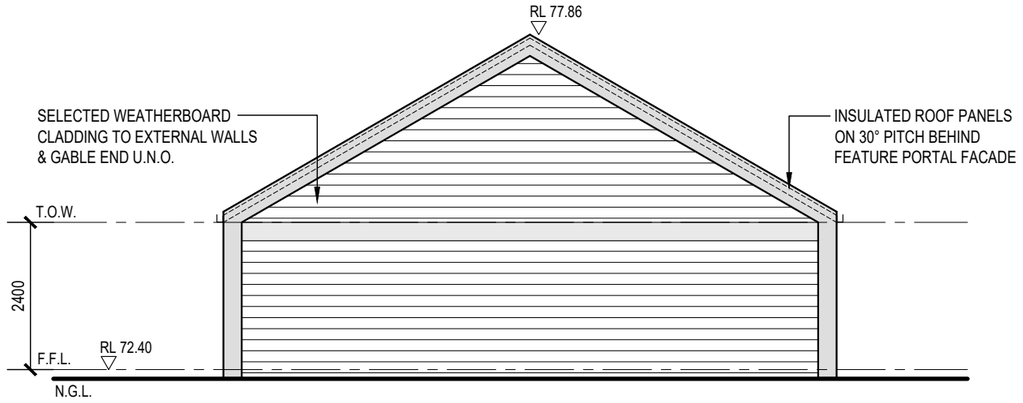
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

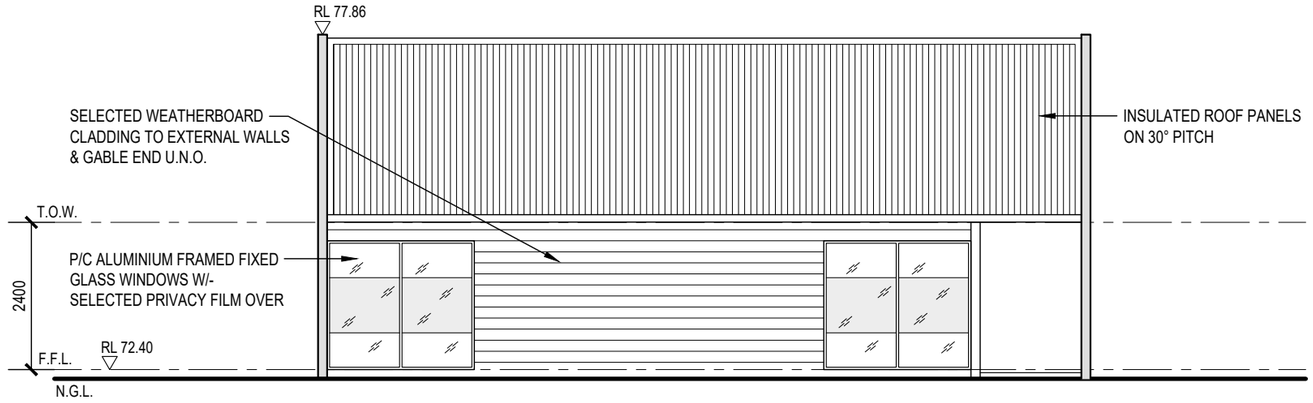
DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F 01.10.2025
SHEET No: A07-01 /-



BUILDING (7)

ELEVATION No. 1

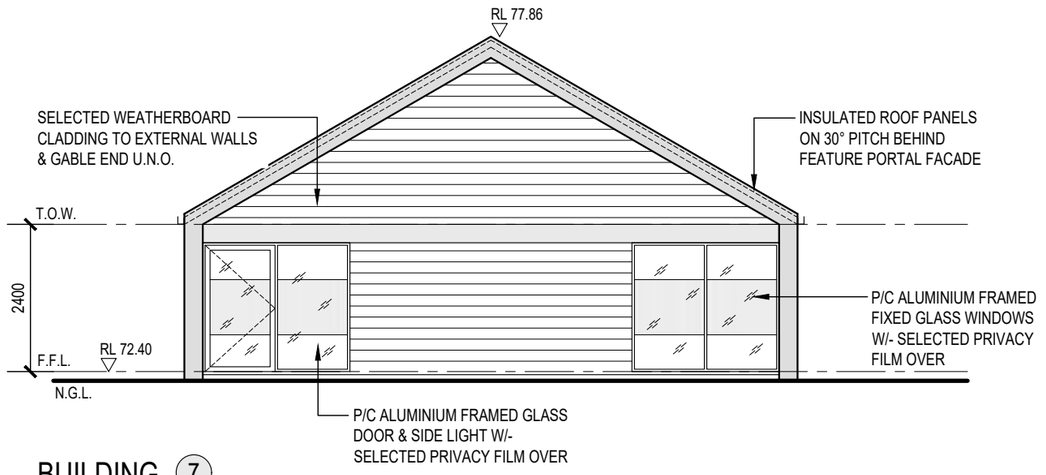
SCALE 1:100



BUILDING (7)

ELEVATION No. 2

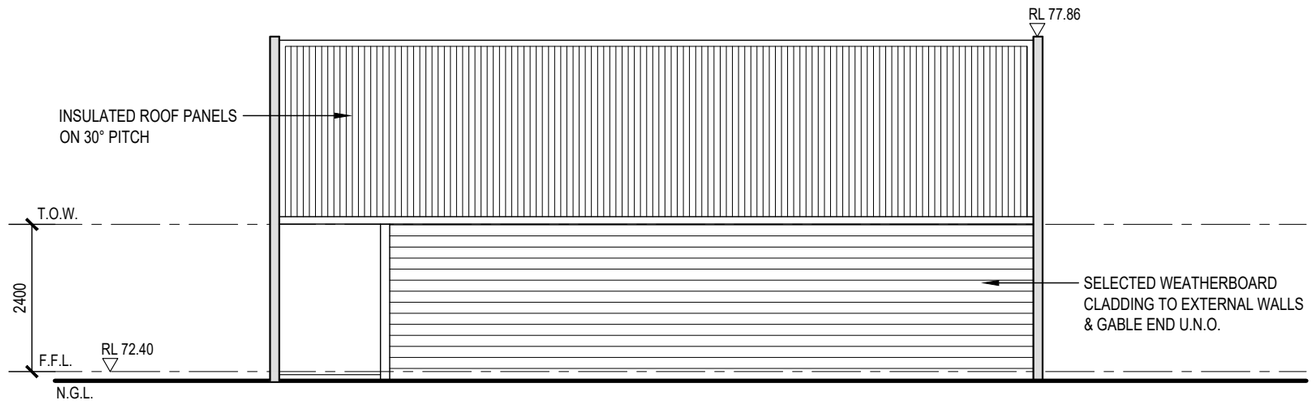
SCALE 1:100



BUILDING (7)

ELEVATION No. 3

SCALE 1:100



BUILDING (7)

ELEVATION No. 4

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

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MBDA

PROPOSED TOURISM DEVELOPMENT

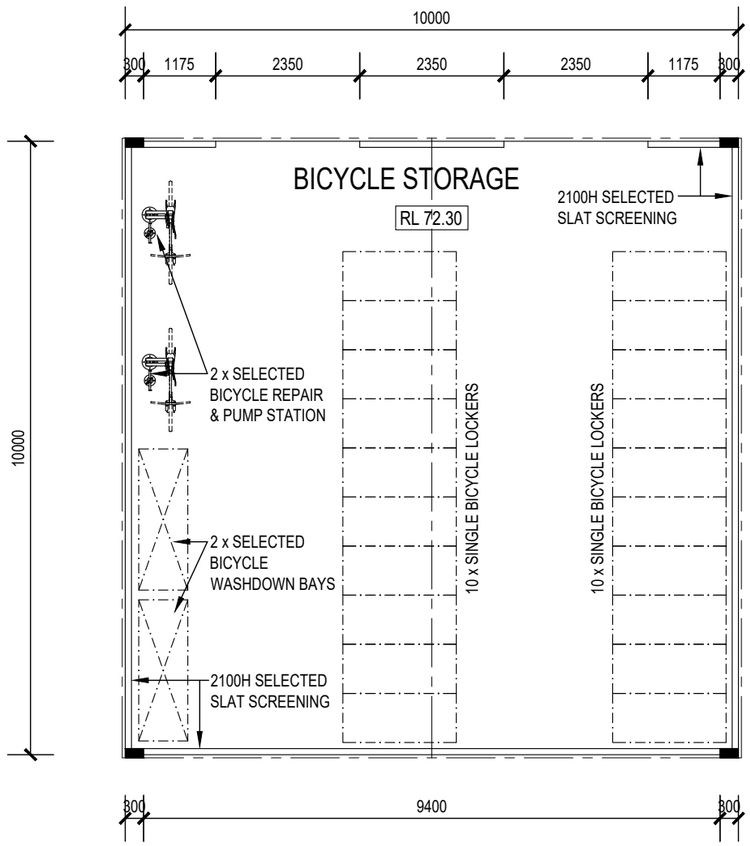
PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F
PROJECT No: 447-022
01.10.2025
SHEET No: A07-02 /-

BUILDING AREAS

MAIN BUILDING	100 m2
TOTAL	100 m2



ELEVATION GUIDE

BUILDING 8

BICYCLE STORAGE & MAINTENANCE BUILDING LAYOUT

SCALE 1:100

SCALE 1:100

PRELIMINARY
NOT FOR
CONSTRUCTION

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
F	ISSUE FOR DEVELOPMENT APPROVAL	P.M.	A.L.	01.10.2025

REV	DESCRIPTION	CHK. BY	DRN. BY	DATE
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PROJECT DESIGNER:
PAUL MESCHIATI AND ASSOCIATES pty ltd
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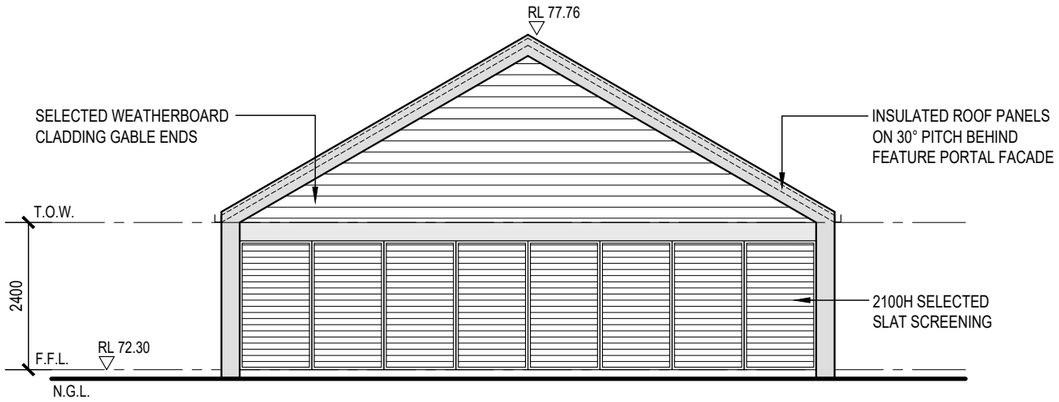
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

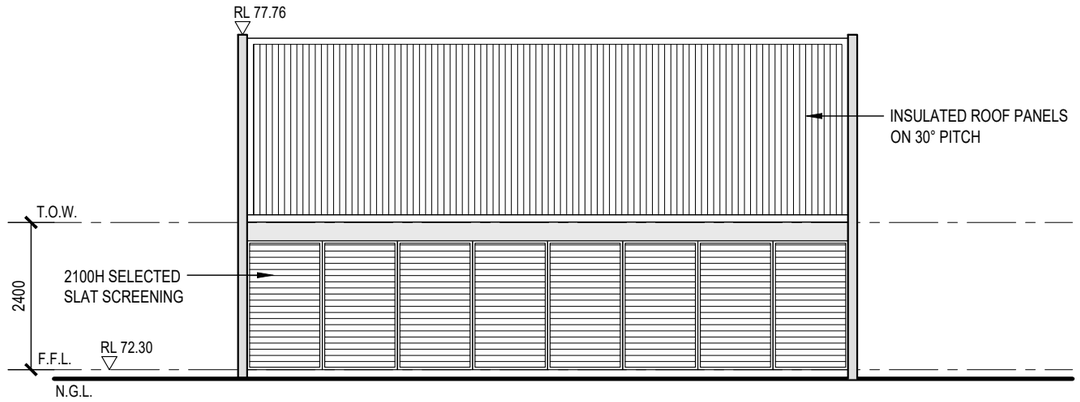
DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F
01.10.2025
SHEET No: A08-01 /-



BUILDING (8)

ELEVATION No. 1

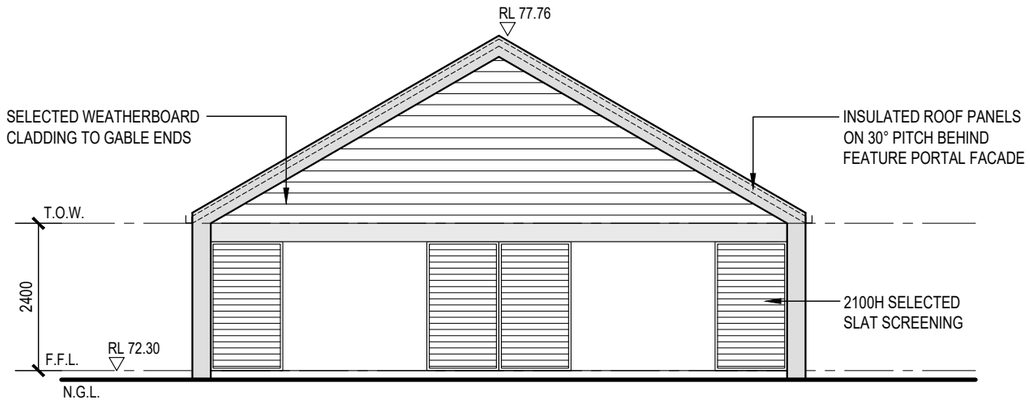
SCALE 1:100



BUILDING (8)

ELEVATION No. 2

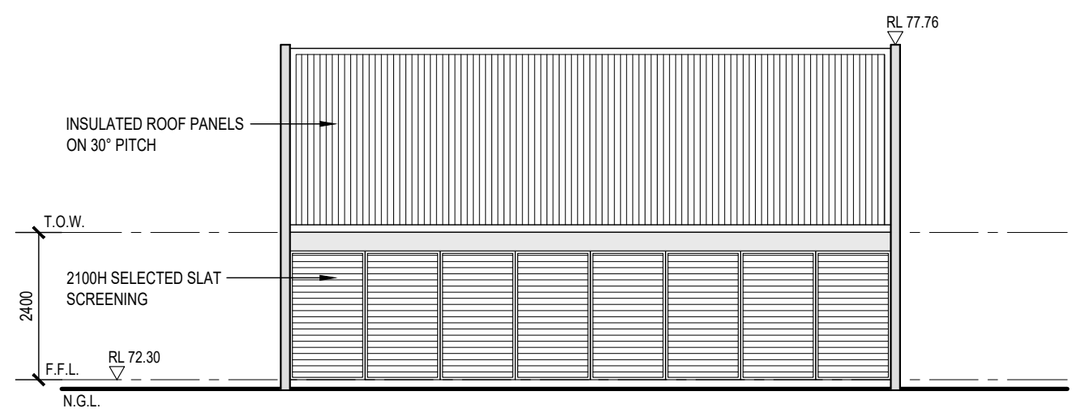
SCALE 1:100



BUILDING (8)

ELEVATION No. 3

SCALE 1:100



BUILDING (8)

ELEVATION No. 4

SCALE 1:100

SCALE 1:100

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WESTERN AUSTRALIA

DRAWN: A.L.
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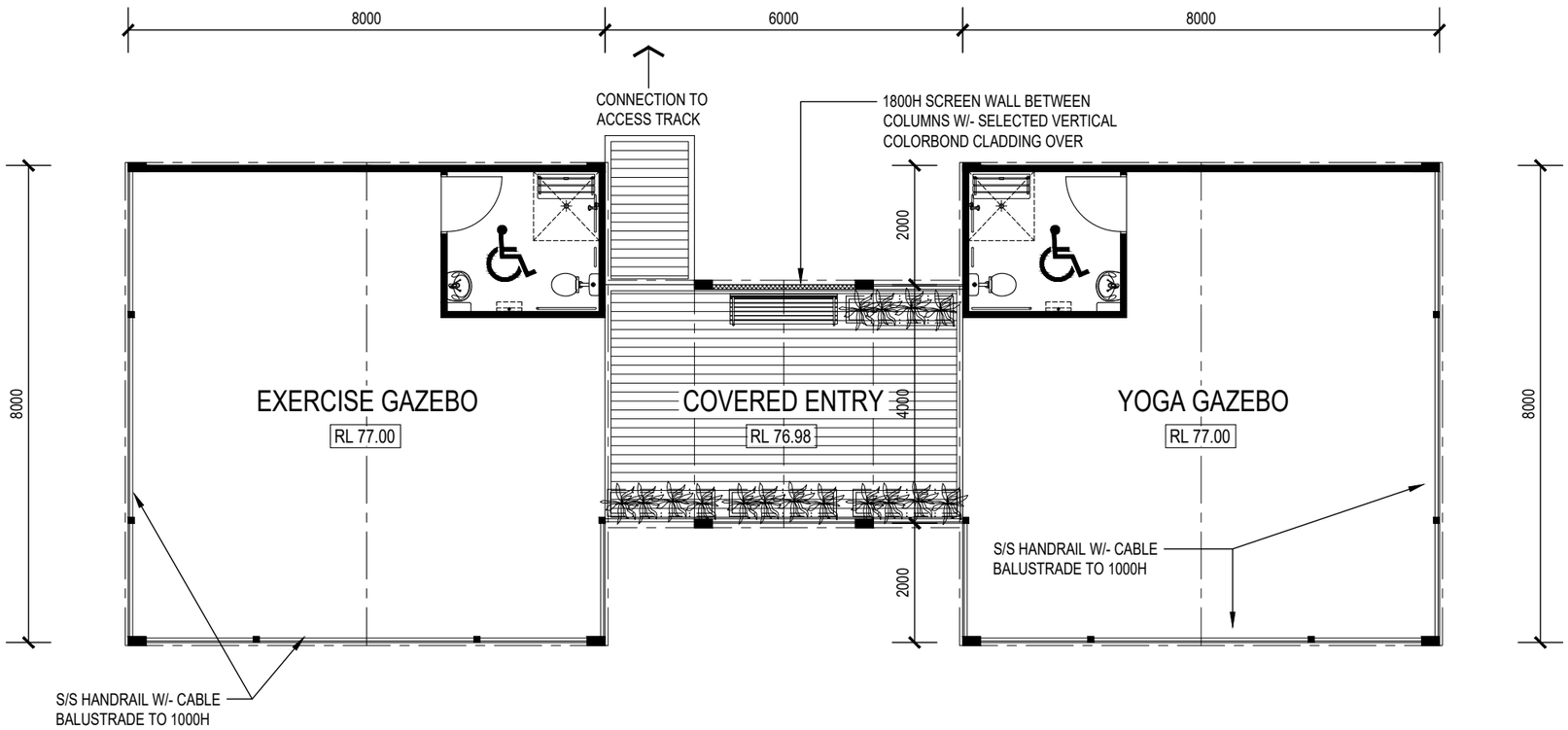
REVISION No: F 01.10.2025
SHEET No: A08-02 /-

BUILDING AREAS

EXERCISE GAZEBO	64 m2
YOGA GAZEBO	64 m2
COVERED ENTRY	24 m2
TOTAL	152 m2



ELEVATION GUIDE

BUILDING 9

EXERCISE & YOGA GAZEBO LAYOUT

SCALE 1:100

SCALE 1:100

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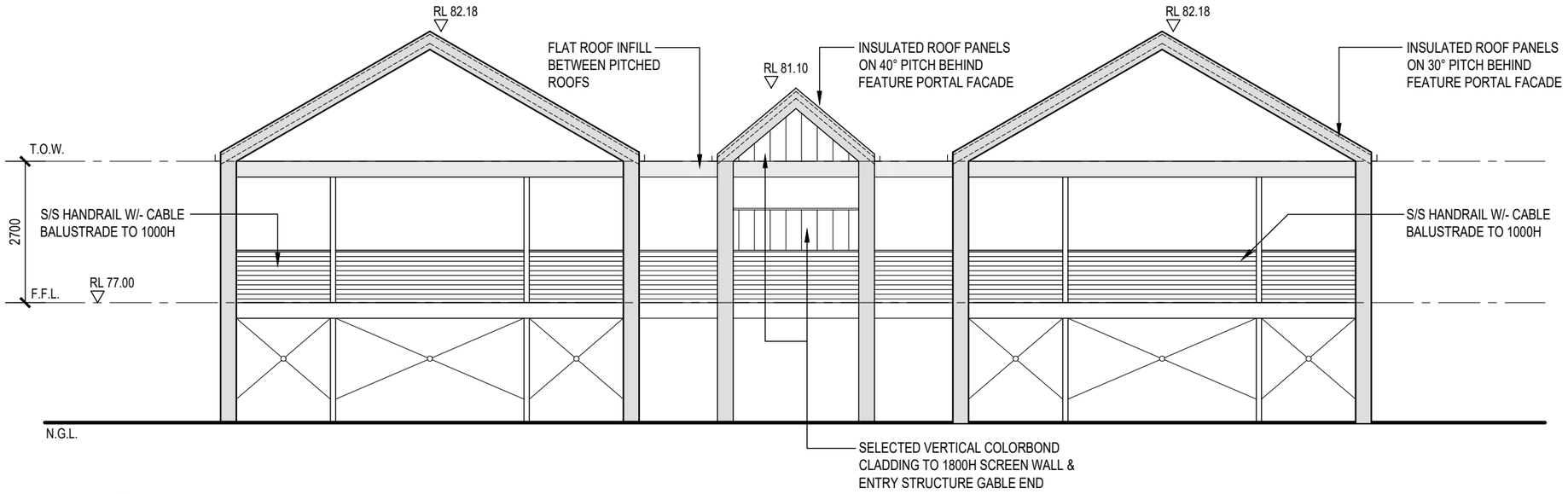
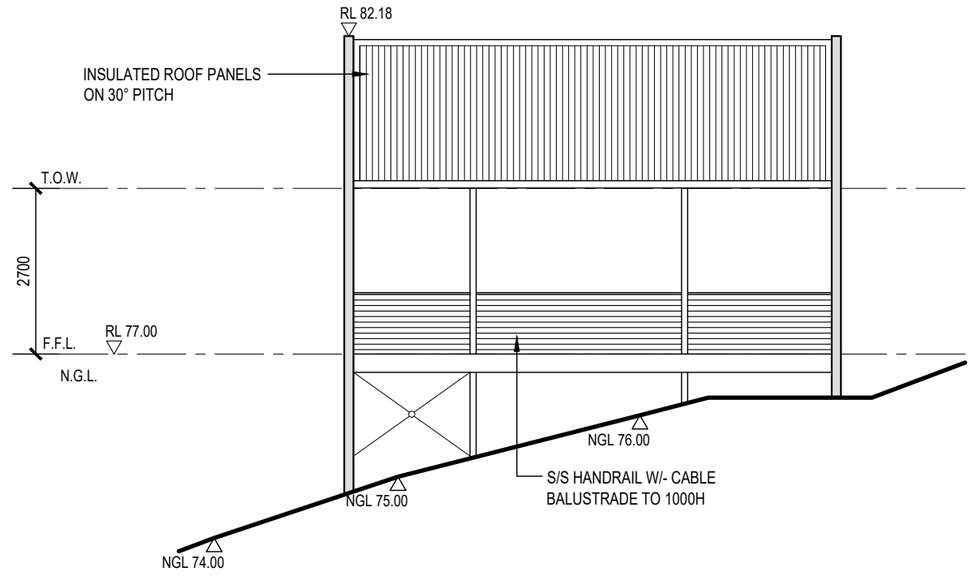


BUILDING (9)

ELEVATION No. 1

SCALE 1:100



BUILDING (9)

ELEVATION No. 2

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

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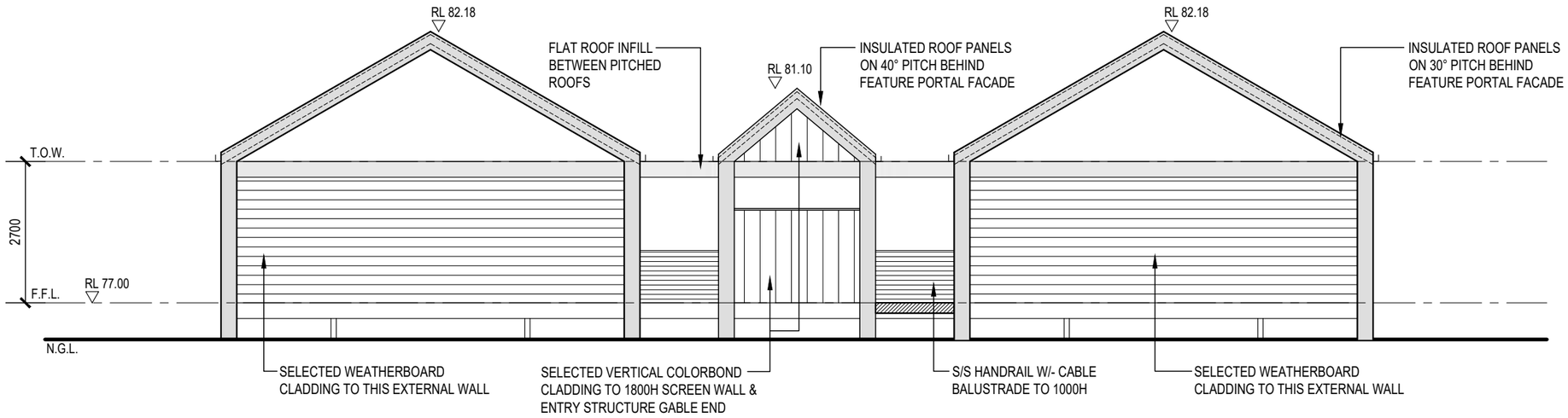
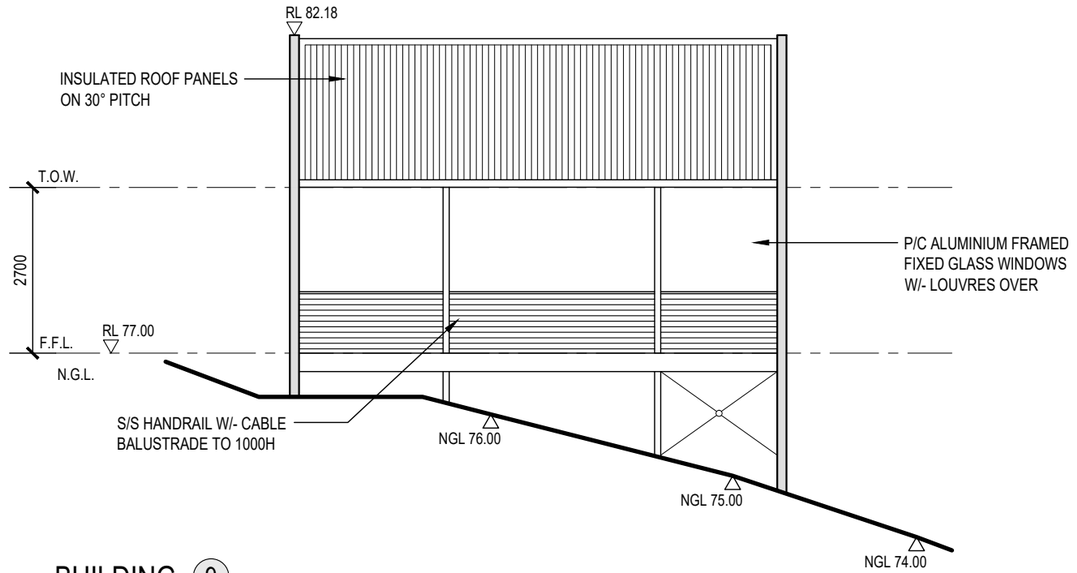


BUILDING (9)

ELEVATION No. 3

SCALE 1:100



BUILDING (9)

ELEVATION No. 4

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

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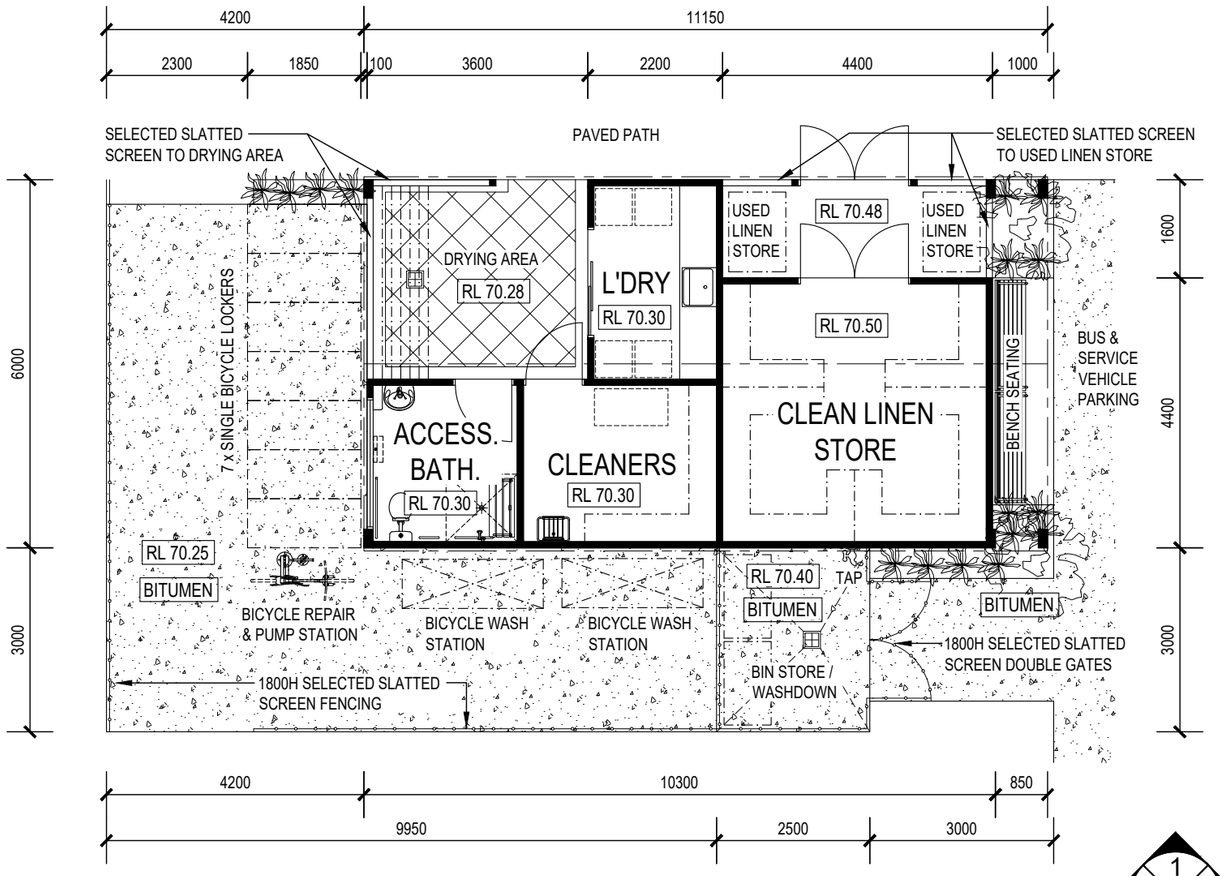
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A09-03 /-

BUILDING AREAS

MAIN BUILDING	42 m2
DRYING AREA	11 m2
USED LINEN STORE	7 m2
BIN STORE	7 m2
BIKE MAINTENANCE AREA	53 m2
TOTAL	120 m2



ELEVATION GUIDE

BUILDING (10)

UTILITY BUILDING LAYOUT

SCALE 1:100

SCALE 1:100

PRELIMINARY
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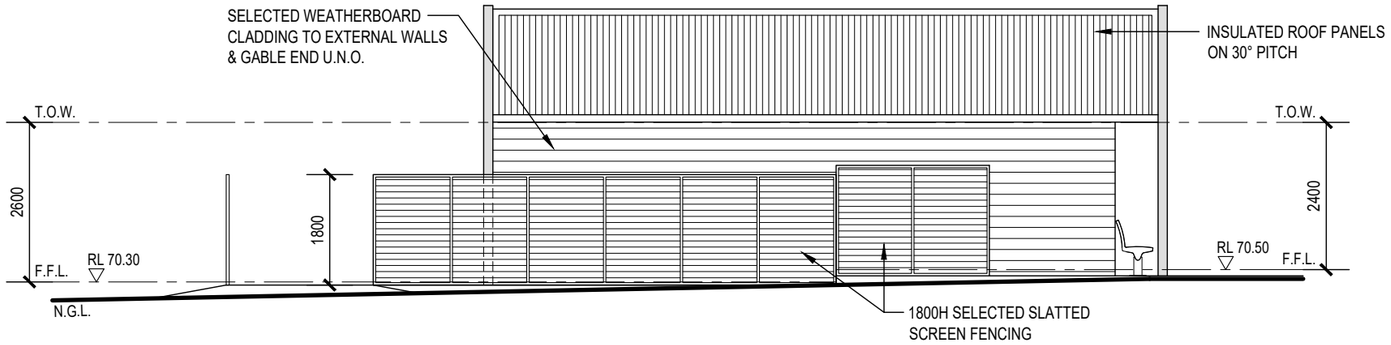
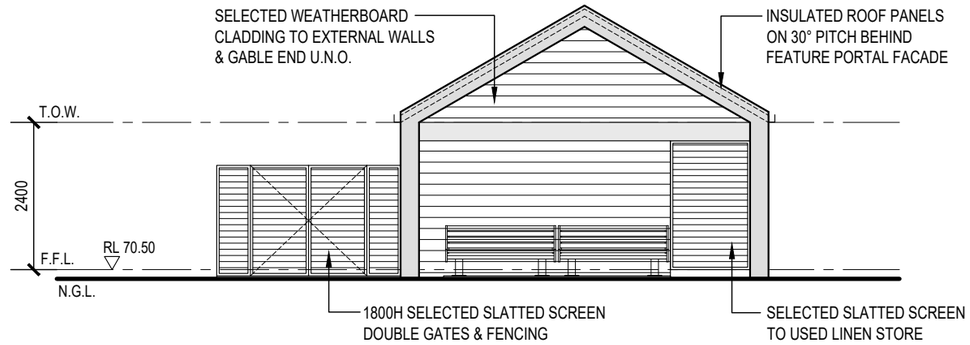


BUILDING (10)

ELEVATION No. 1

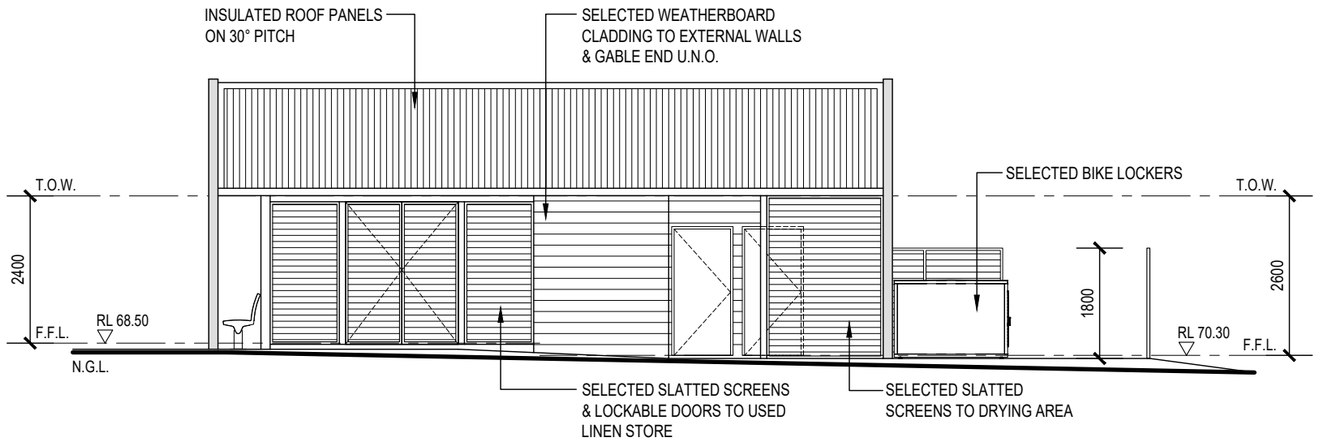
SCALE 1:100



BUILDING (10)

ELEVATION No. 2

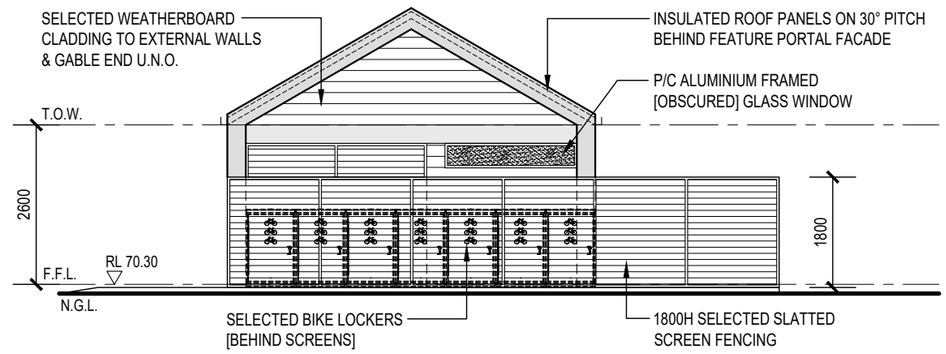
SCALE 1:100



BUILDING (10)

ELEVATION NO. 3

SCALE 1:100



BUILDING (10)

ELEVATION No. 4

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

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PROPOSED TOURISM DEVELOPMENT

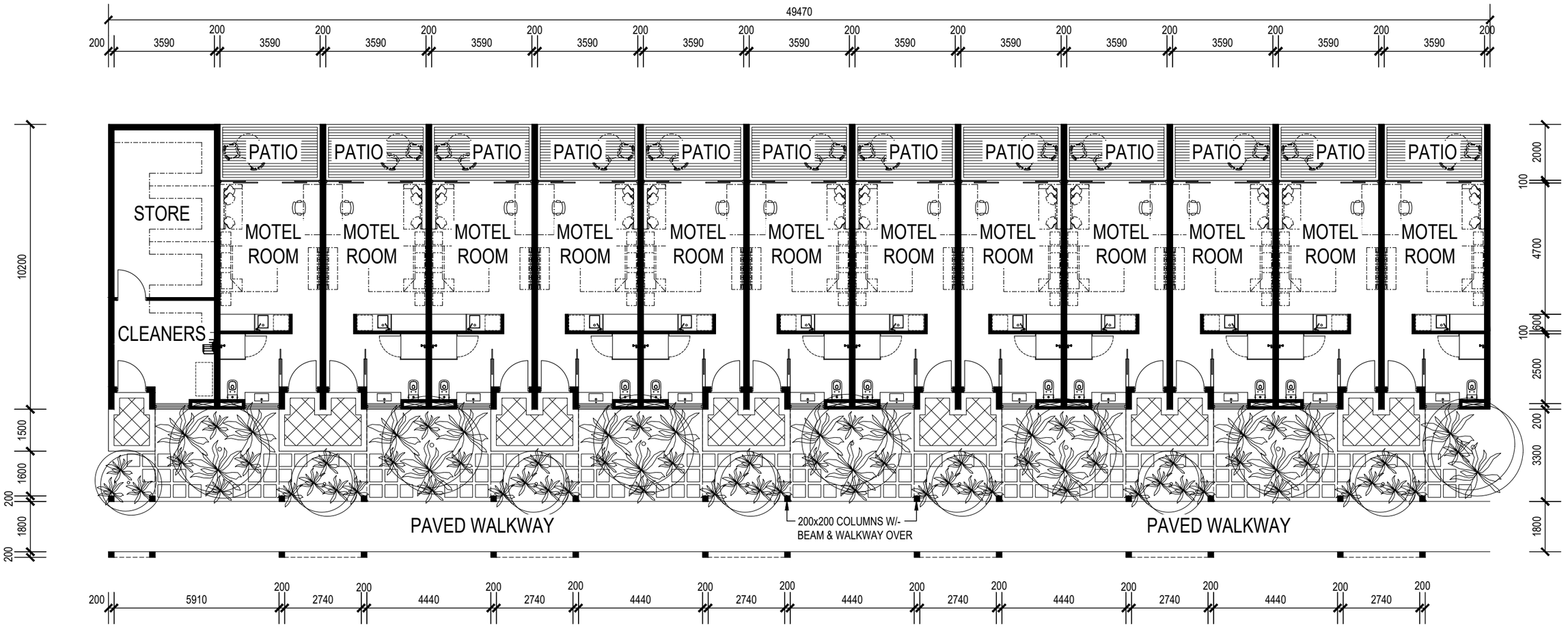
PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
REVISION No: F 01.10.2025
PROJECT No: 447-022
SHEET No: A10-02 /-

BUILDING AREAS

MAIN BUILDING	414 m2
PATIO	91 m2
TOTAL	505 m2



BUILDING (11)

TYPICAL MOTEL BLOCK - GROUND FLOOR LAYOUT

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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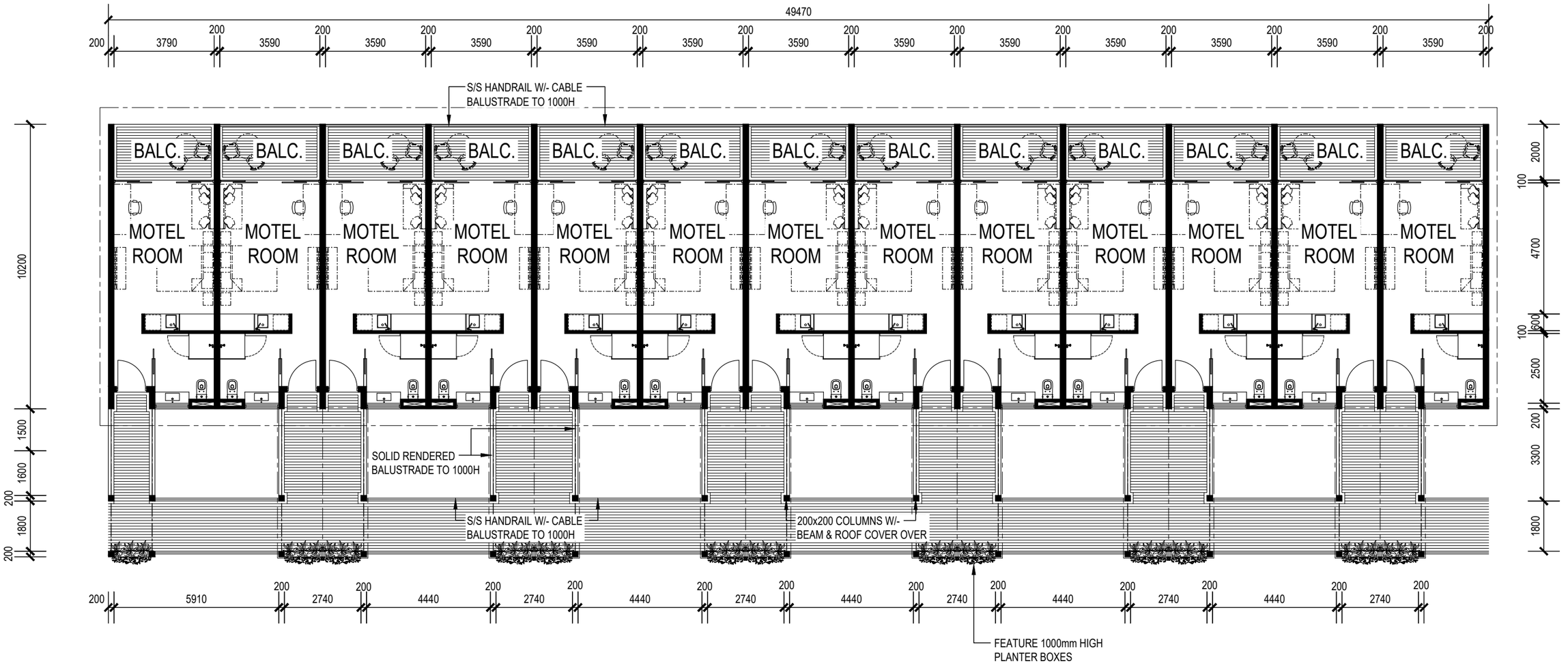
SHEET No: A11-01 /-

BUILDING AREAS

MAIN BUILDING	406 m2
BALCONY	99 m2
TOTAL	505 m2



BUILDING (11)

TYPICAL MOTEL BLOCK - FIRST FLOOR LAYOUT

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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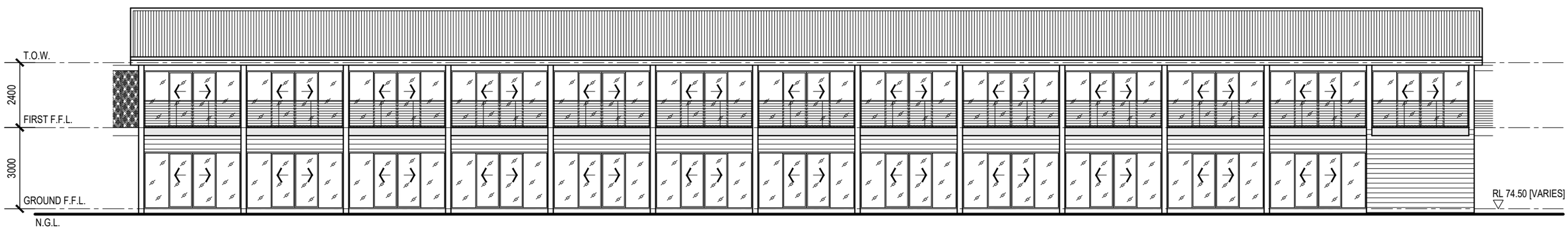
ARTISTS IMPRESSION - FRONT VIEW

ARTISTS IMPRESSION - FRONT VIEW

BUILDING (11)

FRONT ELEVATION

SCALE 1:150



BUILDING (11)

REAR ELEVATION

SCALE 1:150

1 0 1 2 3 4 5

SCALE 1:150

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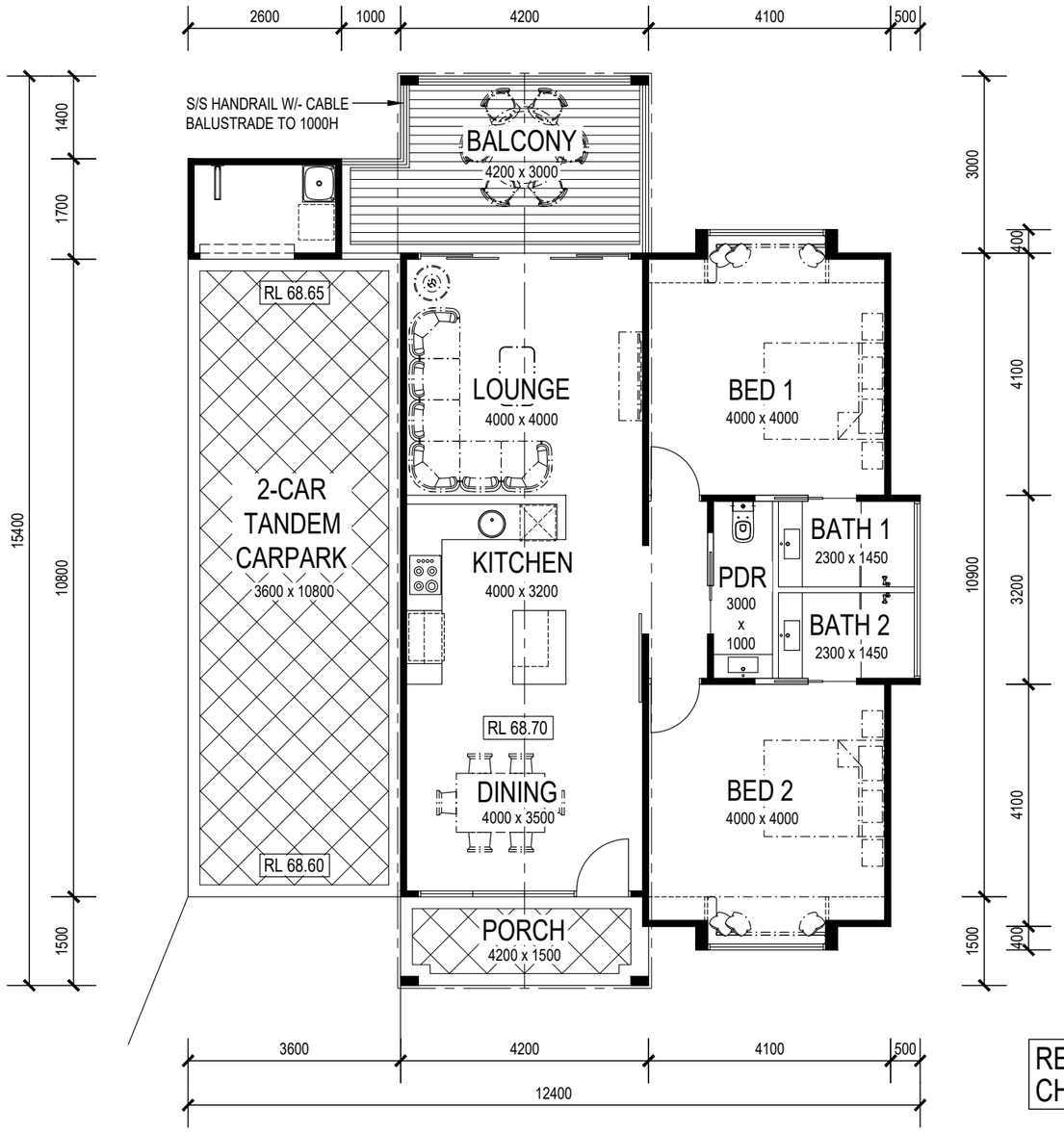
BUILDING AREAS

MAIN BUILDING	96 m2
ALFRESCO	14 m2
STORE	4 m2
TOTAL	114 m2



1
E
2

ELEVATION GUIDE

REFER TO SITE LAYOUT
CHALET FLOOR LEVELS

BUILDING (12) & (13) [SIMILAR]
TYPICAL CHALET LAYOUT

SCALE 1:100

1 0 1 2 3 4 5

SCALE 1:100

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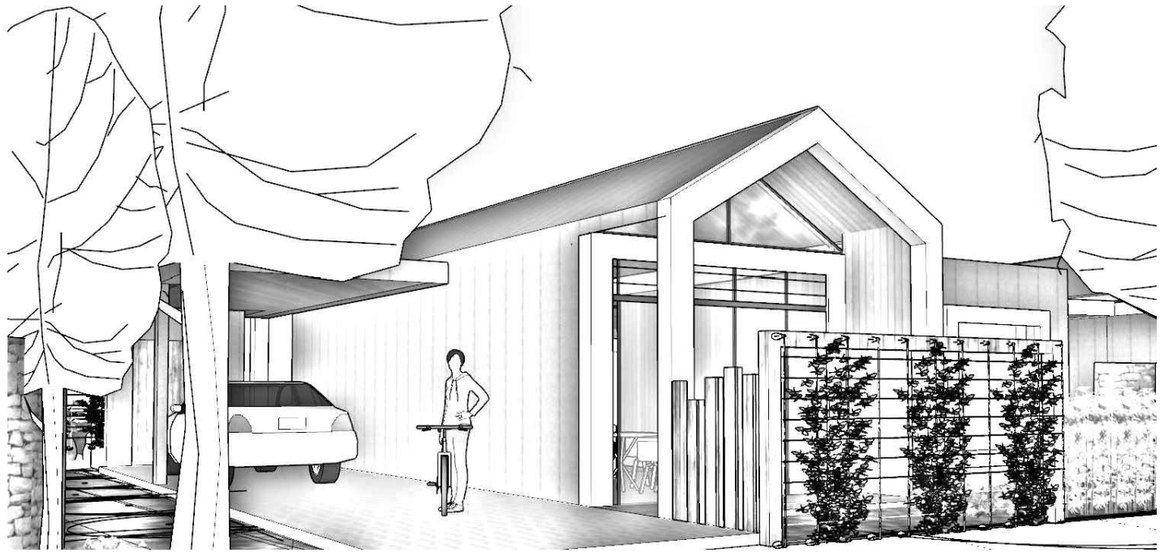
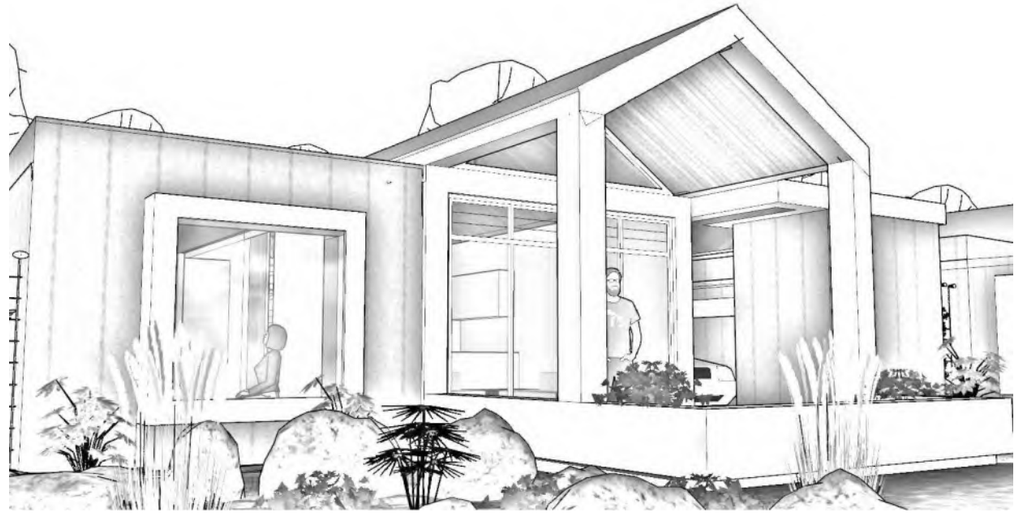
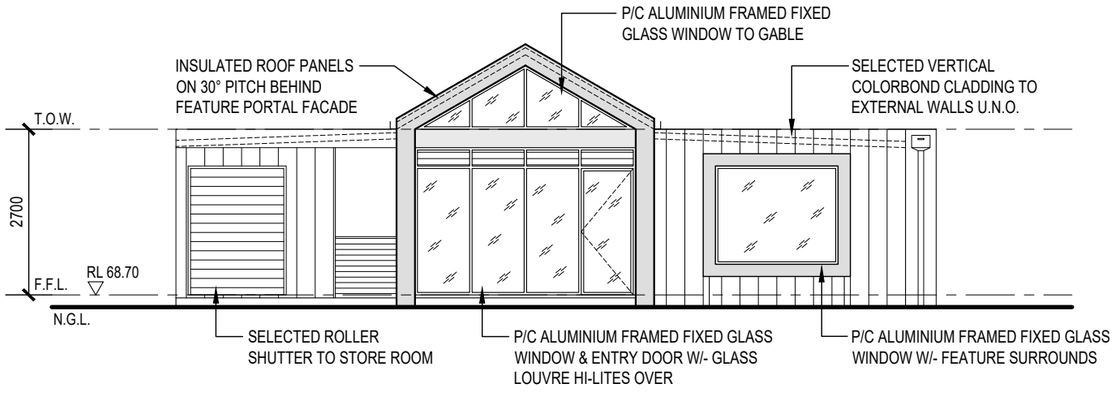


ARTISTS IMPRESSION - FRONT VIEW



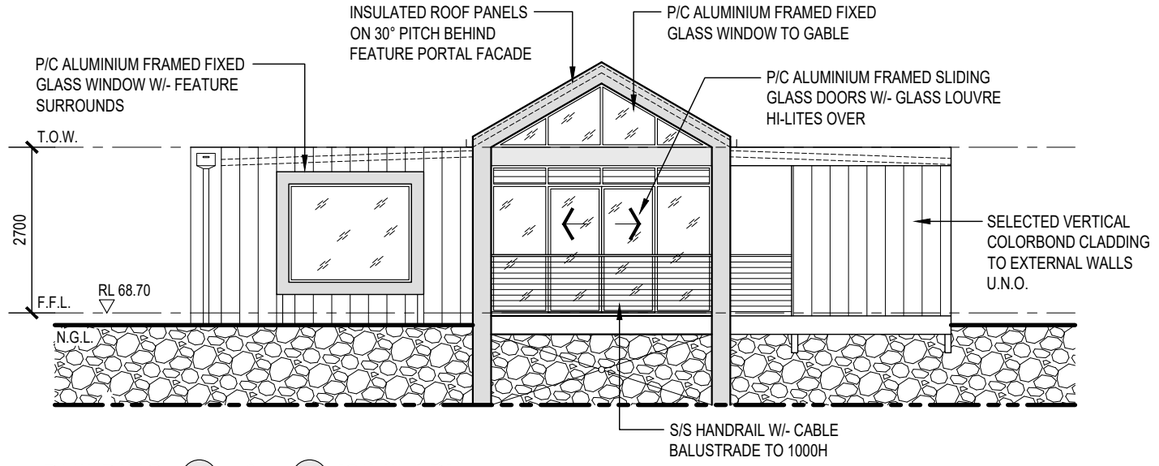
ARTISTS IMPRESSION - REAR VIEW



BUILDING (12) & (13) [SIMILAR]

ELEVATION No. 1

SCALE 1:100



BUILDING (12) & (13) [SIMILAR]

ELEVATION No. 2

SCALE 1:100

REFER TO SITE LAYOUT
CHALET FLOOR LEVELS

1 0 1 2 3 4 5

SCALE 1:100

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F	ISSUE FOR DEVELOPMENT APPROVAL	P.M.	A.L.	01.10.2025
E	LOCAL DEVELOPMENT PLAN	P.M.	A.L.	02.07.2024
D	ISSUE FOR CLIENT APPROVAL	P.M.	A.L.	22.02.2024
C	AMENDMENTS BY CLIENT	P.M.	A.L.	25.01.2024
B	AMENDMENTS BY CLIENT	P.M.	A.L.	23.11.2022
A	PRELIMINARY ISSUE FOR DISCUSSION	P.M.	A.L.	10.11.2022

PROJECT DESIGNER:
PAUL MESCHIATI AND ASSOCIATES pty ltd
BUILDING DESIGNERS AND PLANNERS
Suite 30, 18 Stirling Hwy
Nedlands, Western Australia 6009
Phone: (08) 6389 0706
Fax: (08) 6389 0708
Email: p.meschiati@globaldial.com
MBDA

PROPOSED TOURISM DEVELOPMENT

PROJECT CLIENT:
IDG RESORTS PTY LTD

LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
WESTERN AUSTRALIA

DRAWN: A.L.
PROJECT No: 447-022
REVISION No: F
01.10.2025

SHEET No: A12-02 /-

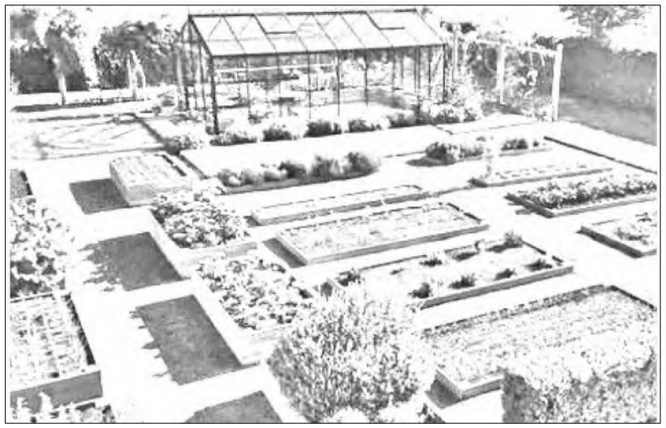
SITE DETAILS

LOT No:	500
ADDRESS:	cnr BROCKMAN HIGHWAY & DUNNET ROAD | NANNUP WESTERN AUSTRALIA
SITE AREA:	8.5945 ha | 85,945 m2
ZONING:	TOURISM

LANDSCAPING NOTES:

NOTE 1.
GROUND COVERS UNDER JARRAH AND MARRI TREES IN SHALL INCLUDE NATIVE PLANTS LIKE DICHONDRA REPENS, NATIVE VIOLETS, AND VARIOUS SPECIES OF GREVILLEA AND ACACIA, AS WELL AS NON-INVASIVE OPTIONS LIKE STAR JASMINE AND DWARF LILYTURF. WHEN CHOOSING, CONSIDER SHADE TOLERANCE AND PLANTS THAT ARE NATIVE TO THE AREA TO SUPPORT LOCAL WILDLIFE AND ECOSYSTEMS. MULCH AND CONTAIN WITH GARDEN EDGING. CONCRETE KERB WITH WATER HARVESTING ABILITY IN CONJUNCTION WITH THE LWMS REPORT.

NOTE 2.
REFER TO THE LOCAL WATER MANAGEMENT STRATEGY REPORT FOR DETAILS ON ROCK PITCHED DRAINAGE SWALES, CATCHMENT BASINS & RAINWATER TANKS.



ARTISTS IMPRESSION
VEGETABLE & HERB GARDEN

20 0 20 40 60 80 100

LANDSCAPING PLAN
SCALE 1:2000

SCALE 1:2000

LANDSCAPING LEGEND

- BOSSIAEA AQUIFOLIUM [WATER BUSH]
- KENNEDIA COCCINEA [CORAL VINE]
- GOMPHOLOBIUM CONFERTUM
- ANIGOZANTHOS MANGLESII [RED-AND-GREEN KANGAROO PAW]
- BANKSIA MENZIESII [FIREWOOD BANKSIA]
- AcS — ACACIA SALIGNA [GOLDEN WREATH WATTLE]
- Ma — CORYMBIA CALOPHYLLA [MARRI]
- Ja — EUCALYPTUS MARGINATA [JARRAH]
- PoC — POPULUS × CANADENSIS [HYBRID BLACK POPLAR]
- AcJ — ACER JAPONICUM [JAPANESE MAPLE]
- MoP — MORUS PENDULA ALBA [WEEPING MULBERRY]
- JUNCUS EFFUSES [SOFT RUSH]
- MACHAERINA RUBIGINOSA [COMMON TWIG RUSH]
- ROCK PITCHED DRAINAGE SWALE W/- SOME VEGETATION SUCH AS AUSTROSTIPA MOLLIS & GOMPHOLOBIUM CONFERTUM
- CATCHMENT BASIN W/- SOME VEGETATION SUCH AS AUSTROSTIPA MOLLIS & GOMPHOLOBIUM CONFERTUM
- BUILDING / STRUCTURE
- SEALED ROADWAY
- PEDESTRIAN / CYCLE PATH
- WT — RAINWATER TANK

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SHEET No: L00-01 /-

CENCHRUS CLANDESTINUS
[KIKUYU GRASS]

BOSSIAEA AQUIFOLIUM
[WATER BUSH]

GOMPHOLOBIUM
CONFERTUM

JUNCUS EFFUSES
[SOFT RUSH]

MACHAERINA RUBIGINOSA
[COMMON TWIG RUSH]

KENNEDIA COCCINEA
[CORAL VINE]

ANIGOZANTHOS MANGLESII
[RED-AND-GREEN
KANGAROO PAW]

BANKSIA MENZIESII
[FIREWOOD BANKSIA]

ACACIA SALIGNA
[GOLDEN WREATH WATTLE]

CORYMBIA
CALOPHYLLA [MARRI]

EUCALYPTUS MARGINATA
[JARRAH]

POPULUS × CANADENSIS
[HYBRID BLACK POPLAR]

ACER JAPONICUM
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