



What is a Structure Plan? Isn't there already an approved Golden Bay Structure Plan?

A Structure Plan is a plan that guides the subdivision and development of land, and typically sets out key roads, areas of public open space, residential density and other land uses (if any are proposed). A Structure Plan must be approved by the Western Australian Planning Commission (WAPC) before subdivision or development.

Golden Bay is covered by a number of existing valid environmental and planning approvals that were subject to extensive community consultation, agency review and engagement, which led to the current approved Golden Bay Comprehensive Development Plan 1994 (CDP) and the Golden Bay Structure Plan (LSP).

The CDP was endorsed by the City of Rockingham (the City) and the WAPC in May 1994. The CDP covered Lot 2 and Lot 3 and included a Landscape Protection Area (LPA) within Lot 3 which was approved by the Minister for the Environment in November 1993.

In 2011 it was decided to review the 1994 CDP to bring it into alignment with contemporary planning principles and state government policy, resulting in the Golden Bay LSP. The LSP was endorsed by the WAPC in April 2012. The LSP was comprised of Lot 2 and Lot 3, with a total land size of approximately 155 hectares. Lot 2 is the northern portion of the landholding and Lot 3 covers the southern portion, with the two lots separated by Dampier Drive.

Why is an amendment to the Golden Bay Structure Plan required?

The primary purpose of the LSP Amendment is to reconfigure the distribution and increase the amount of POS within the southern landholding of Golden Bay as well as providing more connectivity for flora and fauna by reducing the Lot 3 urban footprint and increasing the provision of public open space (POS).

The key changes detailed in the LSP Amendment are driven by the rationalisation of the residential density codes to reflect current market trends and lot sizes, as well as provide for a catchment for the planned Karnup METRONET station.

It will also bring the LSP into line with changes made to the planning framework under the Planning and Development (Local Planning Scheme) Regulations 2015 which was gazetted by the WAPC in October 2015.

What changes are proposed?

The proposed LSP Amendment has two key focus areas – reconfiguring the distribution and amount of POS in Stage 5, and rationalising the applicable R-Codes.

In order to provide for the needs of the proposed Karnup Station, a Planning Control Area (PCA) was declared in February 2018 which covers land around the intersection of Dampier Drive and Mandurah Road (west of Sawley Close to Nairn Road to the east, Paganoni Road to the south and north of Dampier Drive). The PCA protects this land from development until the station is developed. The LSP Amendment takes this into consideration.

The proposed LSP Amendment keeps all the design principles already established in the LSP, and:

- retains but realigns the north-south spine road and establishes road connections to the Golden Bay community to the west;
- retains the future road connections to land situated to the east in preparation for Karnup Station development;
- retains an overall low density of residential activity – this consists of a base density code of R25, with select pockets of R30 and R40 to provide for some medium-density housing. The rural lifestyle (R5) transition along the eastern edge is retained whilst the higher R60 density coding provided under the

- current LSP is removed;
- removes two drainage reserves that are no longer required; and
- provides an additional 1.5 hectares of POS.

Why are two drainage reserves being removed from the plans?

In accordance with the WAPC's Better Urban Water Management Guidelines, a 'Revised Stormwater Drainage Design' has been prepared to support the LSP Amendment. It details the stormwater design criteria, modelling parameters and results for the management of stormwater runoff.

Through this process it was identified that the POS can easily accommodate the necessary drainage from within the LSP Amendment area. As a result, two drainage reserves initially earmarked for stormwater retention were found to be unnecessary and will instead be rezoned as residential land.

Would the proposed changes have any environmental impact?

The LSP Amendment reduces the overall urban footprint by providing additional POS. Furthermore, retention of the Landscape Protection Area (LPA) remains at the forefront, and all current environmental assessments and approvals remain current and in place.

The original environmental approval for the Golden Bay development was granted by the then Minister for the Environment in January 1993, with the LPA approved in the November the same year.

In April 2008 the former Federal Department of Environment, Water, Heritage and the Arts (now known as the Department of Environment and Energy) confirmed that the proposed development did not require approval under the Environmental Protection and Biodiversity Act 1999, with no further assessment required.

Does the LSP Amendment impact the dunes?

The LSP Amendment does not propose any changes to the LPA and the retention and protection of the significant dune landform on Lot 3 remains the key priority.

Of the overall 38.6-hectare, Stage 5 site, 6.5 hectares is being set aside as LPA which will include areas of natural vegetation and the preservation and protection of natural topography and coastal formations.

The approved Structure Plan locates the LPA's within area of public open space which will be ceded to the City of Rockingham to ensure their protection. This Amendment simply builds upon this strategy providing for more open space to surround these LPA's.

How much extra public open space will be provided?

An additional 1.5 hectares of POS will be provided with a majority abutting the LPAs, ensuring that these significant landforms will be retained and protected for future community use and enjoyment.

What are R-Codes? What changes to the R-Codes are being proposed?

The R-Codes are what control the design of most residential development throughout Western Australia and address a range of elements including minimum and average lot size, front and side setbacks to a house and the amount a residential development can cover a lot.

The current approved LSP provides for a typical density coding ranging from R20 up to pockets of R60. The LSP Amendment retains an overall low density of residential activity – with a base density code of R25, with select pockets of R30 and R40 to provide for some medium-density housing. The low-density rural lifestyle (R5) transition along the eastern edge is being retained. The higher R60 density coding provided under the current LSP is being removed.

Comparative R-code examples from within Golden Bay include:

- R20 – Calooli Grove (northern side as abutting Secret Harbour)
- R30 – Thundelarra Drive (just outside the sales office) and Cooralya Avenue

- R40 – Carlindie Parkway and Tallering Way
- R60 – Typically higher density sites such as down at the coastal precinct and around the neighbourhood centre

Will there be a change to the subdivision plans?

The Amendment poses no impact on current subdivision approvals.

‘Subdivision 154533’ provides for single residential lots, two drainage areas, one public open space (POS) and a portion of the planned Neighbourhood Connector Road accessing off Dampier Drive. This was approved by the WAPC on 14 June 2017 otherwise known as Stage 5A and Stage 5B.

Subsequently, ‘Subdivision 156181’ was approved by the WAPC on 7 June 2018, providing for a logical extension of ‘Subdivision 154533’ with the creation of single residential lots, a number of POS and extending upon the Neighbourhood Connector road, otherwise known as Stage 5C.

A Subdivision Concept Plan has been prepared to support the LSP Amendment, which reflects the existing subdivision approvals, approved lot sizes, road network and POS (including the LPA) and shows how the remainder of Lot 3 can be developed in accordance with the LSP.

Will there be an impact on the road network?

The primary change to the road network being proposed by the LSP Amendment is a minor realignment of the north-south neighbourhood connector road. Under the current approved LSP there is a staggered alignment.

The proposed LSP Amendment will see the road become a more direct connection from Dampier Drive to the southern area of the community. The LSP Amendment would also see a general reorientation of many of the internal access streets. All other connections to external areas remain unchanged.

Will there be an impact on services?

A key focus for the project is to provide affordable and accessible housing and a high level of community facilities and amenity. The provision of all essential services – water, electricity, gas, telecommunications and wastewater – to Golden Bay has been comprehensively addressed and can be provided to the LSP Amendment area.

Will there be an impact on bushfire risk?

In accordance with the WAPC’s Planning in Bushfire Prone Areas, an updated ‘Bushfire Management Plan’ has been prepared which includes a Bushfire Hazard Assessment identifying bushfire-prone areas.

The assessment concluded that bushfire risk is not an impediment to the development of Lot 3. Any bushfire risk will be managed through the implementation of adequate Asset Protection Zones and minimum Bushfire Attack Level standards of construction for dwellings in proximity to known hazards. Furthermore, all POS within the LSP Amendment area will be landscaped and maintained to a low hazard standard.

Why haven’t the plans been distributed?

As outlined there are several stages for the LSP Amendment to go through. It has been lodged, and is currently going through an initial review by the City. The appropriate time for documents relating to the LSP Amendment to be made more widely available, and the point at which they will become public, is when the City advertises the LSP Amendment for public comment.

Who do we contact if we have any further queries?

Residents wanting information or assistance with any matters relating to Golden Bay Estate should contact the Peet Community Information Line at community@peet.com.au or on 1800 819 912.