

LOCAL PLANNING SCHEME NO. 4

USE & DEVELOPMENT CLASS	Commercial	Environmental Conservation	General Industry	Priority Agriculture	Residential	Rural	Rural Residential	Rural Smallholdings	Special Use	Tourism	Urban Development
Tourist development	D	X	X	X	X	X	X	X	REFER TO CLAUSE 21	D	REFER TO CLAUSES 18(6) AND 67
Trade display	D	D	D	D	X	D	X	D		A	
Trade supplies	D	X	D	X	X	X	X	X		X	
Transport depot	A	X	D	A	X	A	X	A		X	
Tree farm ²	X	D	X	D	X	D	A	A		A	
Veterinary centre	D	X	D	D	X	D	X	A		A	
Warehouse/storage	D	X	D	X	X	X	X	X		X	
Waste disposal facility	X	X	A	X	X	A	X	X		X	
Waste storage facility	X	X	A	A	X	A	X	X		X	
Winery	X	D	X	D	X	D	A	D		D	
Workforce accommodation ³	X	X	X	D	A	D	X	A	X		

Note 1. Refer to Clause 57 - Mining operations.

Note 2. Refer to Clauses 46 - Tree farms and Clause 68 - Additional site and development requirements.

Note 3. Refer to Clause 44 - Workforce accommodation.

18. Interpreting zoning table

- (1) The permissibility of uses of land in the various zones in the Scheme area is determined by cross-reference between the list of use classes on the left hand side of the zoning table and the list of zones at the top of the zoning table.
- (2) The symbols used in the zoning table have the following meanings -
 - P means that the use is permitted if it complies with all relevant development standards and requirements of this Scheme as it relates to the use of the land;
 - I means that the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with all relevant development standards and requirements of the Scheme as it relates to the use of the land;
 - D means that the use is not permitted unless the local government has exercised its discretion by granting development approval;
 - A means that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising in accordance with clause 64 of the Deemed Provisions;
 - X means that the use is not permitted by this Scheme.

Note: 1. The development approval of the local government may be required to carry out works on land in addition to any approval granted for the use of land. In normal circumstances one application is made for both the carrying out of works on, and the use of, land.

Schedule 1 - Zone Development Requirements

Zones and Land Use	Minimum Lot Area	Minimum Effective Frontage (m)	Max Plot Ratio	Minimum Setbacks (m)			Minimum Landscaping (m ² %) <i>Refer to Clause 38</i>	Building Height (m) <i>Refer to Clause 39</i>	Other Requirements
				Front	Rear	Side			
Commercial	N/A	N/A	2.0	Nil	Nil	Nil	5%	12m	Where an R40 coding applies, residential development is to be connected to a reticulated sewerage network.
		(i) <i>Development may be provided with a nil setback to the side and rear boundaries of the subject land provided that the site does not adjoin any land used or zoned for residential purposes, in which case the development shall be setback in accordance with the Residential Design Codes.</i>							
Environmental Conservation	N/A	N/A	N/A	20	20	20	N/A	9m	
		(i) <i>In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest, Nature Reserve or Reserve for Conservation.</i>							
General Industry	N/A	N/A	N/A	6	Nil	Nil	5%	12m	
		(i) <i>Development shall be setback 3 metres from any secondary street frontage.</i> (ii) <i>Development may be provided with a nil setback to the side and rear boundaries of the subject land, subject to the Building Code of Australia.</i>							
Priority Agriculture	N/A	N/A	N/A	20	20	20	N/A	N/A	
		(i) <i>In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest, Nature Reserve or Reserve for Conservation.</i>							
Residential	In accordance with the Residential Design Codes								
	Where no R-Code is stipulated			6	5	3	In accordance with the Residential Design Codes for Category B.		
Rural	N/A	N/A	N/A	20	20	20	N/A	N/A	
		(i) <i>In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest, Nature Reserve or Reserve for Conservation.</i>							
Rural Residential	1ha	N/A	N/A	20	10	10	N/A	9m	These setbacks are where a lot does not have a designated building envelope. Where a building envelope exists development is required to be within that envelope.
		(i) <i>In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest,</i>							

		<i>Nature Reserve or Reserve for Conservation.</i>							
		<i>(ii) Unless varied by Schedule 4 - Special Provisions - Rural Residential Areas.</i>							
Rural Smallholdings	N/A	N/A	N/A	20	15	15	N/A	12m	These setbacks are where a lot does not have a designated building envelope. Where a building envelope exists, development is required to be within that envelope.
		<i>(i) In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest, Nature Reserve or Reserve for Conservation.</i>							
Special Use	Development of a site shall generally be in accordance with the Conditions/Special Provisions as set out in Schedule 6.								
Tourism	Development of a site shall be generally in accordance with an approved Structure Plan and/or an approved Local Development Plan.								
Urban Development	N/A	<i>(i) In addition to the minimum setbacks, a setback of at least 50 metres from a boundary with State Forest, Nature Reserve or Reserve for Conservation.</i>					N/A	9m	All subdivision and development in the Urban Development zone shall be in accordance with: <ul style="list-style-type: none"> • a Structure Plan; and • the additional site and development requirements if applicable; and/or • the General and Zone Development Standards of the Scheme.

5.4 Tourism

Aims

The aims are to:

- A45) encourage the development of a wide range of tourist and recreation facilities, tourist accommodation and activities for visitors in appropriate locations within and near the Nannup townsite and in the rural areas of the Shire that appropriately address bushfire planning, environmental assets, landscape qualities and compatibility with adjoining land uses; and
- A46) encourage the establishment of businesses, which attract and promote the Nannup townsite and the Shire as a tourist destination.

Strategy

The local government's strategy is to:

- S66) support a range of tourism development (accommodation, facilities and activities) in appropriate locations which respect to bushfire and flood risk, land use compatibility and servicing considerations;
- S67) ensure that tourism/recreation use and development are managed, located, designed and sited which conserves and enhances environmental assets and landscape qualities;
- S68) encourage development which recognises the architectural style and scale of development within the Nannup townsite and the Shire;
- S69) support the development of tourist attractions on Crown land where appropriate;
- S70) support low-key tourist and recreational uses in areas classified as 'Activity Node' on the Strategy Plans subject to appropriately addressing environmental, servicing, landscape and other planning considerations as per the *Augusta Walpole Coastal Strategy* i.e. 'Activity Node';
- S71) support public coastal access in areas classified as 'Coastal Access Point' on the Strategy Plans subject to appropriately addressing environmental, servicing, landscape and other planning considerations as per the *Augusta Walpole Coastal Strategy* i.e. 'Coastal Access Point';
- S72) require major tourist accommodation proposals in rural areas (in excess of six chalets or occupancy of 24 or more people) other than for camping, to be subject to an amendment to the scheme;
- S73) not support tourist and recreational development, beyond low-key activities such as bed and breakfast establishments, for lots that do not have direct access to a constructed public road e.g. forestry track; and
- S74) develop a Tourism Strategy for the Shire.

Policy Number:	LPP 9
Policy Type:	Local Planning Policy
Policy Name:	Tourism Land Uses and Short-Term Accommodation
Policy Owner:	Chief Executive Officer

AUTHORITY: Shire of Nannup Local Planning Scheme No.4

POLICY BASIS

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) and the *Shire of Nannup Local Planning Scheme No. 4 (LPS4)*.

OBJECTIVE

The objectives of this policy are to:

1. Support short-term accommodation based on the district's natural and cultural assets.
2. Ensure that relevant planning considerations are suitably addressed.
3. Ensure that short-term accommodation is located and managed so as to prevent inappropriate impacts upon the amenity of surrounding areas.
4. Ensure short-term accommodation is sited, sized and designed to be consistent with the character of the surrounding area.
5. Retain or enhance the visual amenity of the locality.
6. Encourage short-term accommodation in non-urban areas whilst conserving the rural character and protecting primary production.
7. Achieve a high standard of short-term accommodation.
8. Ensure short-term accommodation is appropriately managed so as not to cause nuisance or annoyance to the owners of adjoining or nearby properties.
9. Provide increased certainty for applicants, the community and others and to assist in providing greater consistency in decision making by the local government.

DEFINITIONS

For the purposes of this policy, the following definitions apply:

"Rural" means land zoned Rural, Rural Smallholdings, Environmental Conservation or Priority Agriculture in LPS4.

"Short-term accommodation" is defined in LPS4 and means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period. It includes bed and breakfast, camping ground, caravan park, holiday accommodation, holiday house, hotel, motel and nature based park. It also includes 'tourist development' and will as relevant, guide the assessment of non-accommodation forms of tourist development.

APPLICATION OF THE POLICY

This Policy applies to the development of short-term accommodation throughout the municipality (the district).

POLICY PROVISIONS

1. General

As set out in LPS4, in particular in the Zoning Table or in the Schedules for certain land, various types of short-term accommodation can be considered in most zones.

The local government:

- Supports short-term accommodation on appropriately zoned land subject to the applicant addressing relevant planning considerations. This includes appropriately addressing environmental, landscape/visual impact, land use compatibility, risks including bushfire and flooding, access, servicing, design and effective on-going management;
- Supports the provision of a range of short-term accommodation which is appropriate for the site's context and which showcases and complements the attributes of the district;
- Encourages links between short-term accommodation and established rural pursuits so as to diversify economic base and retain development at a low key nature.
- Adopts a precautionary approach to minimizing bushfire risk;
- Will generally require that short-term accommodation on rural land is ancillary to rural and/or conservation uses. Unless appropriately justified, larger scale developments should be in a Tourism or related zone.

All short-term accommodation requires the submission of a Development Application to the local government.

Based on *State Planning Policy 3.7 Planning in Bushfire Prone Areas and Guidelines for Planning in Bushfire Prone Areas*, the Development Application may need to be accompanied by a Bushfire Management Plan (BMP) and should be accompanied by a Bushfire Emergency Evacuation Plan (BEEP). Further details are outlined in section 7.

While the Policy focuses on short-term accommodation, relevant components of the Policy will be used in assessing Development Applications for non-accommodation forms of tourist development (especially outside of the Nannup townsite). This includes galleries, microbreweries, wineries, restaurants/ cafes and leisure/recreation-private uses.

The 'onus of proof' rests with the applicant to justify their application and variations to this Policy.

2. Application Site Requirements

Development for short-term accommodation should generally address the following site requirements:

- Provide appropriate setbacks/buffers to adjoining uses to be a 'good neighbour';
- Development should be suitably located to avoid potential conflict with normal farming operations on adjoining properties;
- The site shall, in the opinion of the local government, contain suitable tree cover and/or have other screening adequate to provide visual screening and privacy. The local government may require, as a condition of Development Approval, additional planting and/or other screening measures in order to provide increased screening of the proposed development from State and regional roads, key tourist routes or from surrounding properties;
- Site conditions including topography and soil type to ensure adequate sewerage disposal, building construction and drainage;
- Public road access shall, in the opinion of the local government, be appropriate for the proposed short-term accommodation; and
- Address other matters set out in this Policy.

Minimum boundary setbacks for short-term accommodation are set out in Schedule 1 of LPS4 or are as per the R Codes for land subject to the R Codes.

Where applicable, short-term accommodation should be located within the approved building

envelope for the site or outside of building exclusion areas.

3. Amenity

The local government seeks that short-term accommodation appropriately addresses the amenity of adjoining/nearby properties through addressing the siting and scale of development, access, servicing, building bulk (size and height), design, and on-going management.

The local government will have regard for potential impacts on the amenity of the surrounding area and will consider matters including:

- Existing land uses and the zoning of adjoining/nearby properties;
- The proximity of the site to any potential source of nuisance;
- The siting and location of the building/s to be used for short-term accommodation;
- The number of patrons to be accommodated on the site;
- The location of any on site activity areas and potential for noise; and
- Anticipated traffic generation.

The local government will generally require the applicant to prepare a Management Plan which is submitted with the Development Application. The Management Plan is to address a range of matters including being a 'good neighbour' along with practical on-going management considerations.

The Shire prefers on-site (hosted) management. Where management is 'off site', there should be a manager or a contactable employee that permanently resides no greater than a 45 minute drive from the application site.

Decks and balconies should be located away from the bedrooms of neighbouring dwellings and, if located close to living and dining areas of neighbouring dwellings, suitable screening is to be provided.

4. Visual Amenity and Visual Impact

The local government:

- Requires short-term accommodation to retain or enhance the visual amenity of the locality including through retaining existing vegetation, undertaking replanting, appropriate building siting and addressing building bulk (size and height), building design and colours;
- Seeks that the design of short-term accommodation should be sympathetic to the landscape, retains significant vegetation (subject to also addressing bushfire risks) and minimises visual impacts, especially when viewed from State and regional roads and key tourist routes;
- Encourages the use of natural materials and colours which architecturally blend into and/or complement the surrounding environment; and
- Supports the planting of native vegetation that is endemic to the district and/or the planting of suitable fire-suppression non-native/exotic vegetation.

The local government will consider the visual impact of short-term accommodation in general. In particular, the local government seeks to carefully consider Development Applications for short-term accommodation:

- Within Special Control Areas SCA2 Nannup Townsite Character Area, SCA6 Heritage Area and SCA7 General Landscape Values Area; and
- Which adjoins State and regional roads and key tourist routes. The local government's assessment of visual impact is primarily concerned when viewed from State and regional roads and tourist routes. The purpose of the assessment is not in relation to views from other properties, although the local government will separately consider amenity and land use compatibility.

Applicants proposing short-term accommodation in highly valued landscapes are encouraged to submit a landscape assessment from a suitably qualified consultant with the Development Application. The landscape assessment should have regard to the *Visual Landscape Planning Manual (Western Australian Planning Commission 2008)* or any updates).

5. Traffic and Access

The local government:

- Requires short-term accommodation to have suitable and safe vehicular access;
- Needs to be satisfied that the anticipated traffic generated by the tourist accommodation will not negatively impact on amenity, and that the traffic can be accommodated by the existing road network;
- Will require access from a suitably dedicated and constructed public road or from other forms of legal vehicular access;
- May require the applicant to submit a traffic report, for larger scale short-term accommodation developments, in support of the Development Application;
- May require road upgrading by the developer, at their cost, if the existing road network is inadequate to cater for anticipated traffic generated by the development;
- Will not support short-term accommodation where there is the potential for traffic generation to cause undesirable nuisance, safety or capacity issues; and
- Access to Main Roads controlled roads will need to be approved by Main Roads WA and applicants should liaise with Main Roads regarding location and access design requirements.

The local government will have regard to relevant local planning policies including LPP10 Car Parking and Vehicular Access and LPP14 Developer and Subdivider Contributions.

6. Car Parking

On-site car parking is required for tourists/visitors, management and staff.

A minimum of one car parking bay is required per guest room and/or unit. There is also a need to provide one car parking bay per staff member.

Subject to the proposed type of short-term accommodation and scale of development, there may be a requirement to provide more than one car parking bay per unit and/or provide space for boats, trailers and other vehicles.

Car parking should be constructed to a suitable standard as required by LPS4 or in Local Planning Policy LPP10 Car Parking and Vehicular Access.

Landscaping/revegetation should be provided between carparks and the front boundary of the lot or to a public place.

7. Bushfire Management

The local government will have regard to State Planning Policy 3.7 and other Western Australian Planning Commission publications.

Short-term accommodation proposed in areas with a Bushfire Attack Level Assessment rated at BAL-40 or BAL-FZ are unlikely to be granted development approval unless appropriately justified by a Level 2 or a Level 3 bushfire practitioner via addressing the Performance Principles.

8. Water Supply

The applicant is to ensure that an appropriate potable water supply is provided (reticulated scheme water or from on-site supplies) and that there is sufficient water supply for firefighting (if required)

prior to occupation of the short-term accommodation.

Where a reticulated scheme water supply is not available and/or feasible to connect, the following guidance is provided for on-site water supplies:

- Water storage tanks of a suitable size are required subject to the size and estimated occupancy of the tourist accommodation unit and to address a changing climate. The tank size to be a minimum of:
 - 45,000 litres for a 2 person unit/room;
 - 90,000 litres for a 4 person unit; and
 - 135,000 litres for a unit accommodating 5 or more people.
- The above is separate to water required for the provision of firefighting for areas not serviced by reticulated water.
- The sharing of water between units may be permitted through a common system.
- As an alternative to the supply of water from roof catchment, the local government may consider a supply from groundwater or from natural soaks. This is subject to supporting evidence of chemical and microbiological analysis to show that the water complies with the *Australian Drinking Water Guidelines*.
- Prior to occupation of the short-term accommodation, evidence of water supply suitability must be provided. In most cases supporting evidence of chemical and microbiological sample analysis, conducted by a NATA (National Association of Testing Authorities) approved laboratory will be required to show compliance with current Australian drinking water guidelines. Further routine sampling may be required by the local government to ensure compliance with the *Public Health Act 2016* and *Health (Miscellaneous Provisions) Act 1911*.
- As set out in the Council's annual Schedule of Fees and Charges, a charge for testing of water supply may be imposed by the local government.

9. Building and Environmental Health Requirements

In addition to planning requirements, there is also a need to address building and environmental health requirements. Subject to the nature of the short-term accommodation, this may include:

- The provision of cooking, toilet, ablution or laundry facilities;
- Disability access and mobility - applicants are encouraged to design and construct short-term accommodation units having regard to universal access and mobility. Subject to the scale and nature of the development, some matters will be mandatory;
- A dry chemical powder type fire extinguisher and fire blankets;
- Smoke alarms must be installed as per the Building Code of Australia on or near the ceiling. In some cases, a system of lighting must also be installed to assist evacuation of occupants in the event of a fire;
- Sewerage disposal – the local government will have regard to the Government Sewerage Policy;
- Existing or proposed on site sewerage disposal systems are to be sized according to the intended number of guests, or the number of guests reduced accordingly; and
- Water supply (also refer to section 8).

10. Maximum Length of Occupancy

Except with written approval from the local government, a person shall not stay for an aggregate period of more than three months in any consecutive twelve month period in a development approved for short-term accommodation. Subject to the zoning, proposal context and other relevant planning considerations, a development approval could be for an additional use e.g. holiday home and single house.

11. Signs

Other than directional signs, any proposed advertising sign must be located within the property boundaries and comply with Local Planning Policy LPP12 Signs and Advertisements.

12. Rating

If the development of short-term accommodation changes the use of a property which is rated using the Gross Rental Value (GRV) as the basis for calculations, the local government may change the rating of such a lot from GRV-General to GRV-Short Term.

If the development of short-term accommodation changes the predominant use of a lot from a rural agricultural base to a non-agricultural base, the local government may change the rating of such a lot from Unimproved Value (UV) to GRV-Short Term.

ADMINISTRATION

1. Matters to be Addressed Prior to Formally Lodging the Development Application

Proponents are encouraged to discuss proposals that seek to vary Policy requirements with the Shire administration early in the planning/design process and prior to lodging a Development Application.

2. Application Requirements

Development Applications should include the following:

- Filling in the Form of Application for Development Approval;
- Payment of the local government Development Application fee;
- A written submission/report addressing this Policy and the site context;
- A site plan (including highlighting existing buildings) and proposed vehicular access, car parking and landscaping/revegetation;
- Floor plan/s and elevations including the external materials and colours to be used;
- Details of intended use/s of the short-term accommodation; and
- A management plan.

Subject to the proposed location and the scale of the proposed short-term accommodation, the local government may also require the applicant to provide:

- A Bushfire Management Plan and Emergency Evacuation Plan;
- A landscape assessment;
- A traffic report;
- Written information setting out why Policy requirements should be varied; and
- Any other plan or information that the local government may reasonably require to enable the application to be determined.

Should Development Approval be issued, it will also be necessary for the proponent to submit a Building Permit application (which gains necessary approvals) prior to undertaking any construction work. Subject to the type, scale and servicing of the short-term accommodation, other approvals may also be required prior to occupation.

3. Consultation with Landowners and Stakeholders

The local government will consult with adjoining/nearby landowners and other stakeholders as required by LPS4, the Regulations and as determined by the local government. The local government will also consult where an application does not comply with this Policy.

4. Assessing the Development Application

In determining an application, the local government will consider matters set out in Clause 67 of the Deemed Provisions, Clause 52 of LPS4 along with Scheme provisions relating to the zone, the *Shire of Nannup Local Planning Strategy* and this Policy.

Depending on the site, key matters include:

- traffic safety and impact;
- access from a suitably dedicated and constructed public road;
- servicing;
- environmental impacts;
- fire management and impacts;
- visual impacts;
- appropriate setbacks and buffers to other uses;
- capability of the land for agriculture and rural pursuits;
- capability of the land to accept the use, by reason of soil type and stability; and
- density and scale of the proposed development.

Should an application for short-term accommodation not comply with requirements of this Policy, the application may be referred to Council for determination.

Where objections are received and the objections are not able to be adequately dealt with through conditions of approval, the Development Application will be referred to Council for determination.

The local government may refuse a Development Application where it is inconsistent with this Policy, LPS4, based on the information provided by the applicant, or based on information set out in any submission.

Related Policies:	LPP 10 Car Parking and Vehicular Access LPP 12 Signs and Advertisements LPP 14 Developer and Subdivider Contributions
Related Procedures/ Documents	<i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> <i>Guidelines for Planning in Bushfire Prone Areas</i> <i>Australian Drinking Water Guidelines</i> <i>Visual Landscape Planning Manual (Western Australian Planning Commission 2008)</i>
Delegation Level:	Chief Executive Officer or their Delegated Officer
Adopted:	OM 24 September 1992
Reviewed:	OM 27 June 2024



LOCAL DEVELOPMENT PLAN

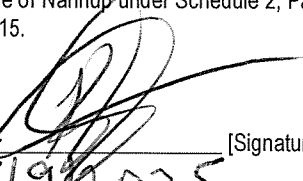
**447-022 | NANNUP ALPINE RESORT
LOT 500 CNR BROCKMAN HWY & DUNNET ROAD
NANNUP | WESTERN AUSTRALIA**

for: **IDG RESORTS PTY LTD**

prepared by: **PAUL MESCHIATI AND ASSOCIATES PTY LTD**
30 / 18 STIRLING HIGHWAY
NEDLANDS | WESTERN AUSTRALIA
t: 08 6389 0706 e: info@paulmeschiati.com.au
09.09.2025 (rev3)

APPROVAL

This Local Development Plan has been approved by the Shire of Nannup under Schedule 2, Part 6, Clause 52 of the Planning and Development (Local Planning Schemes) Regulations 2015.

ACTING CHIEF EXECUTIVE OFFICER  [Signature]
18/9/2025 [Date]

Amendment No.	Summary of Amendment	Date Endorsed by Local Government

CONTENTS

1	OVERVIEW	4
1.1	Subject Site	4
1.2	Local Development Plan	4
2	DEVELOPMENT PROVISIONS	5
2.1	Operation	5
2.2	Relationship To Scheme & Policies	5
2.3	Constraints Plan	6
2.4	Vision	6
2.5	Vehicle Parking	6
2.6	Vehicle Access	8
2.7	Landscaping and Open Space	8
2.8	Watercourse	9
2.9	Streetscape	9
2.10	Building Set-Backs	9
2.11	Building Heights	10
2.12	Plot Ratio	10
2.13	Building Materials	10
2.14	Incidental Development	10
2.15	Wastewater	11
2.16	Management Plan	11
2.17	Memorial Easement	11
3	INFRASTRUCTURE COORDINATION,	12
	SERVICES & TECHNICAL STUDIES	12
3.1	Water Management	12
3.2	Effluent Disposal	12
3.3	Power	12
3.4	Telecommunications	12
3.5	Technical Studies	13
4	BUSHFIRE ASSESMENT	14
4.1	Introduction	14
4.2	Bushfire Management Plan	14
5	ABORIGINAL CULTURAL HERITAGE	15
5.1	ACH Register	15
6	CONCLUSION	17

APPENDIX I	LOCAL DEVELOPMENT PLAN
APPENDIX II	CONSTRAINTS PLAN
APPENDIX III	TRANSPORT IMPACT STATEMENT
APPENDIX IV	BUSHFIRE MANAGEMENT PLAN
APPENDIX V	LOCAL WATER MANAGEMENT STRATEGY

1 OVERVIEW

1.1 Subject Site

This Local Development Plan (LDP) applies to Lot 500 CNR Brockman Highway & Dunnet Road, Nannup (herein referred to as the 'subject site'). The total land area of the subject site is 8.5945 ha (85,945 m²).

The subject site is zoned Tourism in the latest Shire of Nannup Local Planning Scheme No. 4 (LPS4).

1.2 Local Development Plan

The LDP provides the primary controls for the new tourist development on the subject site. Please refer to **APPENDIX I** for a copy of the Local Development Plan.

2 DEVELOPMENT PROVISIONS

2.1 Operation

This LDP has been prepared to guide development within the subject site and to be used by the Shire of Nannup in assessment of development applications.

2.2 Relationship To Scheme & Policies

This LDP is to be read in conjunction with the Shire of Nannup's LPS4, local planning policies and relevant authority requirements.

Where there is inconsistency between LPS4 and the Local Development Plan, LPS4 prevails.

The site has been designated for Tourism Development and the buildings and building uses associated with the Tourism Development fall into 'A' and 'D' categories of Table 4. Zoning Table of the LPS4, as follows:

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

D means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

A means that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising in accordance with clause 64 of the Deemed Provision,

* means that the use is associated with the TOURISM Zone of Part 3 – Zones and use of zones | Table 3.

Zone Objectives of the LPS4:

- To promote and provide for tourism opportunities.
- To provide for a variety of holiday accommodation styles and associated uses, including retail and service facilities where those facilities are provided in support of the tourist accommodation and are of an appropriate scale where they will not impact detrimentally on the surrounding or wider area.
- To allow limited residential uses where appropriate.
- To encourage the location of tourist facilities so that they may benefit from existing road services, physical service infrastructure, other tourist attractions, natural features and urban facilities.

2.3 Constraints Plan

Please refer to **APPENDIX II** for a copy of the Constraints Plan, which indicates boundary setbacks, the memorial easement, existing waterways, Aboriginal Heritage Zone, flood zone, and the like in relation to the proposed development.

2.4 Vision

Nannup is a destination in need of more tourism accommodation. The subject site is located only 600m from the Nannup Town Centre and shall provide for a range of accommodation types that is accessible to all visitors to the South West region.

The Nannup Alpine Resort shall provide high-quality accommodation, featuring private balconies overlooking the site, creek and surrounding hills, as well as an external façade that celebrates the historical local timber industry.

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 flora & fauna of the area 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.

Various sustainable features shall also be implemented into the Resort, including roof-top solar, rainwater collection and utilisation, and the “Paddock to Plate” restaurant kitchen herb & vegetable garden.

2.5 Vehicle Parking

Vehicular parking provided within the resort has been calculated using the provisions set out in the LPS4 and LPP 013 Car Parking and Vehicular Access. The table below summarises the vehicle parking requirements and bays provided:

BUILDING / USE	CALCULATIONS	BAYS
Building 1 - Restaurant	1 bay per 40m2 NLA. 457m2 = 12 bays	12
Building 1 - Reception	1 bay per 40m2 NLA. 100m2 = 3 bays	3
Building 1 - Reception Centre	1 bay per 4 seats. 44 seats = 11 bays	11
Building 2 - Shops	1 bay per 40m2 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). 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 5 – Workshop / Storage	1 bay per 100m2 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 (Recreation-Private)	1 bay per 40m2 NLA 100m2 = 3 bays	3
Building 8 – Bike Storage	n/a	-
Building 9 – Exercise Gazebo	1 bay per 40m2 NLA 152m2 = 4 bays	4
Building 10 – Utility Building	n/a	-
Building 11 - Motel	1 bay per bedroom + 1 x bay per 40m2 NLA for floor space other than used for accommodation purposes 100 bedrooms + 272m2 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

Based on the above, 198 car bays are required to accommodate the propose development at 100% capacity.

The total number of car bays provided is 209, which satisfies the above requirement. 4 x accessible car bays are included in this total, which satisfies the BCA.

It is noted that there are also 3 x coach bus parking bays and 1 x small bus parking bay.

In addition to the above, 44 “overflow” car bays are indicated on the site layout to cater for any special events the development may cater for in the future.

2.6 Vehicle Access

Vehicle access into the development has been split in to 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 100 cars typically 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.

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 the 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.

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

2.7 Landscaping and Open Space

Landscaping shall be predominantly existing local flora with any additional landscaping to be carried out using native species.

A proposed landscaping strip and berm along Brockman Highway shall be provided to create a buffer between the resort and traffic on Brockman Highway in order to improve the visual amenity of the development and streetscape.

Areas of open green spaces shall be created to provide amenity for guests, with dedicated areas for a kids playground and gazebos along the existing creek.

Landscaped drainage basins & stone swales are also utilised to manage the overland rainwater runoff from typical precipitation activity, as well as major storm events.

All landscaping works shall be in accordance with the LPS4.

2.8 Watercourse

The existing creek running through the property shall remain, and will provide a natural focal point for the development.

The proposed development has been designed so that all buildings are set back from the existing creek to ensure there are no impacts to this natural watercourse, the Aboriginal Cultural Heritage Zone and the local flora and fauna associated with it.

2.9 Streetscape

The Primary Street Frontage for the development is Brockman Highway, which includes the Resorts main entry. This main vehicle entry point shall utilise a stone-based sealed traffic bridge (with culvert under to assist the Shire's proposal to manage & divert stormwater from neighbouring properties, which currently flood into the subject site). This bridge shall marry the levels of the existing highway (approx. RL 74.0) and the proposed new internal roadway (approx. RL 72.5).

The proposed landscaping strip along the Brockman Highway boundary shall be bermed / mounded to create a visual & acoustic buffer. There are existing Marri & Gum trees approx. 20-30m tall at the southern end of this boundary, which shall be retained wherever possible.

2.10 Building Set-Backs

The following table details the proposed minimum set-backs for the main buildings on the subject site.

Building or Structure	Minimum Boundary Setbacks	
	Primary Street (m)	Other (m)
Building 1 – Reception / Restaurant	70	70
Building 2 – Shops / Reception Centre	40	100
Building 3 – Lodge	50	70
Building 4 – Managers Residence	15	30
Building 5 – Workshop / Storage	15	12
Building 6 – Staff Accommodation	25	5
Building 7 – Gymnasium	10	100
Building 8 – Bike Storage	10	100
Building 9 – Exercise Gazebo	140	7
Building 10 – Utility Building	40	50
Building 11 – Motel	35	70
Building 12 – Chalet (Lakeview)	60	50
Building 13 – Chalet (Emu Walk)	40	12

Gazebos, Greenhouse, Kids Playground, Bicycle Lockers, Restaurant Garden, Rainwater Tanks, Carparking, Bin Enclosure(s), Entry / Directional Signage and Paved Pathways.

2.15 Wastewater

The development will be connected to the reticulated sewer network.

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 V** for details.

2.16 Management Plan

A Management Plan will be prepared and supplied to accompany the Development Application.

2.17 Memorial Easement

The memorial easement is shown on the Constraints Plan. Please refer to **APPENDIX II** for details.

While the proposed development has been designed so that there are no buildings located within the memorial easement, the intention is to have this memorial removed from the Landcorp Certificate of Title. The process of having the memorial removed is currently underway.

3 INFRASTRUCTURE COORDINATION, SERVICES & TECHNICAL STUDIES

3.1 Water Management

Water Corporation data has confirmed that reticulated water supply runs along Brockman Highway, which services the subject site. 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, as well as for fire-fighting purposes.

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 V** for details.

3.2 Effluent Disposal

Water Corporation data has confirmed that reticulated sewer runs along Brockman Highway, which services the subject site.

The Development shall connect to this existing sewerline, with the existing connection point located on Brockman Highway, at the Western side of the Subject Site.

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 V** for details.

A technical study will be carried out by the project Hydraulic Consultant of the existing sewerline and Subject Site topography to determine sewer pipe details, layout and connections during the Building License design and approval process.

3.3 Power

The source of power for the proposed development shall be via the Western Power electricity supply grid, which runs along Brockman Highway.

The appropriate level of power supply required to service the proposed development shall be assessed and determined during the Development Application approval process.

A technical study will be carried out by the project Electrical Consultant of the existing Western Power supply and connection details & determine the proposed development electrical loads and layouts during the Building License design and approval process.

3.4 Telecommunications

Telecommunication connections for all buildings will be accommodated through the existing network.

A technical study will be carried out by the project Electrical Consultant during the Building License design and approval process.

3.5 Technical Studies

Bushfire Protection.

As described in Section 4 of this LDP, a technical study has been carried out and supplied, including the Bushfire Management Plan and Bushfire Emergency Evacuation Plan.

Please refer to **APPENDIX IV** for details.

Aboriginal Heritage Zone.

As described in Section 5 of this LDP, a search has been done on the subject site using the WA Aboriginal Cultural Heritage Inquiry System which has identified one registered site - "Place 20434 Blackwood River". The results of the search indicate Place 20434 Blackwood River has no specific restrictions.

Flood Zone.

The Development has been related to the flood zone studies and shown on the Constraints Plan. Please refer to **APPENDIX II** for details.

Flora and Fauna.

The BMP and ACH assessments include relevant studies associated with the existing Flora & Fauna within the Subject Site.

Transport Impact Statement.

Main access will be via Brockman Highway, as detailed in Section 2.6 of this LDP. Traffic loads, turning circles and vehicle manoeuvrability have been assessed for all 3 access points, as well as access in/out and throughout the site for service vehicles, as required.

A comprehensive Transport Impact Statement has been prepared by LEVEL 5 DESIGN. Please refer to **APPENDIX III** for details.

Local Water Management Strategy.

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

4 BUSHFIRE ASSESSMENT

4.1 Introduction

The subject site is classified as being within a Bushfire Prone Area and therefore a Bushfire Consultant has been engaged to provide a Bushfire Management Plan (BMP).

The Bushfire Consultant is Anthony Rowe from Envision Bushfire Protection and he has provided the following information to accompany this LDP.

4.2 Bushfire Management Plan

Please refer to **APPENDIX IV** for a copy of the BMP.

5 ABORIGINAL CULTURAL HERITAGE

5.1 ACH Register

Aboriginal heritage holds significant value to Aboriginal people for their social, spiritual, historical, scientific, or aesthetic importance within Aboriginal traditions. Laws are in place in Western Australia to protect and manage Aboriginal heritage.

A search has been done on the subject site using the WA Aboriginal Cultural Heritage Inquiry System which has identified one registered site - "Place 20434 Blackwood River".

In terms of significance, Place 20434 Blackwood River is believed to have been created by the Waugal. It was reported that the entire Blackwood River and its tributaries was created by, and is home to, the Waugal, rendering the entire river system as a sacred site. The Blackwood River was also reported to be of customary significance as a bidi (path) from inland areas of Nannup to the west coast.

The results of the search indicate Place 20434 Blackwood River has no specific restrictions. Please refer to Figure 2. for a screenshot of the search results. Therefore, in accordance with the WA Aboriginal Heritage Act (1972) as there is no risk of harm to Aboriginal heritage from the planned activity, no approval is required.

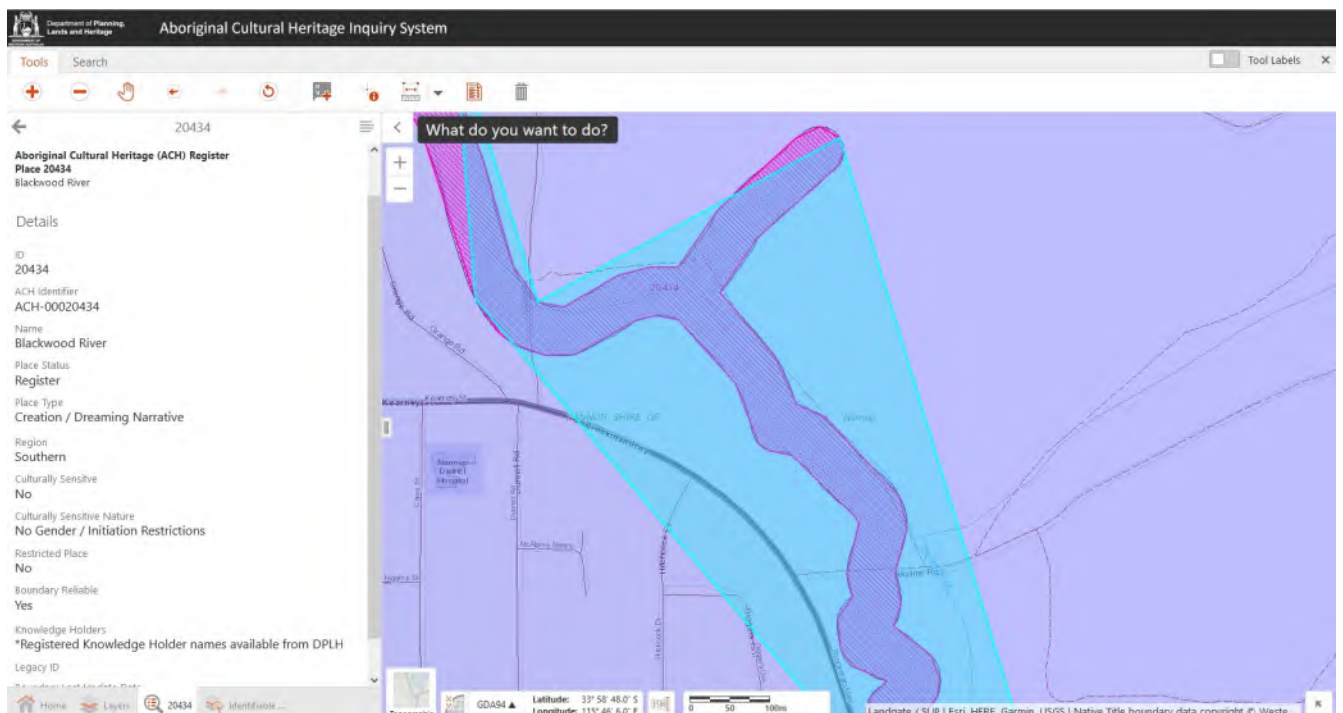


Figure 2. Search Results from WA Aboriginal Cultural Heritage Inquiry System.

Regardless of the outcome determined above via WA Aboriginal Heritage Act (1972), the owner acknowledges Place 20434 Blackwood River and its customary significance by locating new structures outside of the designated area to minimise any impacts on the Blackwood River.

Consultation with The Karri Karrak Aboriginal Corporation (KKAC) and with the Cultural Advice Committee (CAC) has been carried out, and as the proposed development scope is outside of Place 20434 Blackwood River, further consultation in relation to the proposed development is not required.

With regards to the on-going maintenance of the existing creek, KKAC and CAC have approved this work. Please note the following formal resolution from CAC:

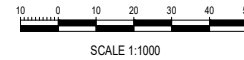
The Cultural Advice Committee (the Committee) reviewed the Activity Notice from Paul Meschiati and Associates Pty Ltd acting on behalf of IDG Resorts Pty Ltd. The Committee approved the non-ground-disturbing weed clearance to proceed without monitors. The Committee would like it highlighted that chemicals cannot be used in the management of weeds. (06.08.2024)

6 CONCLUSION

This LDP report and accompanying plans, on Lot 500 Brockman Highway, Nannup complies with the planning framework adopted by the Shire of Nannup and the Western Australian Planning Commission.

The LDP provides guidance and direction on the desired built form outcomes for the subject site. Council in determining a development application/s will consider the key design elements/matters in the LDP to ensure that development provides an appropriate mix of commercial and short stay accommodation for Tourism that is responsive to the site's context.

LOCAL DEVELOPMENT PLAN



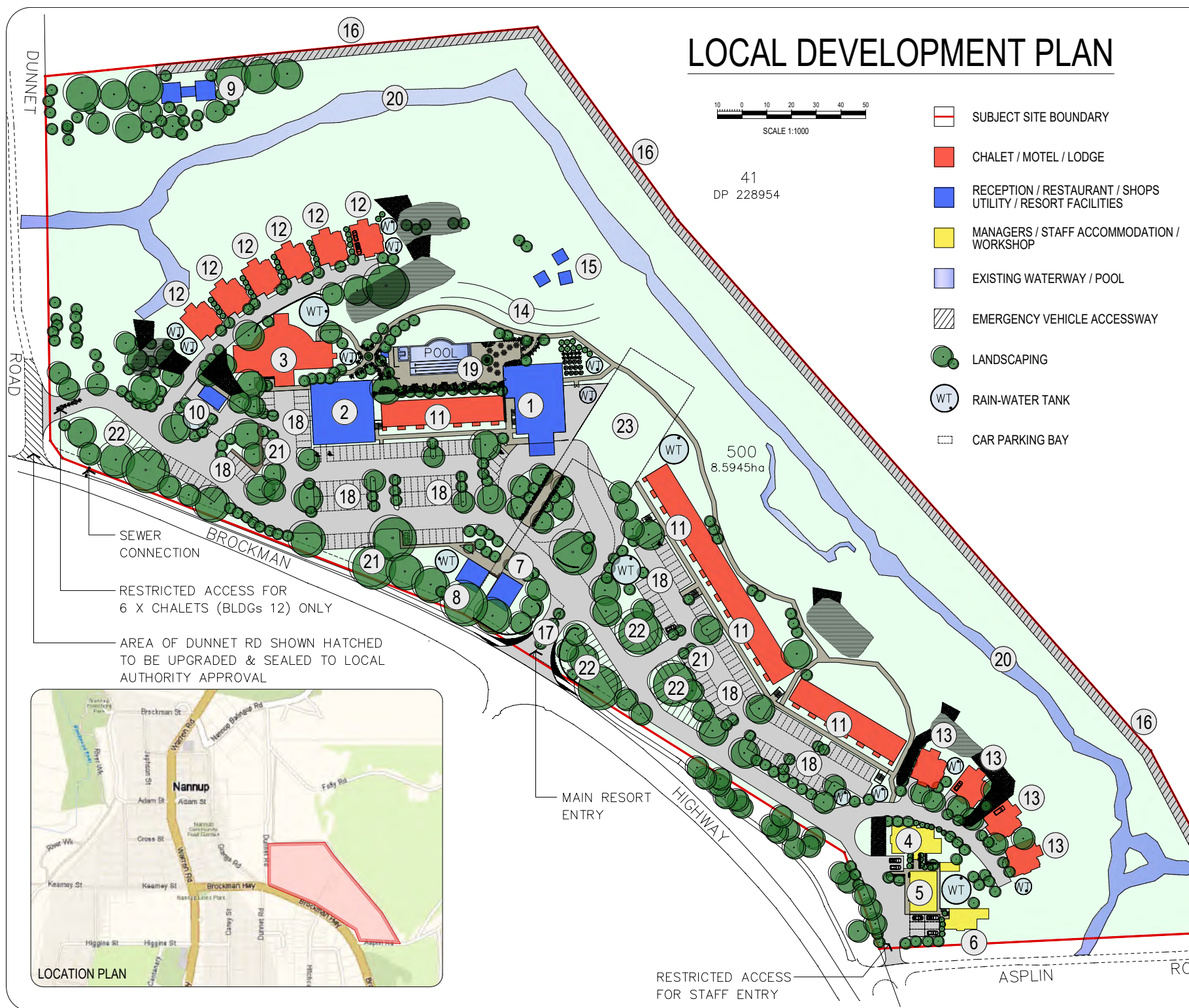
41
DP 228954

500
8.5945ha

- SUBJECT SITE BOUNDARY
- CHALET / MOTEL / LODGE
- RECEPTION / RESTAURANT / SHOPS
UTILITY / RESORT FACILITIES
- MANAGERS / STAFF ACCOMMODATION /
WORKSHOP
- EXISTING WATERWAY / POOL
- EMERGENCY VEHICLE ACCESSWAY
- LANDSCAPING
- RAIN-WATER TANK
- CAR PARKING BAY

REFERENCES

- ① MAIN RECEPTION / RESTAURANT /
RECEPTION CENTRE / [2-STORY BUILDING]
- ② TOURIST SHOPS / CAFE / RECEPTION CENTRE /
[2-STORY BUILDING]
- ③ 40 x BED LODGE
- ④ MANAGERS RESIDENCE
- ⑤ WORKSHOP / MAINTENANCE / STORAGE
- ⑥ 2 X STAFF ACCOMMODATION UNITS
[2-STORY 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-STORY 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]



SEWER
CONNECTION

RESTRICTED ACCESS FOR
6 X CHALETs (BLDGs 12) ONLY

AREA OF DUNNET RD SHOWN HATCHED
TO BE UPGRADED & SEALED TO LOCAL
AUTHORITY APPROVAL

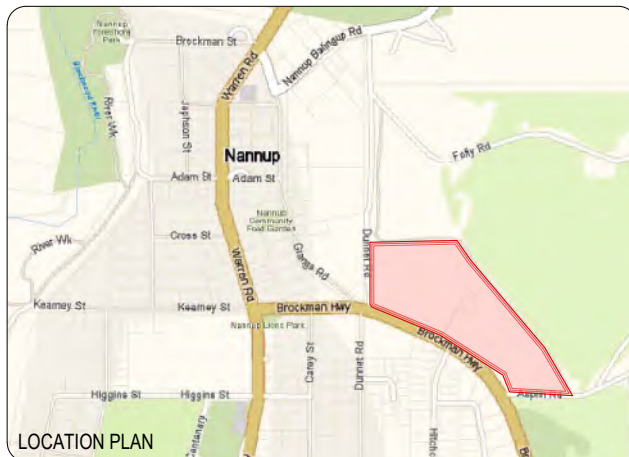
MAIN RESORT
ENTRY

RESTRICTED ACCESS
FOR STAFF ENTRY

ASPLIN

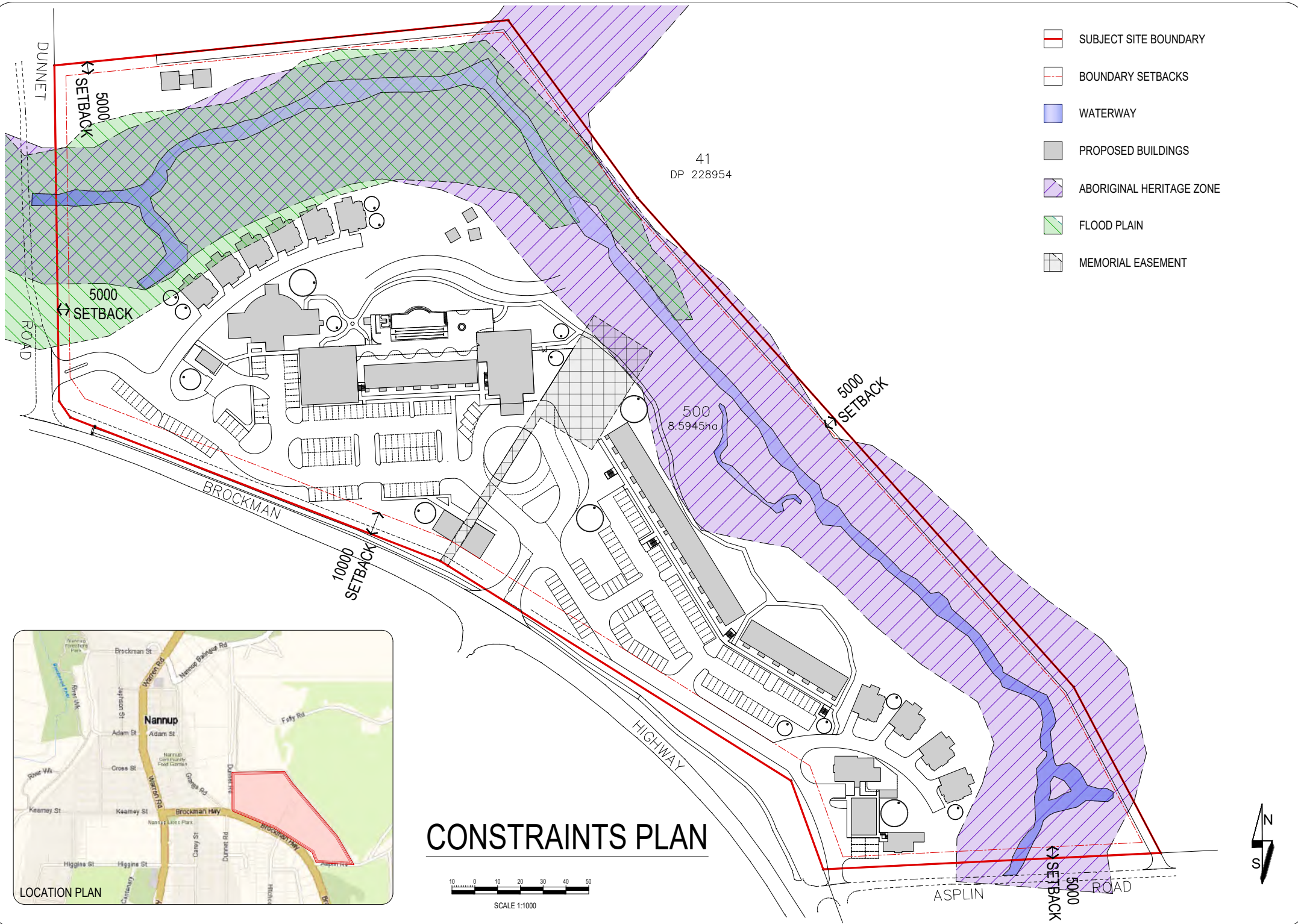
ROAD








EMERGENCY
VEHICLE ENTRY

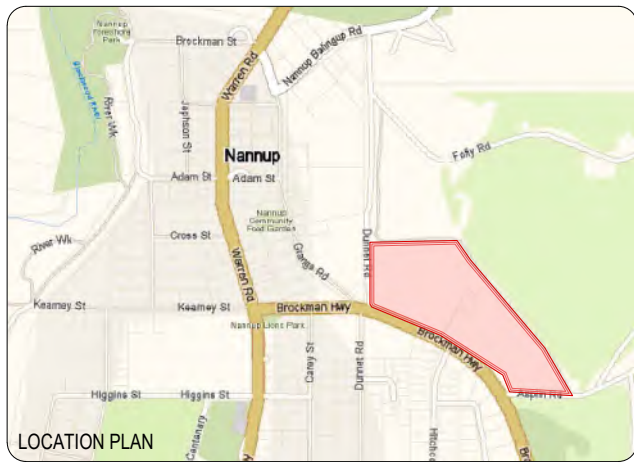


LOCATION PLAN

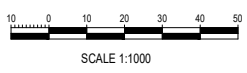




-  SUBJECT SITE BOUNDARY
-  BOUNDARY SETBACKS
-  WATERWAY
-  PROPOSED BUILDINGS
-  ABORIGINAL HERITAGE ZONE
-  FLOOD PLAIN
-  MEMORIAL EASEMENT



CONSTRAINTS PLAN



Transport Impact Statement

Nannup Alpine Resort

Brockman Hwy and Dunnet Rd

Nannup



Project number 12062

November 2024

© Level 5 Design Pty Ltd 2024

Contents

1	Introduction	3
2	Existing Situation	4
2.1	Existing Site	4
2.2	Existing Road Network	5
2.3	Existing Traffic Volumes.....	6
2.4	Existing Access Arrangements and Parking Situation	7
3	Proposed Traffic and Access Arrangements	8
3.1	The Proposed Development	8
3.2	Proposed access arrangements.....	9
3.3	Traffic Generation of the Proposed Development	9
3.4	Provision for Service Delivery and Waste Collection.....	12
4	Parking Assessment	13
4.1	Proposed Car Parking Supply.....	13
4.2	Car Parking Requirements	13
5	Public Transport Facilities	16
5.1	Existing Public Transport Facilities	16
5.2	Future Public Transport Facilities.....	16
6	Pedestrian / Cycle Networks and Facilities	17
6.1	Existing Pedestrian / Cycle Network.....	17
6.2	Future Pedestrian / Cycle Facilities.....	17
6.3	Pedestrian Access within the Site	17
7	Site Specific Issues	18
7.1	Crash Assessment.....	18
7.2	Access Risk Assessment	18
7.3	Assessment of Safe Sightlines	19
8	Summary	21
	Appendix A: Street view of the Site	22
	Appendix B: Vehicle Swept Paths	24
	Appendix C: Sightlines Assessment	30

Private and confidential

This report, and the material that it contains, are the intellectual property of Level 5 Design Pty Ltd (L5D) and are intended solely for the purposes of fulfilling our contract with the specified client. It may not be used or reproduced by any other party for any other purpose without the express permission, in writing, of L5D.

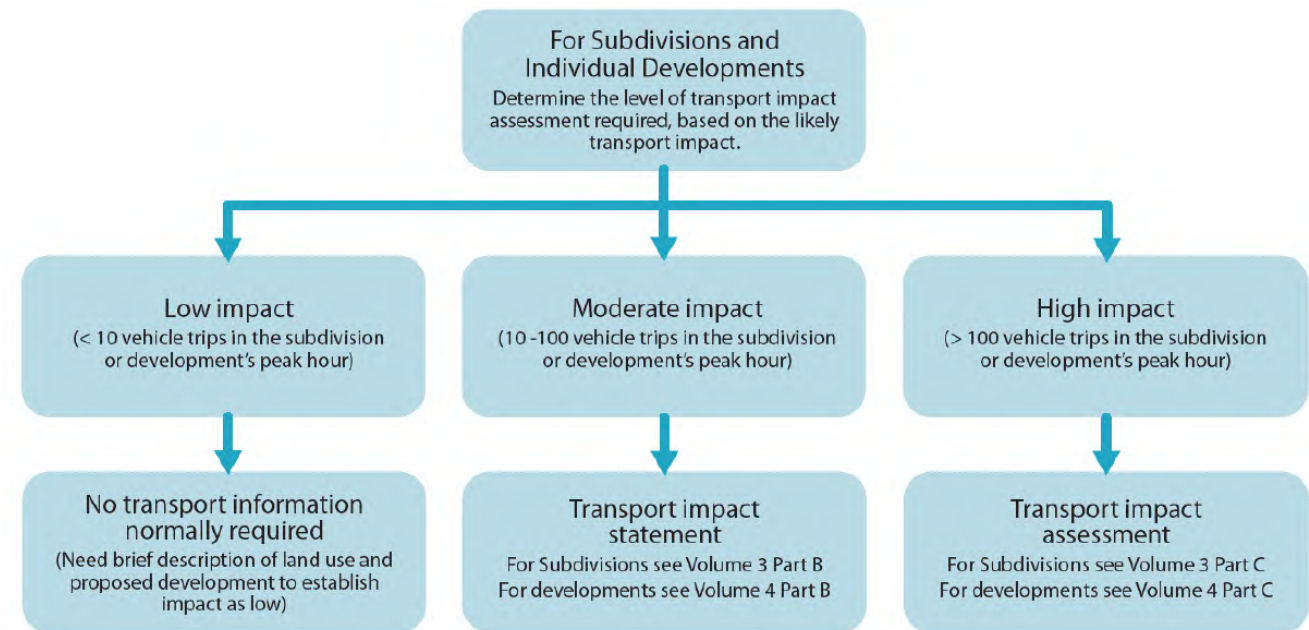
1 Introduction

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.

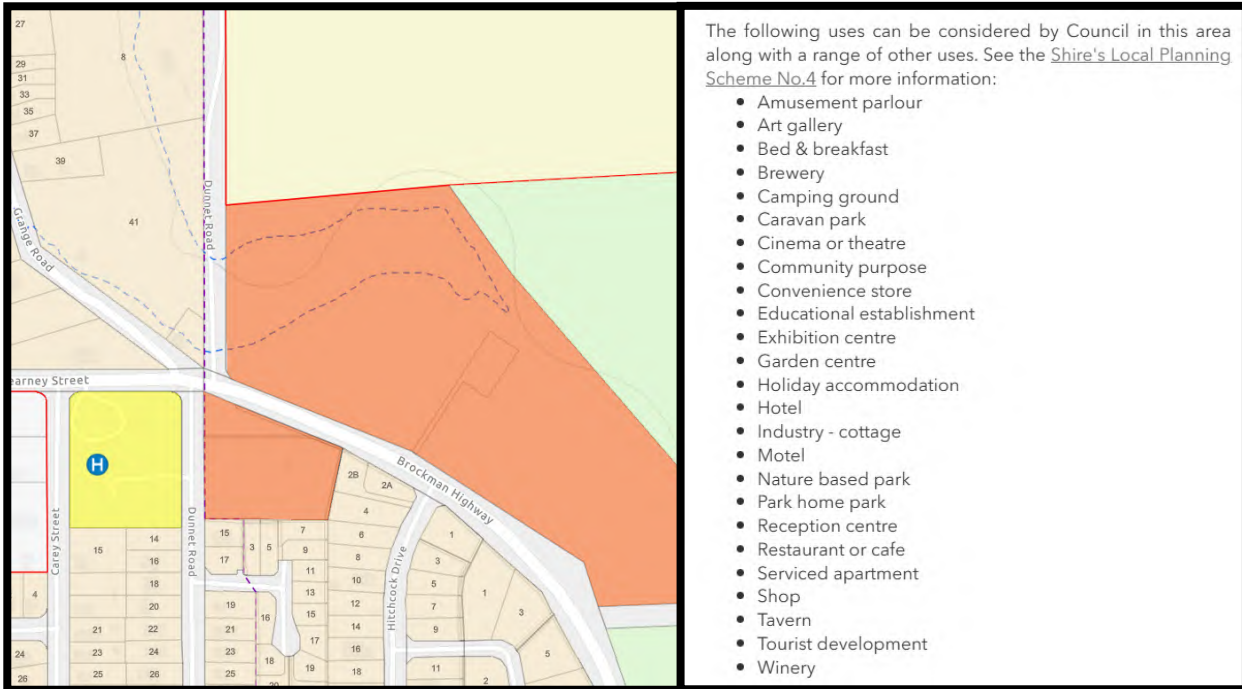
Figure 2.1 Existing subject site



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.

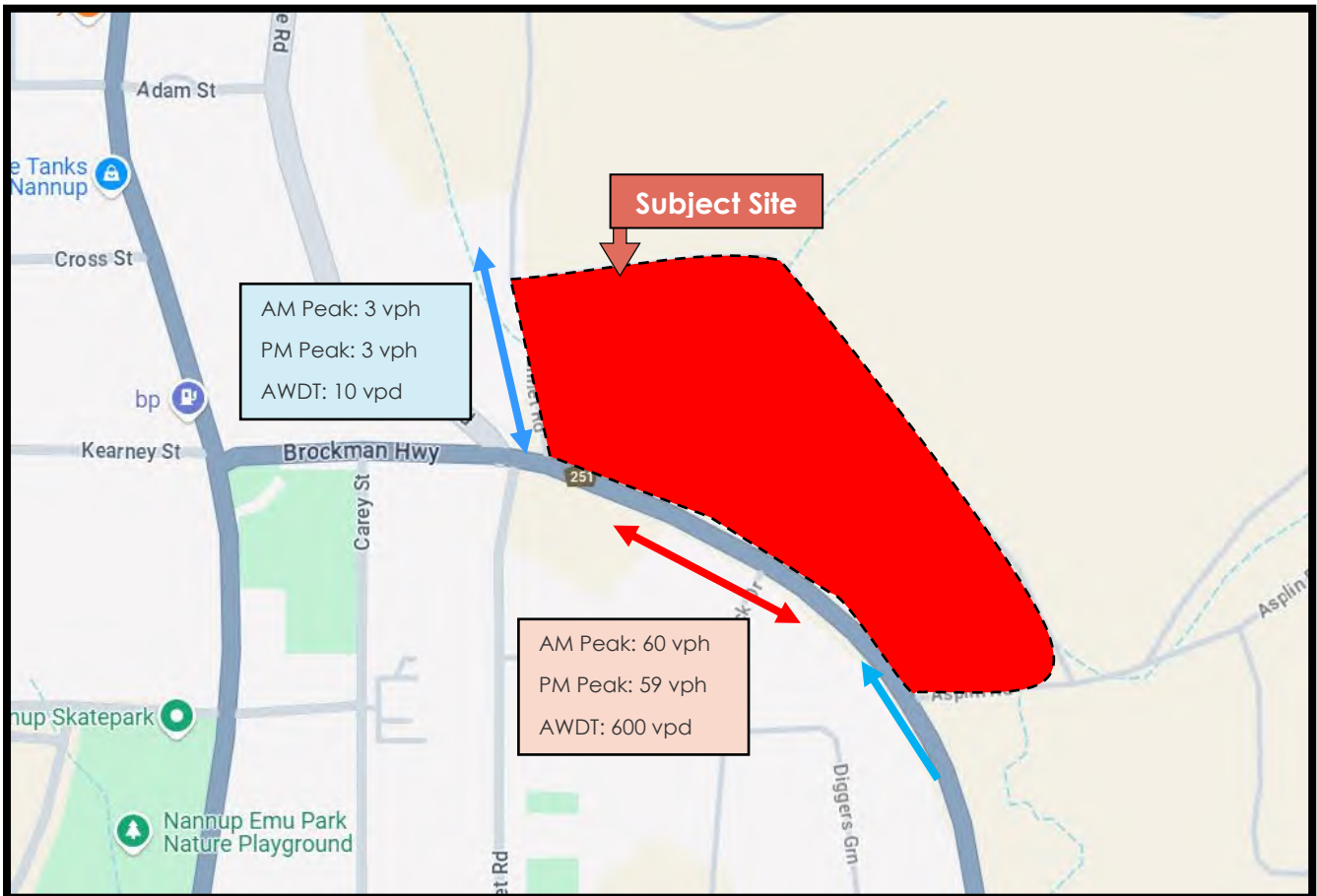
Recorded traffic volumes show that the surrounding network operates efficiently and well within its capacity limits, indicating smooth traffic flow and minimal congestion even during peak periods.

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

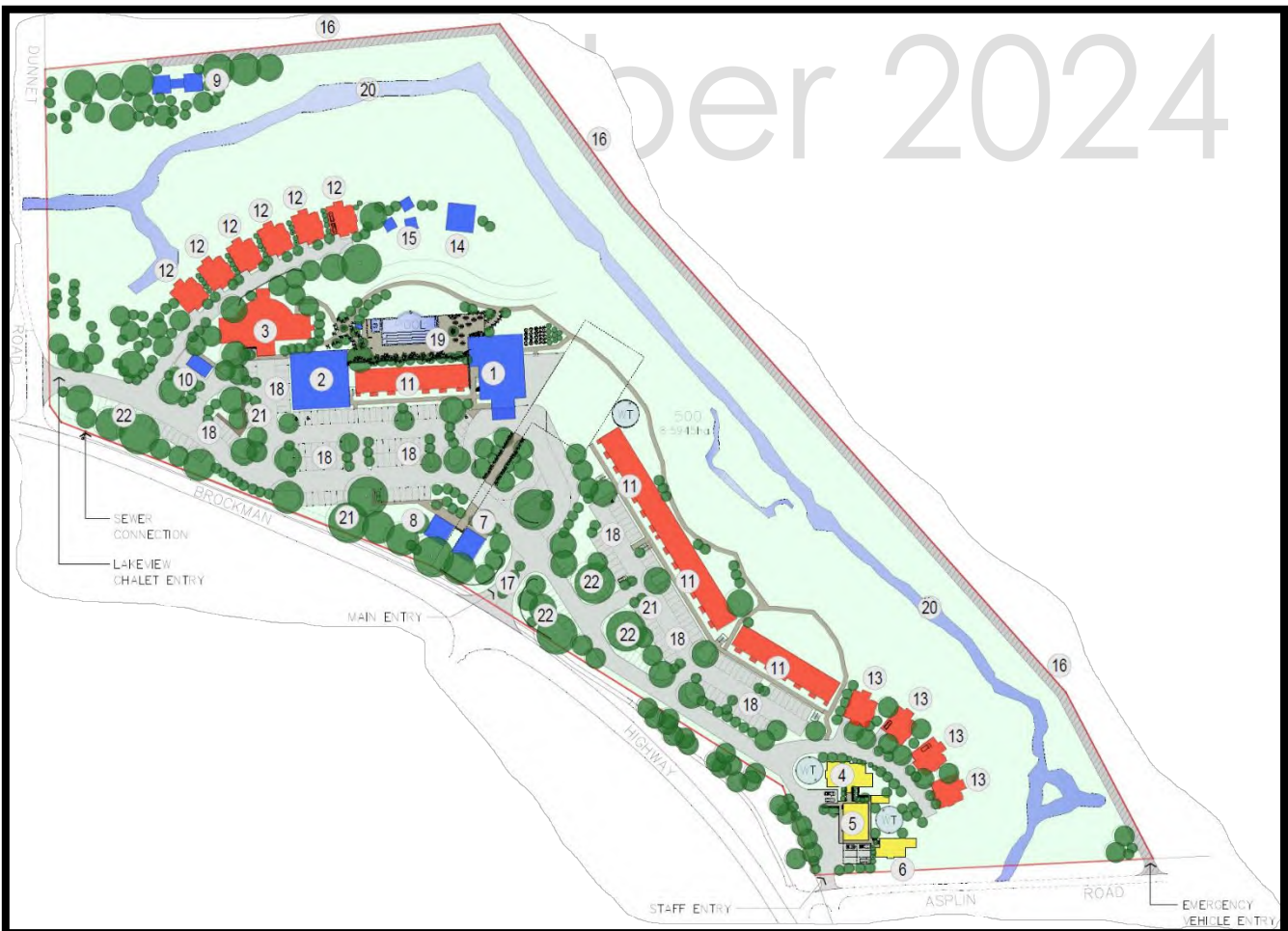
The proposed development seeks to transform the Site into a resort-style hotel, offering a comprehensive range of accommodation and amenities designed to attract both tourists and local visitors. The development will include a main reception area, a full-service restaurant, and a dedicated reception 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 11 th 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

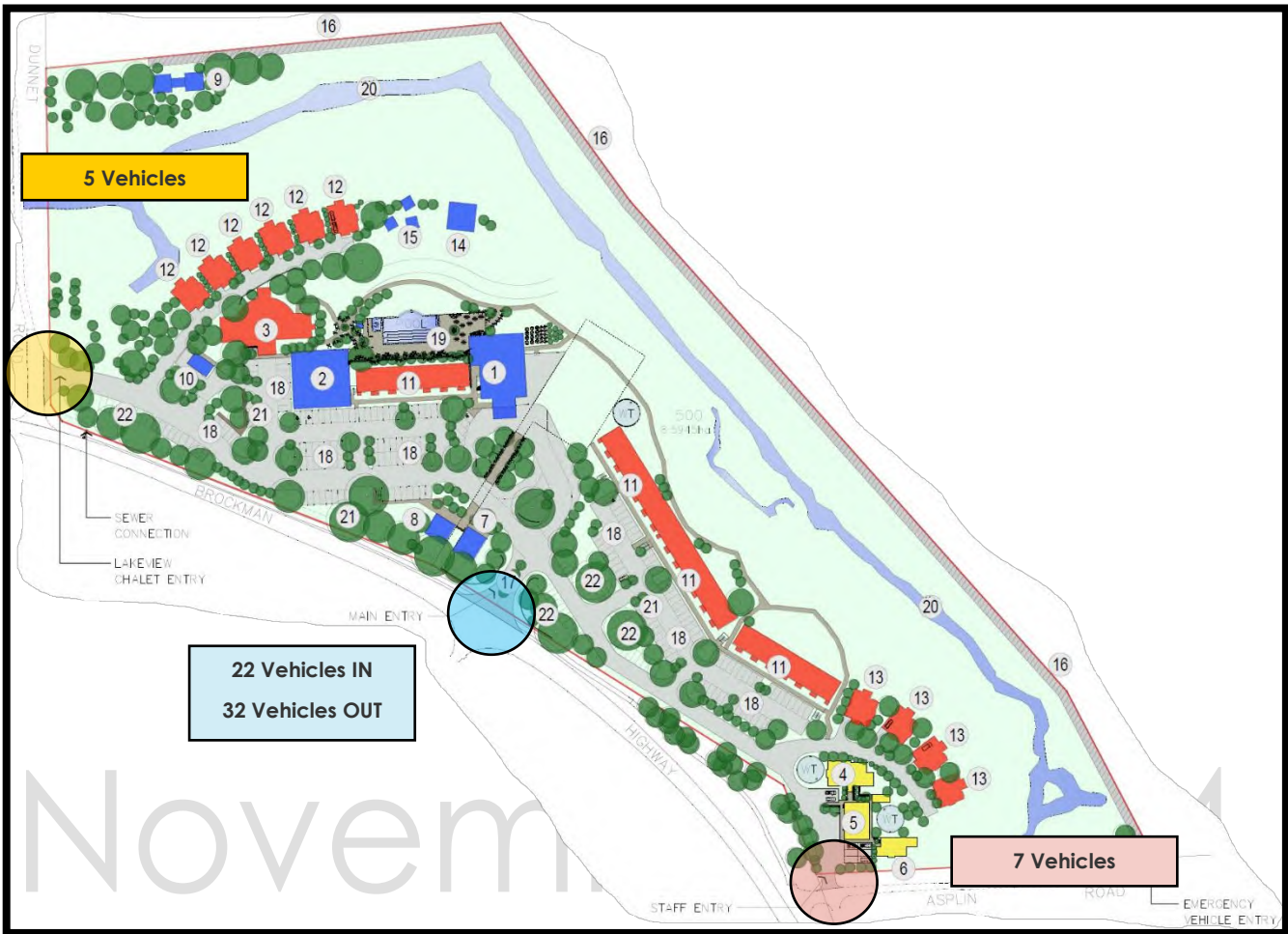
Land Use	Variable	AM Peak	IN	OUT	PM Peak	IN	OUT
Resort Hotel	160 Rooms	51	37	14	66	28	38

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 m ² 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 m ² NLA 100 m ² = 3 bays	3
Building 9 – Exercise Gazebo	1 bay per 40 m ² NLA 152 m ² = 4 bays	4
Building 11 - Motel	1 bay per bedroom + 1 x bay per 40 m ² NLA for floor space other than used for accommodation purposes 100 bedrooms + 272 m ² 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.

November 2024

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.

November 2024

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.

November 2024

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.

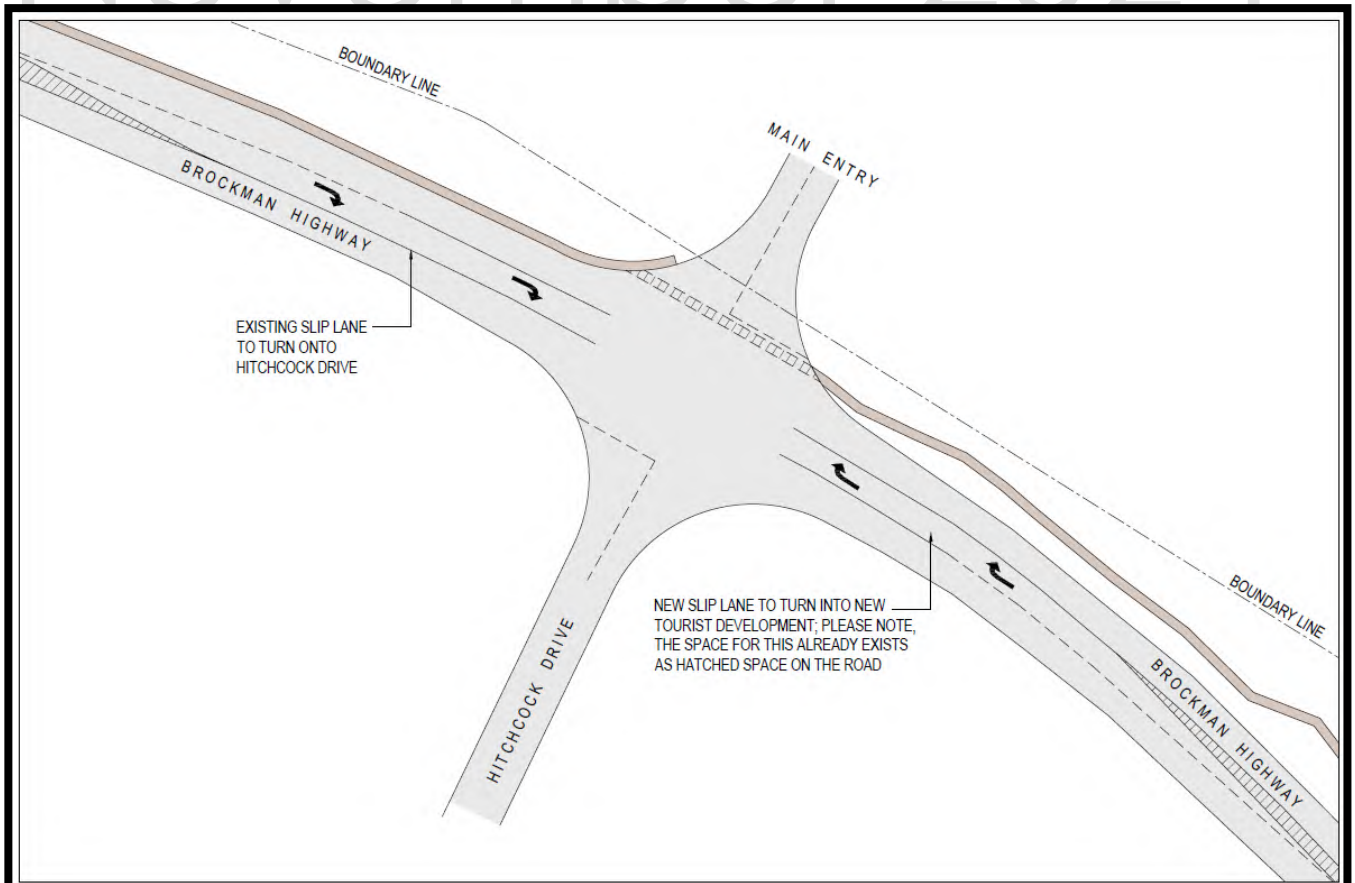
7.2 Access Risk Assessment

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

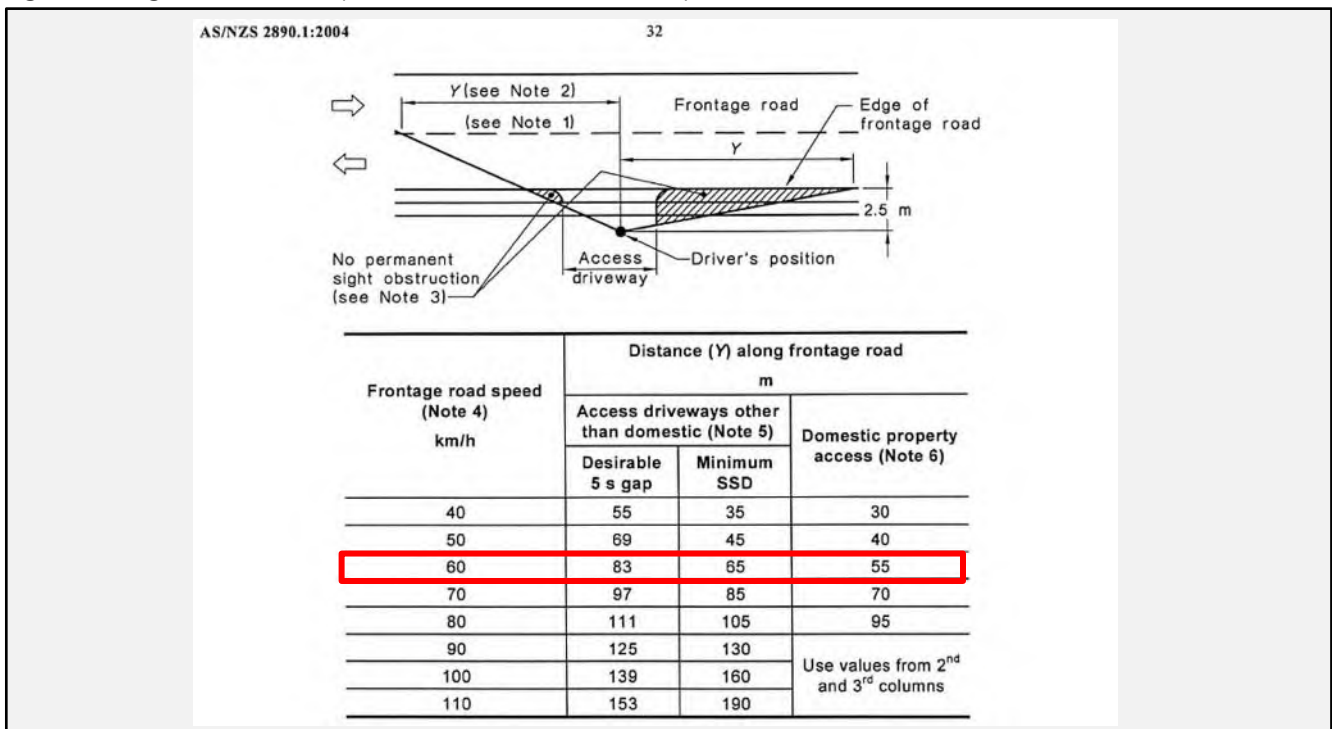
To further assess the safety and functionality of the Brockman Highway / Hitchcock Drive intersection, a sightline assessment was conducted.

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



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 *Austrroads: 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)

$$D_t = 5 \text{ seconds}$$

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

$$V = 60 \text{ km/h}$$

- d = Coefficient of deceleration (AGRD Part 3)

$$d = 0.36$$

- a = Longitudinal grade

$$a = +1\% \text{ average}$$

$$\mathbf{SISD = 135}$$

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

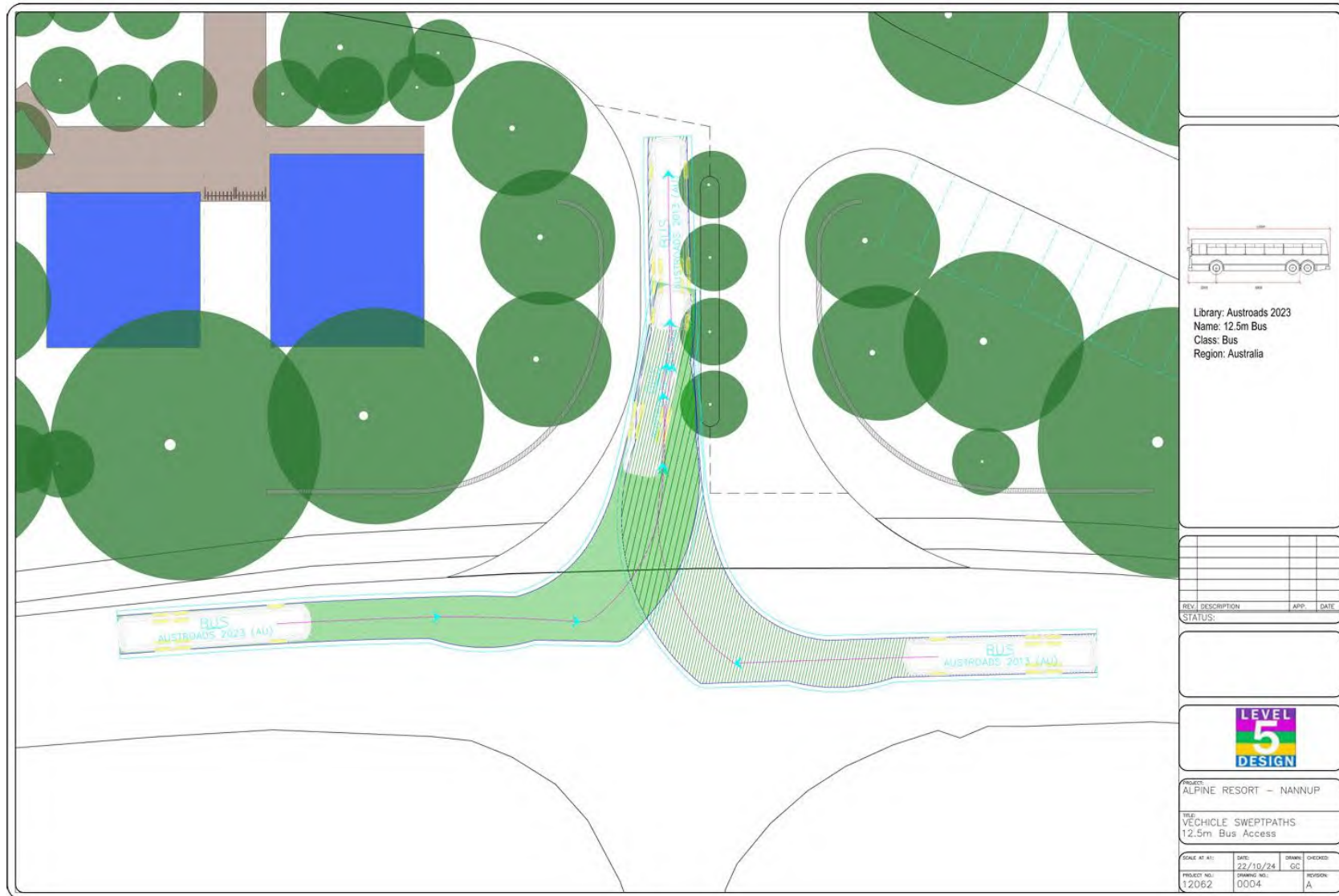


Brockman Hwy and Dunnet Rd

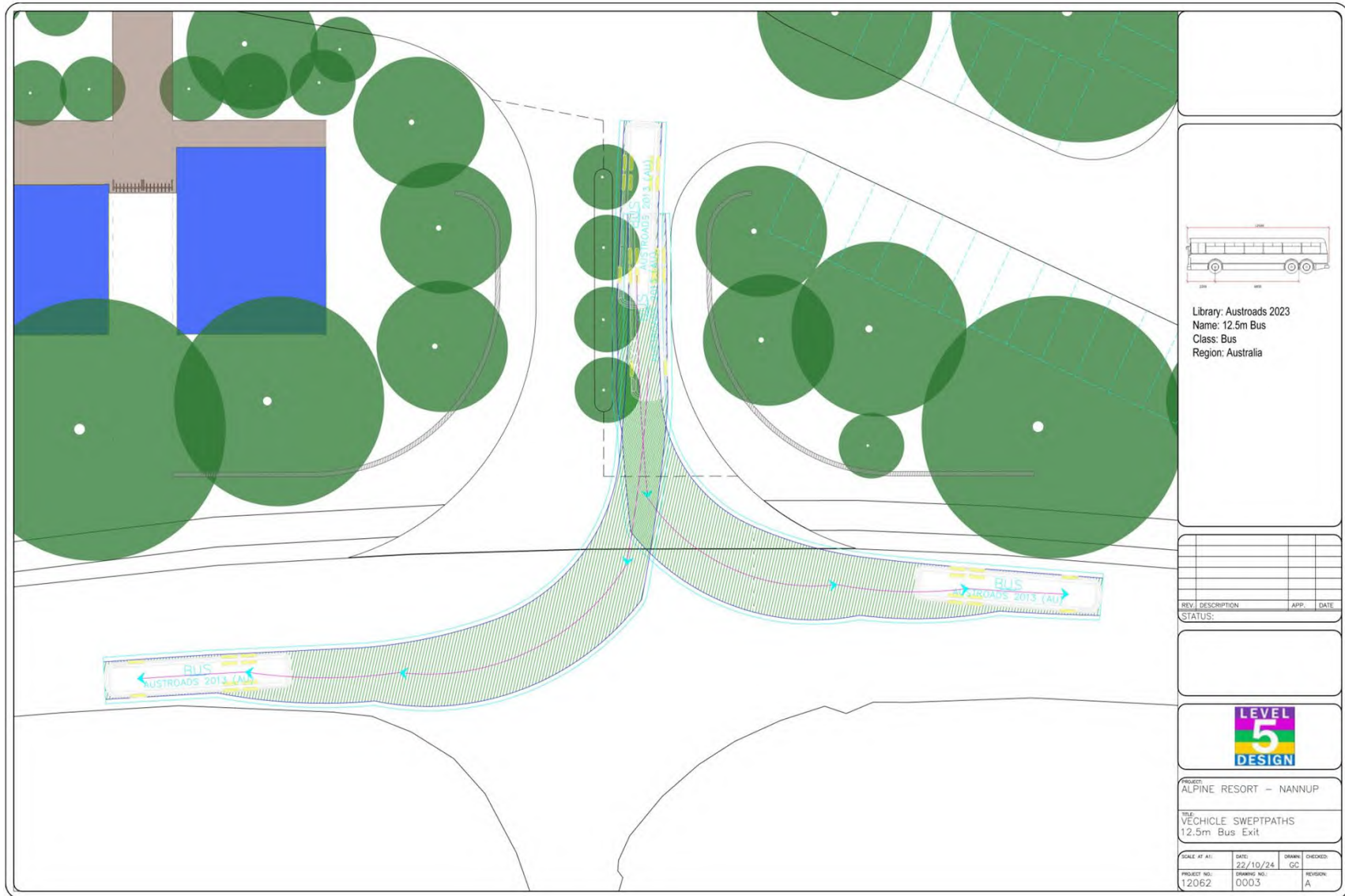


November 2024

Appendix B: Vehicle Swept Paths



12.5m Bus Site Access



12.5m Bus Site Exit



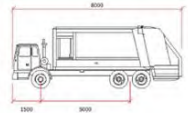
12.5m Bus Internal Manoeuvring



B85 – Small Vehicle Parking



Passenger Shuttle service



Library: Cleanaway
 Name: 8.013m Iveco 6x4
 Class: Waste Truck
 Region: Australia

REV	DESCRIPTION	APP	DATE

STATUS:



PROJECT: ALPINE RESORT - NANNUP

TITLE: VEHICLE SWEEP PATHS
 Waste Vehicle

SCALE AT A1:	DATE:	DRAWN:	CHECKED:
12062	22/10/24	GC	A

Waste Vehicle Access

Appendix C: Sightlines Assessment

