

Council

LOT 306 LAKE MATILDA ROAD, KENDENUP – RESTAURANT/CAFÉ, RECEPTION CENTRE, WINE TASTING AND SALES, SHOP AND BED AND BREAKFAST ACCOMMODATION

Location Plan
Site Plan - Lot
Site Plan - Buildings
Existing House Floor Plan
Packing Shed Floor Plan
Packing Shed Elevations
Summary of Submissions

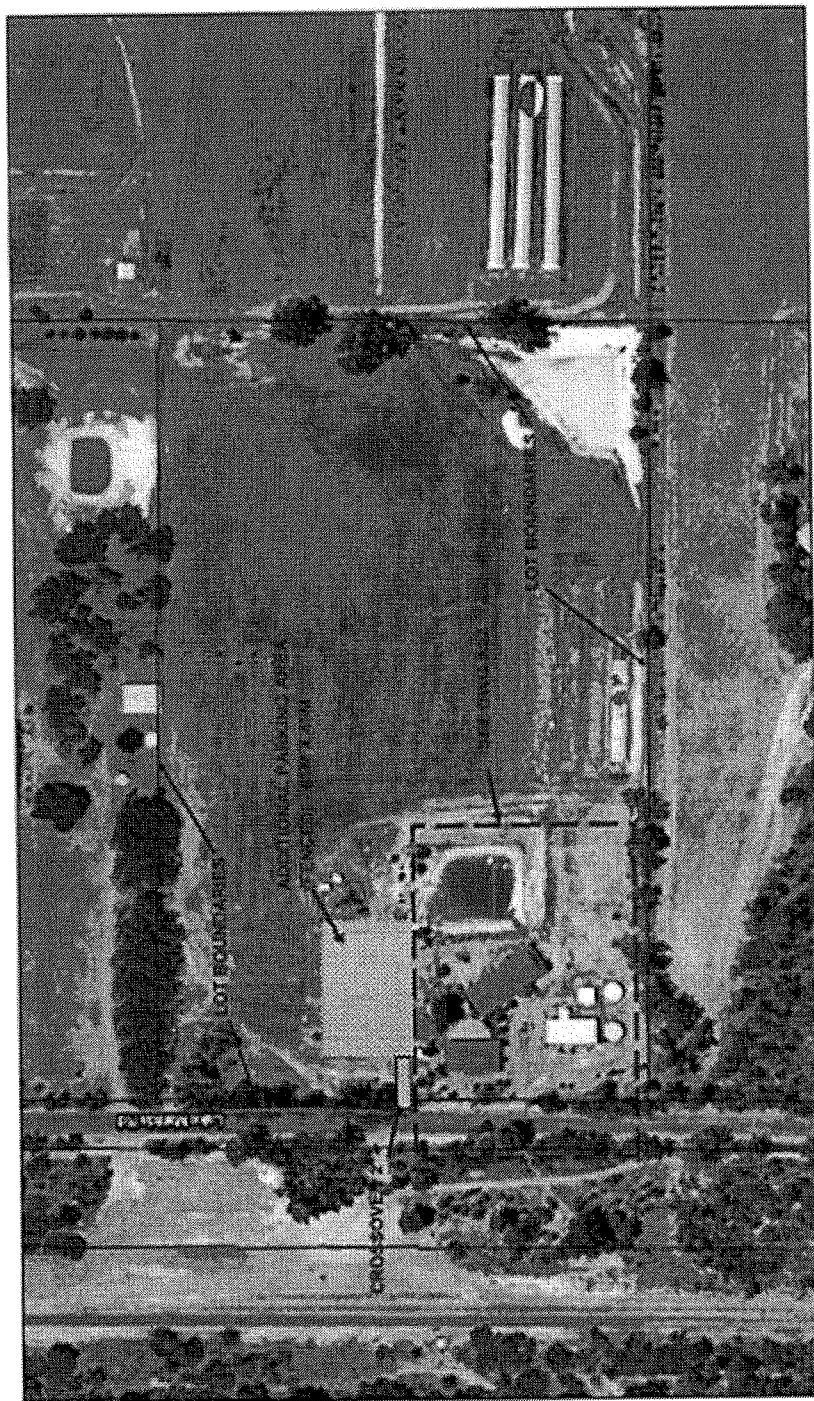
Meeting Date: 23 March 2021

Number of Pages:13



LOCATION PLAN

LOT 308 LAKE MATILDA ROAD KENDENUP



RECEIVED

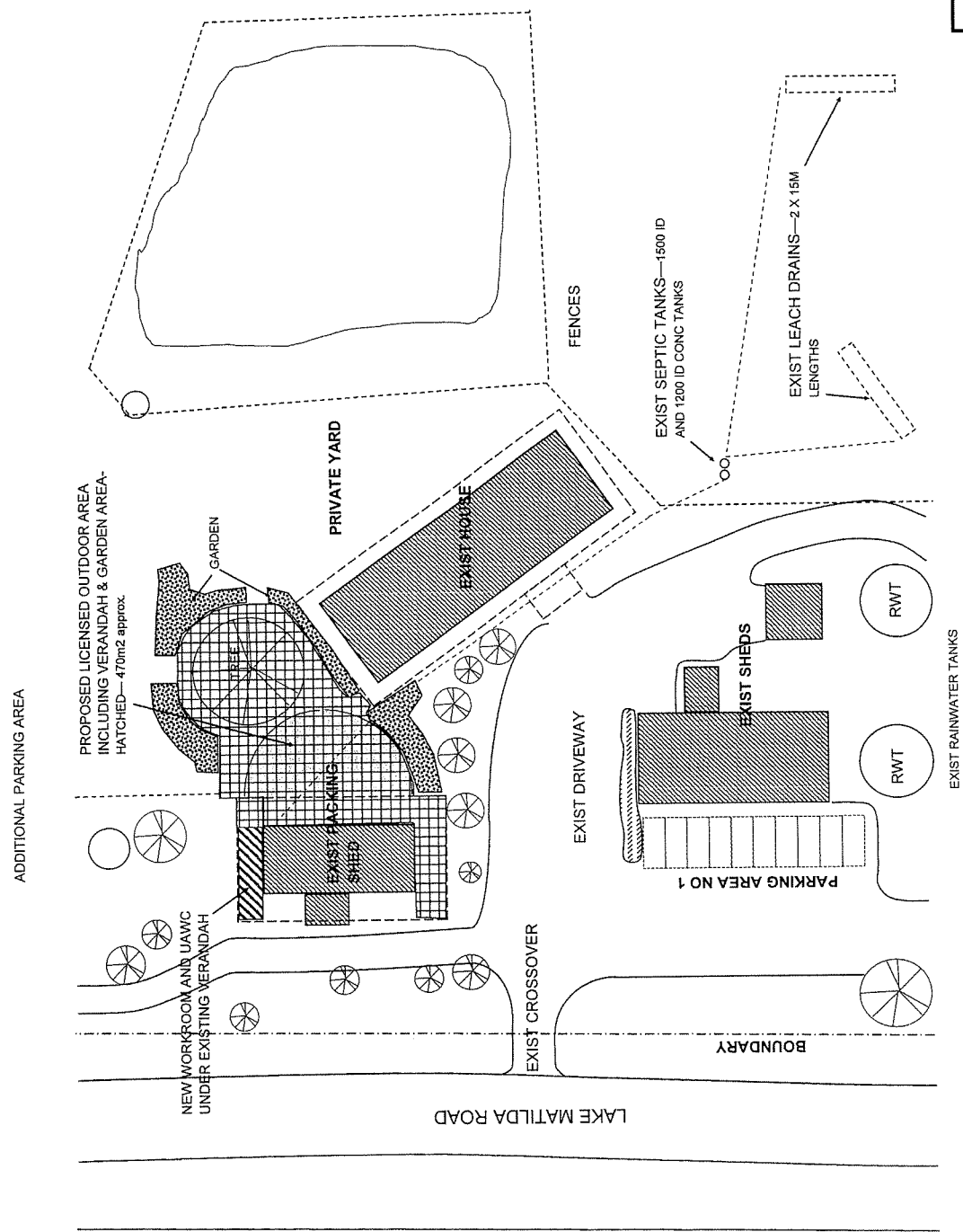
2-9 JUN 2020

SHIRE OF PLANTAGENET
STRATEGIC DEVELOPMENT

TITLE	PROJECT NAME
SITE PLAN	A01
PROJECT	773 LAKE MATILDA ROAD
DATE 12/06/2020	REF 21/06/2020

SITE PLAN - LOT

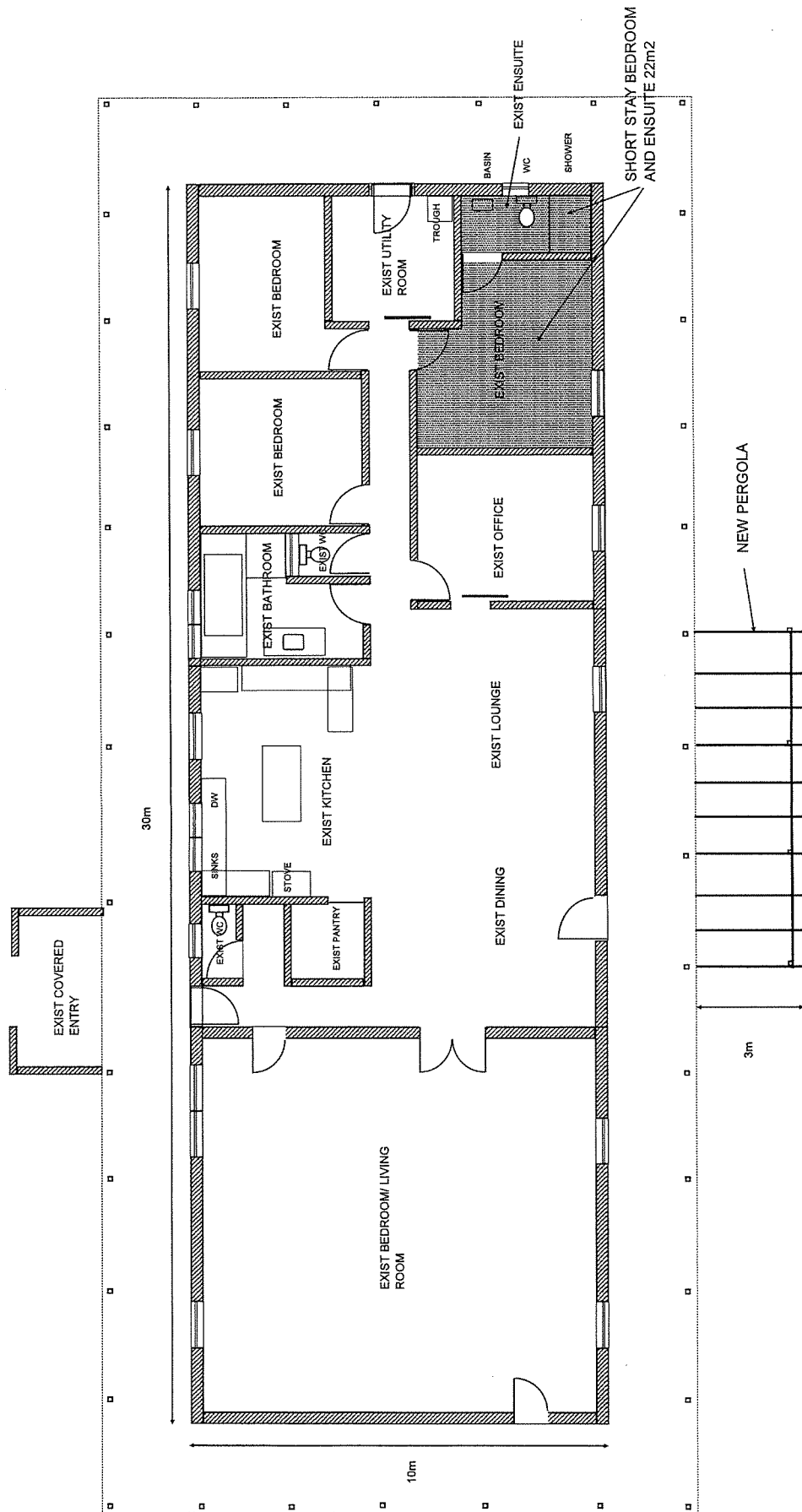
SITE PLAN - BUILDINGS



RECEIVED
2-9 JUN 2020
SHIRE OF PLANTAGENET
STRATEGIC DEVELOPMENT

TITLE: SITE PLAN—BUILDINGS	DRAWING NUMBER: A02
	PROJECT: 773 LAKE MATILDA ROAD
SCALE: 1:500 (A3)	
DATE: 13/01/2020	

EXISTING HOUSE FLOOR PLAN



EXISTING RAMMED EARTH HOUSE WITH COLOR-BOND ROOF 30m x 10m (300m²)

RECEIVED
2.9 JUN 2020
SHIRE OF PLANTAGENET
STRATEGIC DEVELOPMENT

TITLE: HOUSE: KITCHEN AND SHORT TERM STAY	DRAWING NUMBER: A03
PROJECT: 773 LAKE MATILDA ROAD	DATE: 21/06/2020
SCALE: 1:100 (A3)	

TOILET PROVISION:

1 X FEMALE PAN
1 X MALE PAN
1 X UNISEX UAWC
TOTAL
MALE: 2 PANS
FEMALE: 2 PANS

RECEIVED

29 JUN 2020

**SHIRE OF PLANTAGENET
STRATEGIC DEVELOPMENT**

TITLE: PACKING SHED PLAN—
CELLAR SALES

PROJECT: 773 LAKE MATILDA ROAD

SCALE: 1:100 (A3)

DATE: 21/06/2020

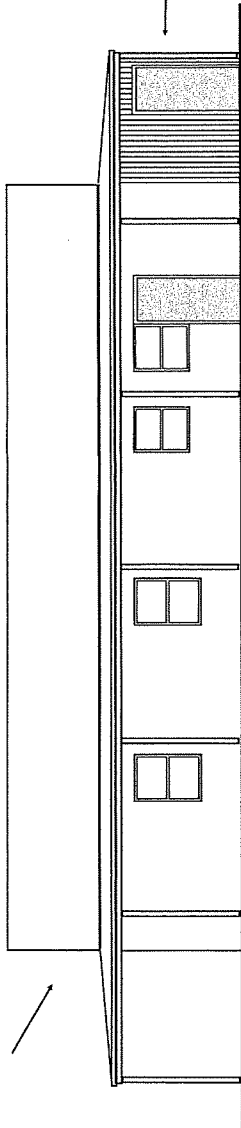
SHIRE OF PLANTAGENET STRATEGIC DEVELOPMENT

TITLE: PACKING SHED PLAN—	DRAWING NUMBER: A04
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PROJECT: 773 LAKE MATILDA ROAD

SCALE: 1:100 (A3) DATE: 21/06/2020

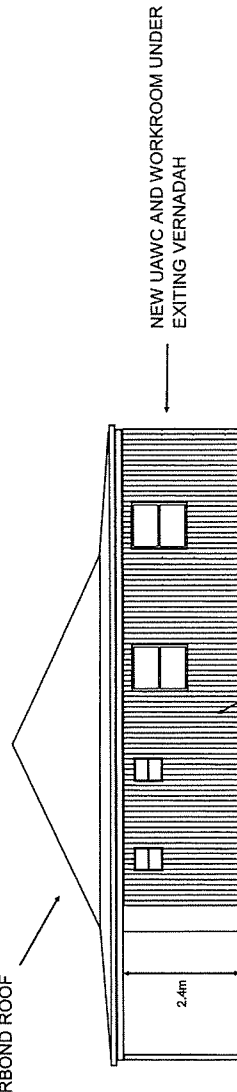
EXISTING RAMMED EARTH BUILDING
WITH COLORBOND ROOF



NEW UAWC AND WORKROOM UNDER
EXITING VERNADAH

EAST ELEVATION

EXISTING RAMMED EARTH BUILDING
WITH COLORBOND ROOF



NEW UAWC AND WORKROOM UNDER
EXITING VERNADAH

NORTH ELEVATION

VERTICAL GROOVED EXTERIOR PLY
CLADDING

RECEIVED

2-9 JUN 2020

SHIRE OF PLANTAGENET
STRATEGIC DEVELOPMENT

TITLE:
PACKING SHED/ CELLAR
SALES ELEVATIONS

DRAWING NUMBER:
A05

PROJECT:
773 LAKE MATILDA ROAD

SCALE: 1:100 (A3)
DATE: 21/6/2020

PACKING SHED ELEVATIONS

Summary of Submissions
Lot 306 Lake Matilda Road, Kendenup

Name/Address	Submission	Comment						
1. DFES PO Box P1174 Perth WA 6844	I refer to your email dated 6 January 2021 regarding the submission of a Bushfire Management Plan (BMP) (Version Final), prepared by Biodiverse Solutions and dated 21 October 2020, for the above development application. This advice relates only to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws. Tourism Land Uses • Tourism land uses, such as short stay accommodation is considered a vulnerable land use as prescribed by section 5.5.1 'Vulnerable Land Uses' of the Guidelines. • Vulnerable land uses located in designated bushfire prone areas require special consideration, especially as visitors may be unfamiliar with their surroundings and bushfire impacts. • Consequently, and in accordance with our advisory role, DFES have highlighted in the assessment below the residual bushfire risks associated with the tourism development and compliance with the bushfire protection criteria to aid decision making. 1. Policy Measure 6.5 a) Preparation of a BAL Contour Map <table border="1" data-bbox="869 660 1013 1736"> <thead> <tr> <th data-bbox="869 1512 901 1736">Issue</th><th data-bbox="869 862 901 1512">Assessment</th><th data-bbox="869 660 901 862">Action</th></tr> </thead> <tbody> <tr> <td data-bbox="901 1512 1013 1736">Bushfire Management Plan (BMP) Coversheet</td><td data-bbox="901 862 1013 1512">The BMP coversheet describes the planning proposal as the '<i>proposed Sienna Wood Town Activity Centre (TAC) Local Structure Plan</i>' which doesn't accurately describe the nature of the proposal.</td><td data-bbox="901 660 1013 862">Comment only.</td></tr> </tbody> </table>	Issue	Assessment	Action	Bushfire Management Plan (BMP) Coversheet	The BMP coversheet describes the planning proposal as the ' <i>proposed Sienna Wood Town Activity Centre (TAC) Local Structure Plan</i> ' which doesn't accurately describe the nature of the proposal.	Comment only.	Noted. Noted. 1. Modification required to BMP to correct the administrative error.
Issue	Assessment	Action						
Bushfire Management Plan (BMP) Coversheet	The BMP coversheet describes the planning proposal as the ' <i>proposed Sienna Wood Town Activity Centre (TAC) Local Structure Plan</i> ' which doesn't accurately describe the nature of the proposal.	Comment only.						

		DFES acknowledges that AS3959 does not apply retrospectively to existing buildings, if the use does not change. Notwithstanding, it is recommended that all habitable buildings be upgraded to utilise all of the elements of AS3959 that apply to the appropriate Bushfire Attack Level (BAL). This is consistent with Clause 78E(i) Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> that requires the decision-maker to have regard to the bushfire construction requirements of the Building Code of Australia.	Comment only.	6. The following comment was received from Bio Diverse Solutions. <i>'The Bed and Breakfast is located in BAL-12.5 and may be required to be retrofitted to BAL but the but the Cellar Sales and Packing Shed is not considered a habitable building and may not be required to be constructed to BAL as for Class 4 to Class 9 buildings the construction requirements as set out in AS 3959 – 2018 are not require to be applied.'</i> Development approval condition will require the existing house to conform to BAL 12.5 AS3959 construction requirements.
	Construction to AS3959 Building Standards	A2.1 & A2.1 – not demonstrated: The BAL ratings cannot be validated for the reason(s) outlined in the above table. The Acceptable Solution A2.1 prescribes that every habitable building is to be surrounded by an APZ depicted on the submitted plan. Table 4 of the BMP states that the Acceptable Solution has been met as <i>"all existing buildings that are part of the proposed development have established around them an APZ of the required dimensions..."</i> Table 4 of the BMP should confirm compliance against Element 2 for all habitable buildings in addition to the proposed Licensed Outdoor Area. The BMP should spatially identify an APZ around all habitable buildings (including sheds accessed by employees). An APZ is also encouraged to be provided around the proposed Licensed Outdoor Area.	Modification to the BMP is required.	7. The following comment was received from Bio Diverse Solutions. <i>'I am confident in my classification of the vegetation and believe the BAL ratings can be validated. We can add APZ's around the proposed development on the mapping to show and ensure the ongoing management of the vegetation within the APZ. Minor mapping changes.'</i> Modification required to show Asset Protection Zone on BMP mapping.
	Location, and Sitting & Design			

			8. The following comment was received from Bio Diverse Solutions. <i>'Can add comment in the BMP on the standard of internal access as a private driveway may not suffice in this situation given the potential amount of traffic that could be using the access. Update BMP.'</i> Development approval condition will require all crossovers to be minimum 6m wide and the BMP to be updated. 9. The following comment was received from Bio Diverse Solutions. <i>'The distance to the rear of the Cellar Door and Packing Shed is approximately 84m and to the rear of the Bed and Breakfast is approximately 90m. The requirements state that hydrants should be spaced at a maximum of 200m apart and should be a maximum of 120m from the rear of the building envelope, in the absence of a building envelope 120m from the rear of the lot.'</i> <i>I think this is excessive in this situation given the rear of the lot is over 320m from the hydrant and this area is predominately non-developed paddock. 120m from the hydrant reaches the majority of the developed and proposed developed area.'</i> Noted, no modification to BMP or BEPs required.
	Vehicular Access	A3.2 & A3.5 – not demonstrated: To satisfy Acceptable Solution A3.5 Table 4 of the BMP states that <i>"All private driveways will be constructed to the standards stated in Table 5"</i>. A3.5 is intended for private driveways servicing single dwellings. Potentially there would be a large number of vehicles involved in evacuating during a bushfire, together with emergency services vehicles entering the site and operating. Therefore, the internal roadway (for that extent providing connectivity from Lake Matilda Road to the public parking and drop off areas) should have a minimum trafficable surface of 6 m to facilitate two-way vehicle movements.	Modification to the BMP is required.
	Water	A4.1 – not demonstrated: Explanatory Note E4.1 Reticulated areas in the Guidelines states that the <i>"Water Corporation's 'No. 63 Water Reticulation Standard' is deemed to be the baseline criterion for developments and should be applied unless local water supply authorities' conditions apply."</i> The hose length required from the nearest hydrant to the rear of the Bed and Breakfast building envelope exceeds 120 m as prescribed by the No. 63 Water Reticulation Standard. The BMP should further validate compliance with the Acceptable Solution or propose a Performance Principle-Based Solution.	Modification to the BMP is required.

		Bushfire Emergency Evacuation Plan (EEP) The referral has included two EEP's for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.2 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in an EEP and will ensure the appropriate content is detailed when finalising the EEP to the satisfaction of the Shire of Plantagenet. It is unclear why separate EEP's have been prepared for the 'Kendenup Packing Shed' and for the 'Bed and Breakfast'. Evacuation practices should consider all occupants. The EEP for the 'Kendenup Packing Shed' states the number of occupants to be 200 and staff TBC. It is unclear from the covering letter supporting the Development Application whether the cellar, produce and merchandise sales will occur in conjunction with functions for up to 200 people (pending the provision of additional toilet facilities). The maximum occupancy should take into consideration full utilisation of all proposed activities within the subject site. Comment only.	Noted, the provision of two separate BEPs for the packing shed and the bed and breakfast accommodation are not likely to adversely impact on evacuation procedures during a bushfire event. Visitors to the B&B accommodation will sight the B&B BEP and will be able to make an informed choice when evacuation is required. The same principal will be valid for packing shed. BEPs need to be completed in full to show contact person details, contact telephone numbers, number of staff. The number of staff cannot be nil.
2.	Public Transport Authority of WA PO Box 8125 Perth Business Centre, WA, 6849	Recommendation – not supported modification required: It is critical that the bushfire management measures within the BMP are refined, to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development is not supported for the following reasons. 1. The development design has not demonstrated compliance to - Element 1: Location, Element 2: Siting and Design, Element 3: Vehicular Access, and Element 4: Water. I refer to your attached letter dated 6 January 2021 seeking comments regarding the development application for Lot 306 Lake Matilda Road, Kendenup. I apologised for the delay in responding to you. The PTA in consultation with Arc have no comments to make regarding the DA per se, however, due to the possible increase in traffic at the Beverley Road Crossing would like to advise - • The Level Crossing Specialist doesn't see any issues with the added traffic using the Beverley Rd crossing; • The crossing is currently in the process of being upgraded to Active control (Primary Flash Lights); • There is currently an issue with the rail advance warning sign at the crossing but this will be resolved as part of the upgrade (which includes Active control and all associated signage) due to be completed 19/04/21	Noted, subject to undertaking appropriate modifications to the BMP and the BEPs the proposal can be supported. Noted. Noted.