



GOLDEN BEACH

STRUCTURE PLAN

Breton Bay, Shire of Gingin
Western Australia

SPN/2220

March 2020

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DOCUMENT CONTROL

Revision	Date	Description
A	11 Sep 2018	First Draft
B	31 Oct 2018	Consultant inputs
C	1 Nov 2018	To consultants for review
D	12 Dec 2018	Issued for Client approval
E	19 Dec 2018	Issued for lodgement
F	4 Mar 2020	WAPC modifications
G	19 Mar 2020	Issued for Final Approval with minor modifications

SPN/2220

ENDORSEMENT PAGE

This Structure Plan is prepared under the provisions of the Shire of Gingin Local Planning Scheme No. 9.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION
OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: **22 April 2020**

Signed for and on behalf of the Western Australian Planning Commission:



An officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:



..... Witness

24 April 2020

..... Date

22 April 2030

.....Date of Expiry



TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

TABLE OF DENSITY PLANS

DENSITY PLAN NO.	AREA OF DENSITY PLAN APPLICATION	DATE APPROVED BY WAPC



EXECUTIVE SUMMARY

The Golden Beach Structure Plan (SP) has been prepared to guide the subdivision and development of land zoned 'Tourism' and 'Conservation' in accordance with the requirements of 'Schedule 11 - Tourism Conditions' of the Shire of Gingin Town Planning Scheme No. 9 (the Scheme).

The Golden Beach tourism development will create an iconic and memorable destination that protects and enhances the existing natural values and character of the 363 hectare coastal site, minimises environmental impacts, and provides a gateway for intrastate, interstate and international tourists to travel north of Perth along Indian Ocean Drive.

The Golden Beach SP has been prepared based on a comprehensive review of relevant town planning, tourism research and design, environmental and engineering considerations. The structure of the SP aims to accommodate a range of different tourism accommodation opportunities and experiences to ensure the region remains easy, accessible and attractive to a range of tourists. The SP provides for a central focal point, with resorts and restaurants framing a vibrant town square, with lighter impact uses and accommodation styles spreading outward, nestling buildings within the coastal dunes that define the site.

ITEM	DATA		STRUCTURE PLAN REF (SECTION NO.)
Total area covered by the structure plan	363.3600 hectares		
Zoned Tourism	138.9080 hectares		
Zoned Conservation	224.4520 hectares		
Area of each land use proposed:	Hectares	Yield	
Tourism	25 ha	630 units	
Residential (Holiday Homes)	10 ha	100 dwellings	
Total estimated lot yield	110 - 150 lots (incl. super lots)		
Estimated number of short-stay accommodation units	730 short-stay units & homes		
Estimated dwelling site density	5 dwellings per site hectare (of tourism zoned land only)		
Estimated population (peak period)	1,680 people (incl. staff)		
Estimated commercial / entertainment floor space	200 - 1,000 sqm		
Estimated percentage of natural area	+ 305 hectares (~85% of site)		

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PHOTO 2 - LOOKING NORTH-WEST

PART ONE

IMPLEMENTATION

GOLDEN BEACH STRUCTURE PLAN - BRETON BAY, SHIRE OF GINGIN, WA



GOLDEN GROUP™

PART ONE IMPLEMENTATION

1.0 STRUCTURE PLAN AREA

This Structure Plan (SP), also referred to as the Golden Beach SP, applies to the land contained within the inner edge of the line denoting the SP boundary shown on the Structure Plan Map (Plan 1).

2.0 OPERATION

The date the Structure Plan comes into effect is the date the Structure Plan is approved by the WAPC.

3.0 STAGING

Development shall generally occur in the manner outlined in Table 1 below.

Table 1: Staging

Stage	Trigger / Minimum Infrastructure Requirements	Development
Stage 1	Provision of Public Entry Road; Construction of on-site Recycled Water Treatment Plant and sewer connections; Extension of water, power, and telephone services; Establishment of low-key controlled coastal access, foreshore car parking and facilities to a Local Beach standard.	Caravan park; 35 Holiday Homes.
Stage 2	Construction of town square and complementary street and path network; Establishment of the primary beach facilities, including carparking, ablution facilities and foreshore recreation area in conjunction with the town square. Coastal dune path network.	Resort; Family Huts; Staff Cabins; 25 Holiday Homes.
Stage 3	Construction of road and services to northern coastal area.	Eco-wellness Resort (remote); Eco-chalets / glamping tents; 40 Holiday Homes; Family Huts

4.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 ZONES AND RESERVES

Plan 1 outlines land use zones and reserves applicable within the Structure Plan area in accordance with the zones and reserves listed in the Scheme.

4.2 TOURIST PRECINCTS

The Structure Plan makes provision to recognise more specific tourism precincts, which are identified as coastal areas most suitable for higher intensity tourist types uses, such as cabin, caravan park, chalet, hotel, and resort. Development of the tourism precincts is to include the provision of integrated facilities for use by visitors/guests and residents/holiday home occupants. These areas are identified as Tourist Precincts on the Structure Plan Map (Plan 1).

The staging plan does not preclude the provision of tourism development earlier than identified in Table 1: Staging, subject to the necessary infrastructure being provided.

4.3 DEVELOPMENT PRECINCTS

The Structure Plan makes provision to recognise development precincts that are generally suitable for Holiday Homes and Family Huts.

4.4 MAJOR TOURISM NODE

The Structure Plan makes provision to recognise a Major Tourism Node, that will provide the focal point for future development. The Major Tourism Node shall be located within a Tourism Precinct as generally indicated on Plan 1, and should contain the following design elements:

- A public square or village green.
- 2-3 storey built form framing the public square.
- A mix of high intensity tourism uses, including resort, cabin, and hotel.
- Retail and entertainment uses accessible to the public including restaurant and shop.
- Development is to be designed to minimise impacts to, and integrate with prominent viewsheds and horizon lines.

4.5 STRUCTURE PLAN OBJECTIVES

The objectives of the Structure Plan are to be consistent with the Tourism zone and Conservation zone objectives outlined in the Scheme, with the addition of the following considerations:

- To create a low impact tourist destination, that facilitates maximum enjoyment of the Indian Ocean Coast for visitors in a sustainable manner.
- To encourage design, development and associated activities to offer a high level of diversity and intensity of natural and curated experiences for visitors to the site.

4.6 TOURISM TYPE LOCATIONAL CRITERIA

The siting and design of tourist accommodation shall generally be in accordance with the following criteria:

- Higher intensity land uses should generally be located within 400 metres of the resort town square.
- Lower intensity built form should be generally located beyond 400 metres of the resort town square, and should minimise land form modification and respect natural topography where possible.
- Caravan Park/s should have a direct frontage to the coastal foreshore.
- Family Huts and Staff Accommodation should ideally be located within 400 metres of the resort town square.

PART ONE IMPLEMENTATION

4.7 HOLIDAY HOME / RESIDENTIAL CRITERIA

Development for Holiday Home / Residential purpose shall only be supported following, or in conjunction with the tourism development proposed for the same staging period as identified by Table 1: Staging.

Holiday Homes / Residential lots shall be Strata / Community Title only and should generally conform to the following size guidance:

- Within 400 metres of caravan park or resort town square: 500 - 1,000sqm.
- Beyond 400 metres of caravan park or resort town square: 800 - 2,000sqm.
- Larger lots may be considered where necessary to contain Asset Protection Zone to mitigate bushfire threat.
- Development is to be assessed in accordance with a R-Code generally aligning with the above lot size criteria.

5.0 LOCAL DEVELOPMENT PLANS

A Local Development Plan shall be prepared prior to any subdivision or development of land within an area designated as 'major tourism' site, as generally shown on Plan 1, and shall address the following minimum design elements:

- Built form height;
- Build-to-line (front setbacks);
- Relationship of buildings to public open space;
- Location of car parking;
- Location of shared amenities and design measures to achieve integration of resort with public realm where possible;
- Landscaping of public and private streets;
- Location of civic structures;
- General design and location of foreshore beach parking and controlled access to coast;
- Local Development Plans are to be informed by a Visual Impact Assessment to ensure consistency with the building height limit considerations within *State Planning Policy 2.6 - State Coastal Planning Policy*.

6.0 OTHER REQUIREMENTS

6.1 INFRASTRUCTURE

Development shall generally not be permitted until infrastructure as outlined in Table 1 is delivered.

The following exceptions to the infrastructure requirements of Table 1 are:

- Camping grounds, including tents and eco-chalets, and non-serviced caravan park bays (maximum of 100 spaces);
- May be permitted with no connection to power, sewer, or telephone services, but must have;
- Safe vehicle access to the sites (unpaved / gravel surface acceptable subject to design to local government satisfaction);
- Potable water source connection; and
- Toilet facilities appropriate to service the peak level of visitors, to local government satisfaction.

A site and soil evaluation is to be prepared under winter conditions to inform any development proposed to be serviced by on-site wastewater disposal system(s).

6.2 BUSHFIRE RISK MANAGEMENT

All lots shall be developed in accordance with the Bushfire Management Plan (BMP), included in Appendix 5. Lots that are required to be constructed in accordance with the identified Bushfire Attack Level within the BMP to AS3959 requirements.

Onsite safer places are to be provided in accordance with the BMP. These are to be incorporated into the following development:

- Caravan Park.
- Eco Wellness Resort.

Prior to subdivision or development being supported, an update the Bushfire Management Plan specific to the proposal, and a Bushfire Emergency Evacuation Plan, specifically addressing proposed or approved movement network and proposed development, is to be prepared and approved by the local government.

6.3 ENVIRONMENT

The environmental values of the Structure Plan area are to be protected and managed in accordance with the Conservation Management Plan (CMP) included in Appendix 7.

Any additional measures to implement the CMP are to be addressed within the strata management statement required by Clause 4.8.7.5 of the Scheme and/or the Construction and Environmental Management Plan required by Schedule 11 of the Scheme. The additional information is to be provided as a condition of subdivision and/or development.

6.4 CONSERVATION ZONE

A Conservation Zone Management Plan (CZMP) is to be prepared to the satisfaction of the local government as a condition of subdivision or development. The CZMP is to address the ongoing use and management of land within the Conservation zone of the Structure Plan, including;

- Access management;
- Weed management;
- Dieback management;
- Vegetation and flora population monitoring and revegetation; and
- Feral animal monitoring and control.

The CZMP may be prepared as a separate document of form part of the Construction and Environmental Management Plan, which is to be provided as a condition of subdivision, and/or the management statement required by Clause 4.8.7.5 of the Scheme.

Further consideration may be given to additional measures to protect the values within the Conservation zone at later planning stages, including conservation covenants or tenure arrangements.

6.5 INDIAN OCEAN DRIVE

The intersection of Indian Ocean Drive and Seabird Road is to be upgraded at the landowner's cost to ensure the intersection can accommodate additional traffic volumes generated by the Structure Plan while continuing to function safely and efficiently.

The timing of the upgrade shall be informed by updates to the Traffic Impact Assessment, to be provided at each stage of subdivision and/or development, and the specifications of Main Roads WA.

6.6 FORESHORE

Prior to subdivision or development being approved, the landowner is to demonstrate that tenure arrangements for the foreshore have been investigated, in consultation with the Department of Planning, Lands and Heritage, to allow the development and management of the public foreshore facilities. The arrangements will form part of the Foreshore Management Plan which will need to be implemented as a condition of subdivision.

6.7 LIGHTING / DARK SKY

The provision of lighting within the public and private realm should be in accordance with dark sky principles.

7.0 ADDITIONAL INFORMATION

Additional Information is required at stages generally outlined in Table 2 below.



Table 2: Additional Information

Additional Information	Approval Stage
Bushfire Management Plan (Updated)	Subdivision stage
Bushfire Attack Level Assessment	
Bushfire Emergency Evacuation Plan	Subdivision Stage
Conservation Zone Management Plan	Subdivision Stage
Construction and Environmental Management Plan	Subdivision Stage
Foreshore Management Plan	Subdivision Stage
Strata Management Statement	Subdivision / Development Stage
Urban Water Management Plan	Subdivision Stage
Visual Impact Assessment	Development Stage (Major Tourism Node)
Traffic Impact Assessment (Updated)	Subdivision / Development Stage
Site and Soil Evaluation	Subdivision Stage






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

Legend

-  Structure Plan Site Boundary
-  Scheme Zoning Boundary

Zones

-  Tourism
-  Conservation
-  Special Use - Recycled Water Facility

Other

-  Tourism Precincts
-  Development Precincts
-  Major Tourism Node
-  Coastal Node
-  Stage 1 Local Beach Access and Facility
-  Coastal Reserve
-  Dune System
-  Major Connecting Road
-  Bushfire Emergency Access Route
-  Safer Place (Bushfire)
-  Indicative Buffer to Recycled Water Facility (in accordance with local and State Regulations)

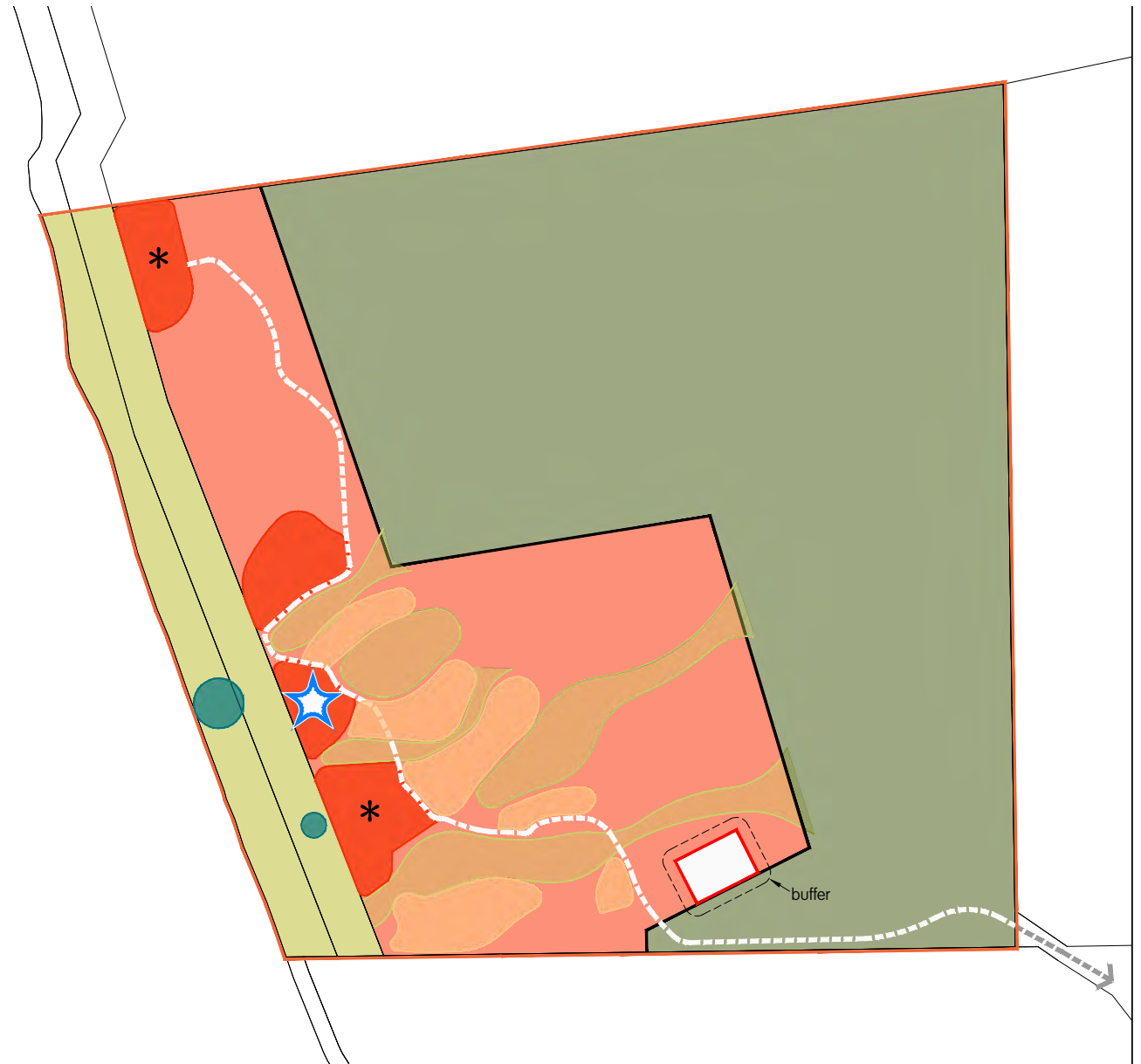




PHOTO 3 - LOOKING NORTH



PART TWO

EXPLANATORY SECTION

GOLDEN BEACH STRUCTURE PLAN - BRETON BAY, SHIRE OF GINGIN, WA



GOLDEN GROUP



INDIAN OCEAN DRIVE

SEABIRD ROAD

GOLDEN BEACH

PERTH
100km | 1hr 15min

SEABIRD
5km | 6min

SANDY COAST

ROCKY COAST



FIGURE 1 - AERIAL CONTEXT PLAN

1.0 PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

The Golden Beach Structure Plan area comprises a 363 hectare parcel of coastal land, approximately 5 kilometres north of Seabird in the Shire of Gingin.

The primary intent of this Structure Plan is to establish the planning framework to support the delivery of tourism land uses and associated infrastructure, with provision for a range of tourism offerings, short-stay accommodation options, and some complementary residential dwellings.

This Structure Plan has been prepared as a direct requirement of Schedule 11 of the Shire of Gingin Town Planning Scheme no. 9 (Scheme), which requires a Structure Plan before development or subdivision on the site can occur.

1.2 BACKGROUND

In 2003, Golden Beach WA Pty Ltd, a subsidiary of the West Australian land development company Golden Group, acquired the coastal site subject of this Structure Plan.

Golden Group's long-term objectives for the site has always been to create a high quality tourism coastal destination, that leverages of its natural coastal setting and proximity to Perth.

Following preliminary market investigations in 2014/15, Golden Group appointed RobertsDay and a team of technical consultants to assist in rezoning the land from Rural to Tourism under the Shire's Scheme.

As part of final negotiations with the Western Australian Planning Commission (WAPC), the site was split into two zones. A Conservation zone was introduced over two-thirds of the landholding, to protect the site's most significant environmental features. This left approximately 168 hectares of land available for Tourism purposes, with a 2.0 kilometre frontage to the Indian Ocean coast.

On 6 April 2018, the Minister for Planning granted Final Approval to Scheme Amendment no. 16 to the Shire's Scheme, putting in effect a Conservation and Tourism zone over the land.

1.3 THE VISION

This Structure Plan has been informed by a 'Place Vision and Destination Development Blueprint', that was prepared by RobertsDay for Golden Group's purposes, and explores tourism market segments, accommodation types and existing regional experiences and offerings.

Following the conclusion of this work, a vision emerged including site specific place drivers that are intended to inform the project team's efforts and frame decisions as they relate to planning and design tasks.

The following pages convey the vision formulated by Golden Group and the project team.

GOLDEN BEACH: A PLACE ON THE COAST

STRUCTURE PLAN INTENT



VISION

Just over an hour north of Perth is Golden Beach, an iconic and memorable destination respectfully nestled on the edge of the pristine Indian Ocean.

Golden Beach is a national leader for outstanding regional tourism accommodation, design and environmental sensitivity practices. Providing fresh, pure and a fun set of experiences, it's a transformational place, connecting people to nature and to others.

PLACE
DRIVER

LOW IMPACT ECO-FRIENDLY

A self-sustainable destination that reflects and acknowledges its Indian Ocean coastal context, landform and natural habitat

PLACE
DRIVER

RICH LAYERING & INTENSITY OF EXPERIENCES

A place with diversity and balance of experiences throughout its accommodation, design, amenities, attractions and events

PLACE
DRIVER

EASY & ACCESSIBLE

An effortless, simple and safe place available to many kinds of people, any time of the year



EXPLANATORY NOTE

PLACE DRIVERS

Place Drivers are the critical elements that aim to inspire the project delivery and ultimately define the place that will be created. The Drivers identify the place's unique advantages or points of difference, and will influence the direction of decision-making. Together the Drivers and the Vision provide a framework to create the destination development; what the project team aims to do; and the intention to achieve it all.

LAND DESCRIPTION

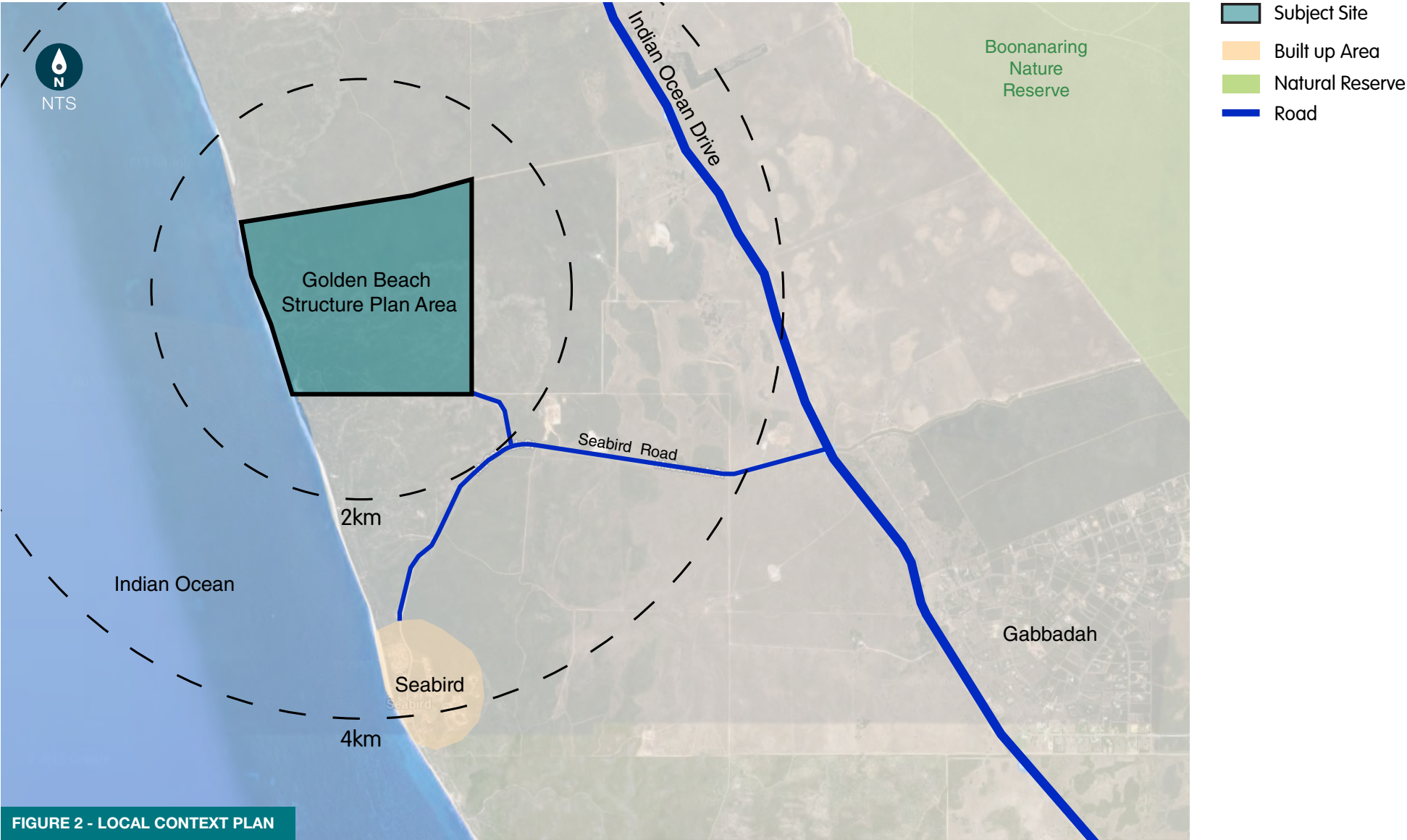


FIGURE 2 - LOCAL CONTEXT PLAN

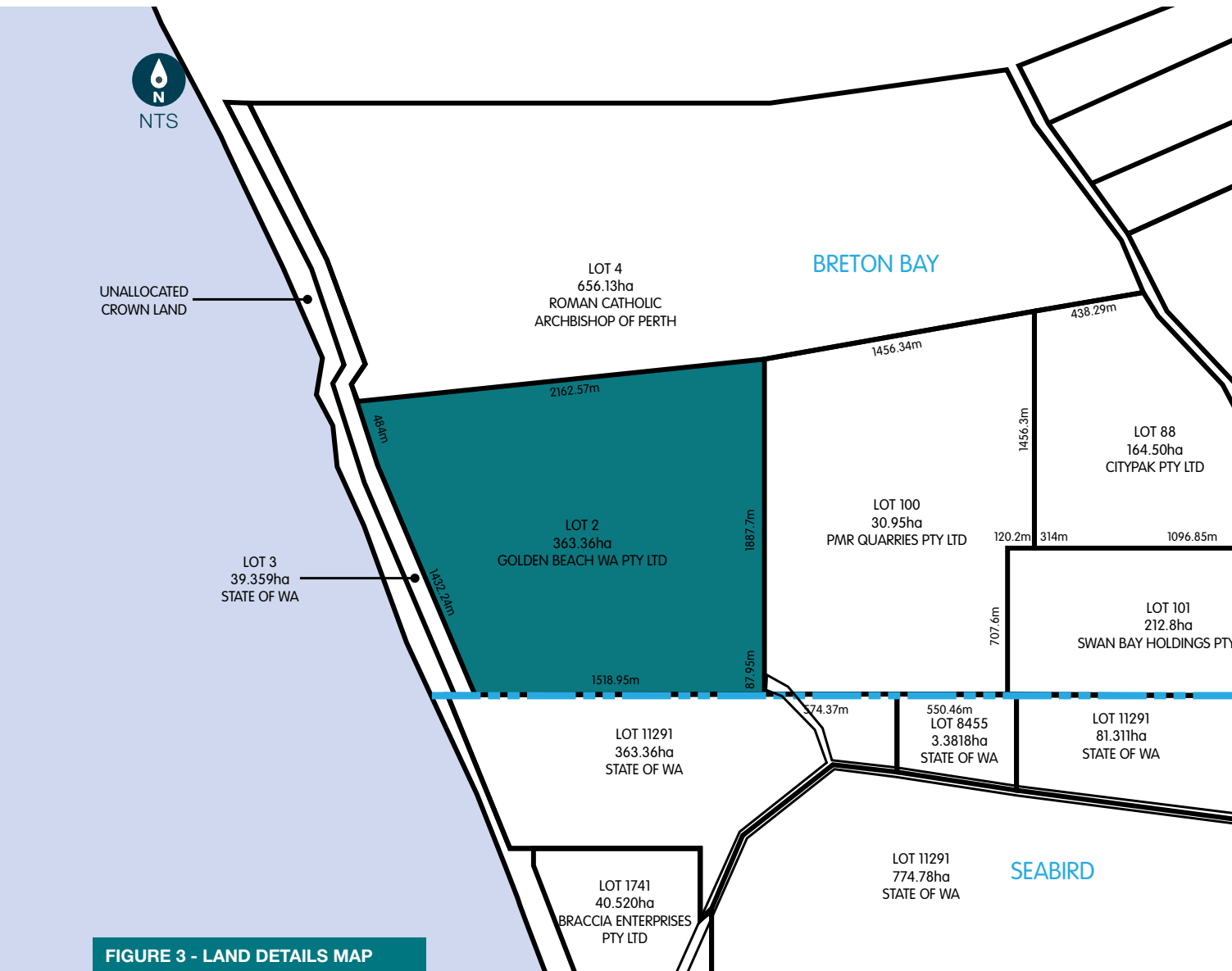


FIGURE 3 - LAND DETAILS MAP

1.4 LAND DESCRIPTION

1.4.1 Land Details

The Structure Plan area applies to a single landholding, legally described as Lot 2 on Plan 10531 (the site).

The landholding has no listed street address, but has an 88 metre frontage to a gazetted road reserve in the south-east corner, connecting to Seabird Road.

The site is 363.36 hectares.

The Structure Plan area falls within the Breton Bay locality, Shire of Gingin.

1.4.2 Ownership

Lot 2 on Plan 10531 is held in single ownership by Golden Beach WA Pty Ltd, a subsidiary of Golden Group.

The site is setback approximately 200 metres from the coast. The coastal reserve comprises two landholdings, including a 105 metre strip of land described as Lot 3 owned by the State of WA and a 95 metre strip of Unallocated Crown Land.

The Roman Catholic Archbishop of Perth owns the land immediately to the north of the Structure Plan area.

SITE CONTEXT

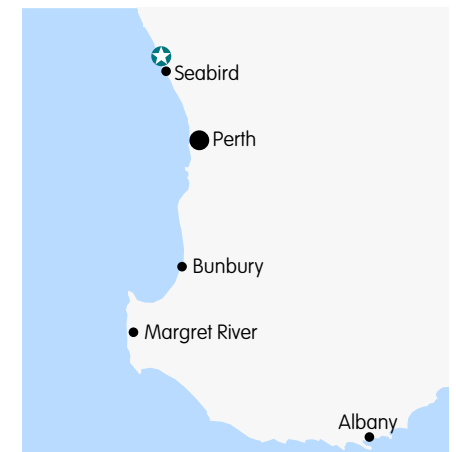
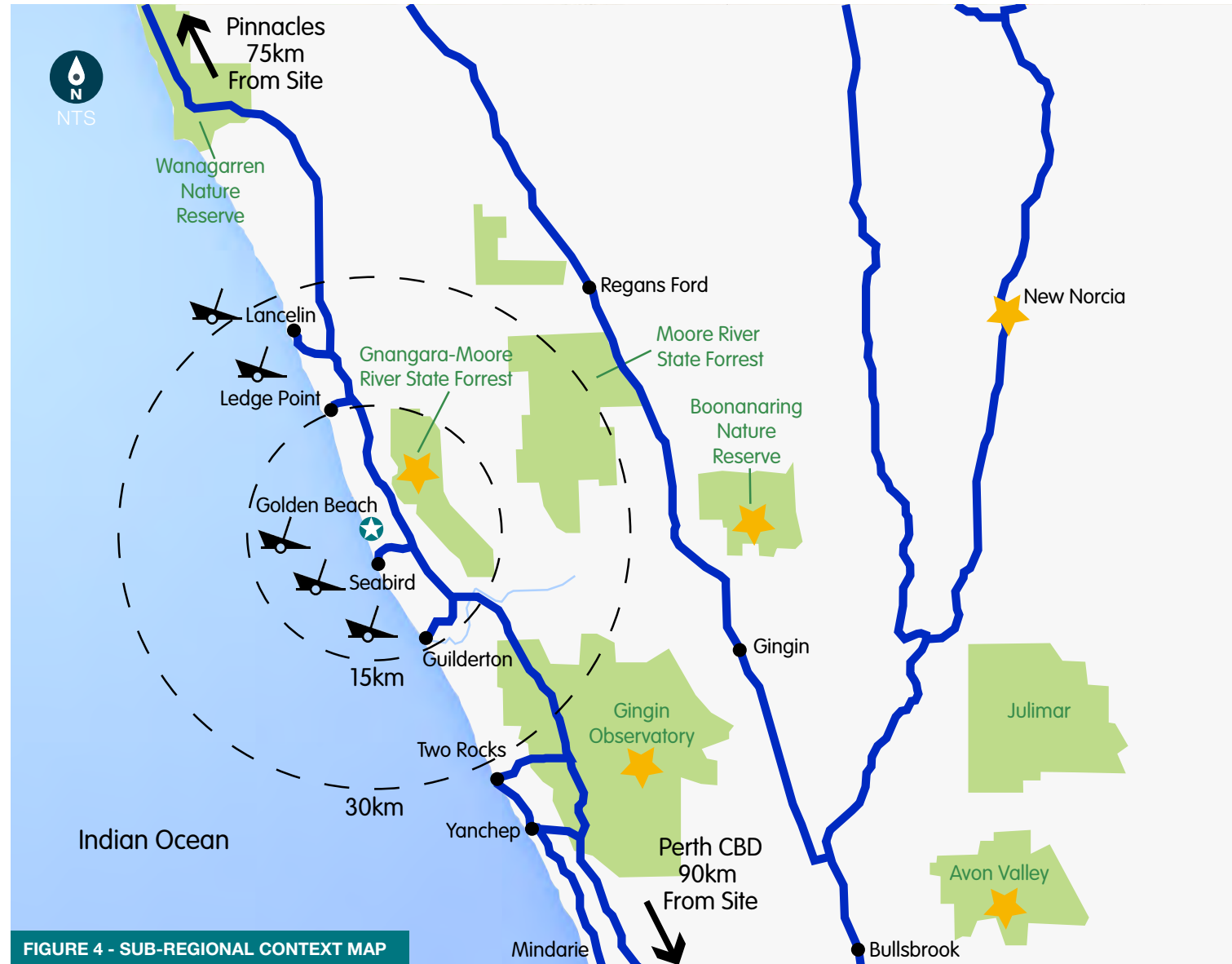


FIGURE 4 - SUB-REGIONAL CONTEXT MAP

1.5 SITE CONTEXT

1.5.1 Regional Context

The Structure Plan area is approximately 90 kilometres north of the Perth CBD, and 75 kilometres south of the Pinnacles Desert Discovery Centre (Nambung National Park).

The Structure Plan area is located 13 kilometres north of the Guilderton / Moore-River coastal settlement and 26 kilometres south of the Lancelin coastal settlement.

1.5.2 Local Context

The Structure Plan area is within the Breton Bay locality, immediately north of Seabird. Both Breton Bay and Seabird are within the Shire of Gingin municipality.

Seabird is a small coastal settlement comprising approximately 100 residential dwellings, in addition to a small caravan park, and falls within the broader Wheatbelt region.

The Structure Plan area is approximately 4.0 kilometres from the intersection of Seabird Road and Indian Ocean Drive.



FIGURE 5 - REGIONAL CONTEXT MAP

TOURISM CONTEXT

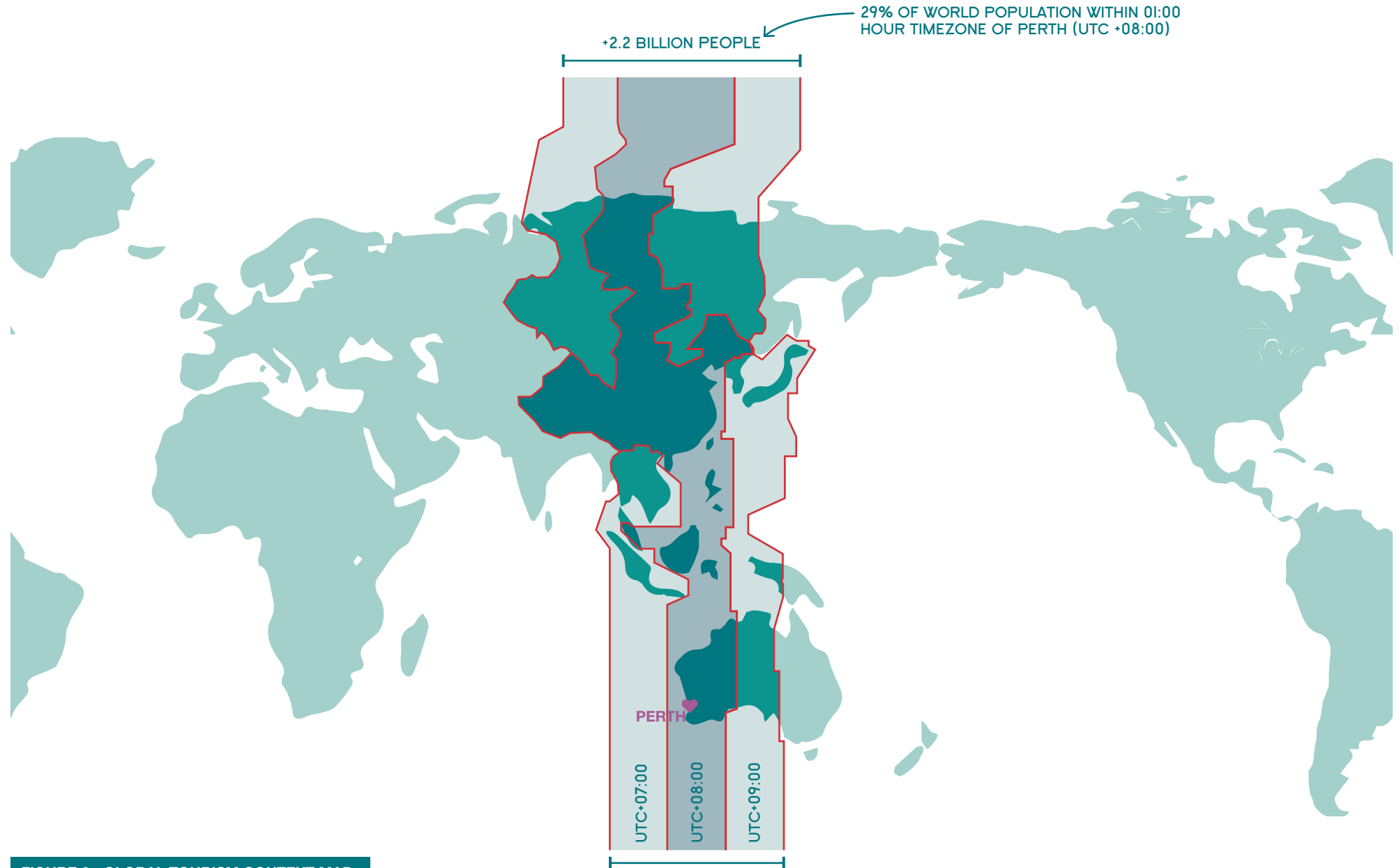
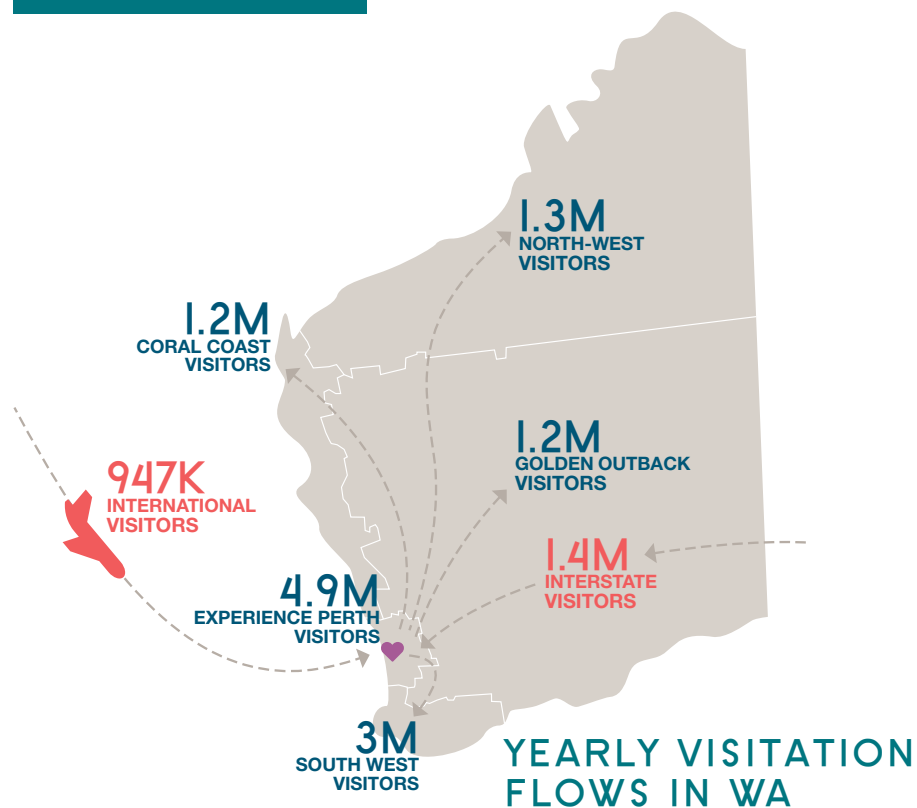


FIGURE 6 - GLOBAL TOURISM CONTEXT MAP

FIGURE 7 - VISITATION FLOWS



WEST AUSTRALIA'S CORAL COAST 7%

89%	5%	6%
INTRASTATE	INTERSTATE	INTERNATIONAL

WEST AUSTRALIA'S GOLDEN OUTBACK 7%

84%	12%	4%
INTRASTATE	INTERSTATE	INTERNATIONAL

EXPERIENCE PERTH 61%

59%	24%	17%
INTRASTATE	INTERSTATE	INTERNATIONAL

WEST AUSTRALIA'S NORTH WEST 6%

75%	19%	6%
INTRASTATE	INTERSTATE	INTERNATIONAL

WEST AUSTRALIA'S SOUTH WEST 23%

88%	7%	5%
INTRASTATE	INTERSTATE	INTERNATIONAL

SHIRE OF GINGIN 178,000 ESTIMATED INTRASTATE VISITORS

PART TWO PLANNING BACKGROUND

01

1.6 TOURISM CONTEXT

Branding and early exposure of the destination will be critical to attracting interstate and international visitors.

Golden Beach is located within the Experience Perth tourism brand and is connected with Australia's Coral Coast to its north (from Jurien Bay to Ningaloo) by Indian Ocean Drive and the Brand Highway.

The surrounding Moore River-Gingin region lacks a defined destination offer and products that are compelling enough for national and international tourists to understand the beauty and possibilities of experiences within the area. Consequently, the tourism marketing is focused on Perth destinations, and Australia's South West region. There are opportunities to change this through the development of Golden Beach.

Packaged tours are currently offered by private businesses along the north coast, which take people on bus trips from Perth and back to visit the Swan Valley, Yanchep National Park, and the Pinnacles. However there are limited stops and no overnight stays.

The area is also popular with families living in suburbs north of Perth, with a number of caravan parks and old cray fishermen camps experiencing capacity during school holidays. Moore River/ Guilderton is especially popular for families, and is marketed as the safe swimming spot on the river mouth.

To integrate into tourism marketing within Western Australia, Golden Beach must stand out amongst the city destinations and motivate people in Perth to travel north for a holiday, rather than to the busy south-west.

Golden Beach's point of difference and opportunity is in its untouched coastal environment; a 'natural sanctuary' that provides the fresh air, open space and connections to nature. Partnering with successful tour operators to create defined experience offers that include Golden Beach as a destination will assist to capture the international tourists that desire premium Australian outdoor experiences within a short distance from Perth. A key focus should be to provide points of interest through unique experiences that encourage an overnight or weekend stay at Golden Beach's accommodation.

The Structure Plan was prepared with due regard to all planning and related strategies and policies.

PLANNING FRAMEWORK

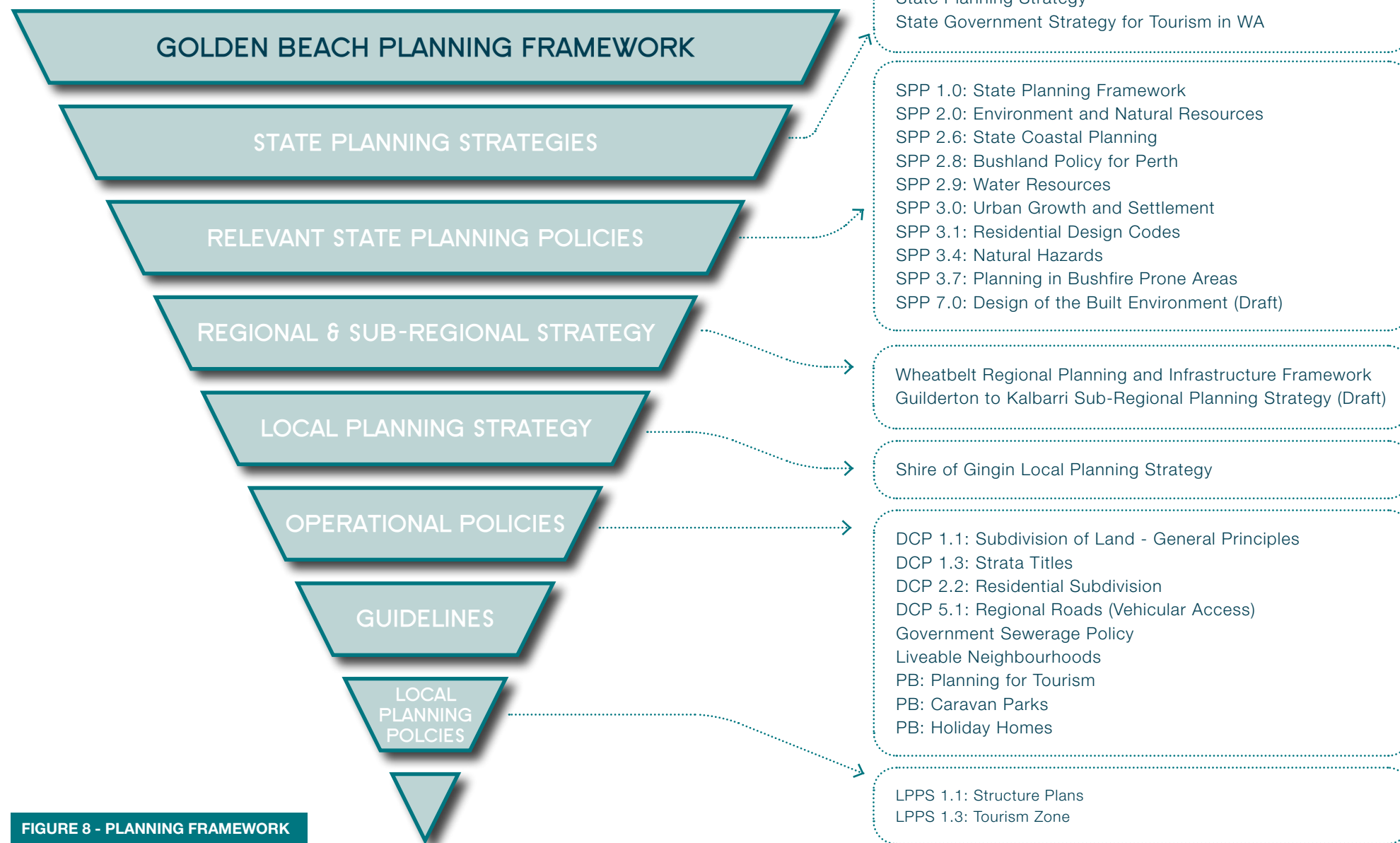


FIGURE 8 - PLANNING FRAMEWORK

1.7 PLANNING FRAMEWORK

1.7.1 Zoning

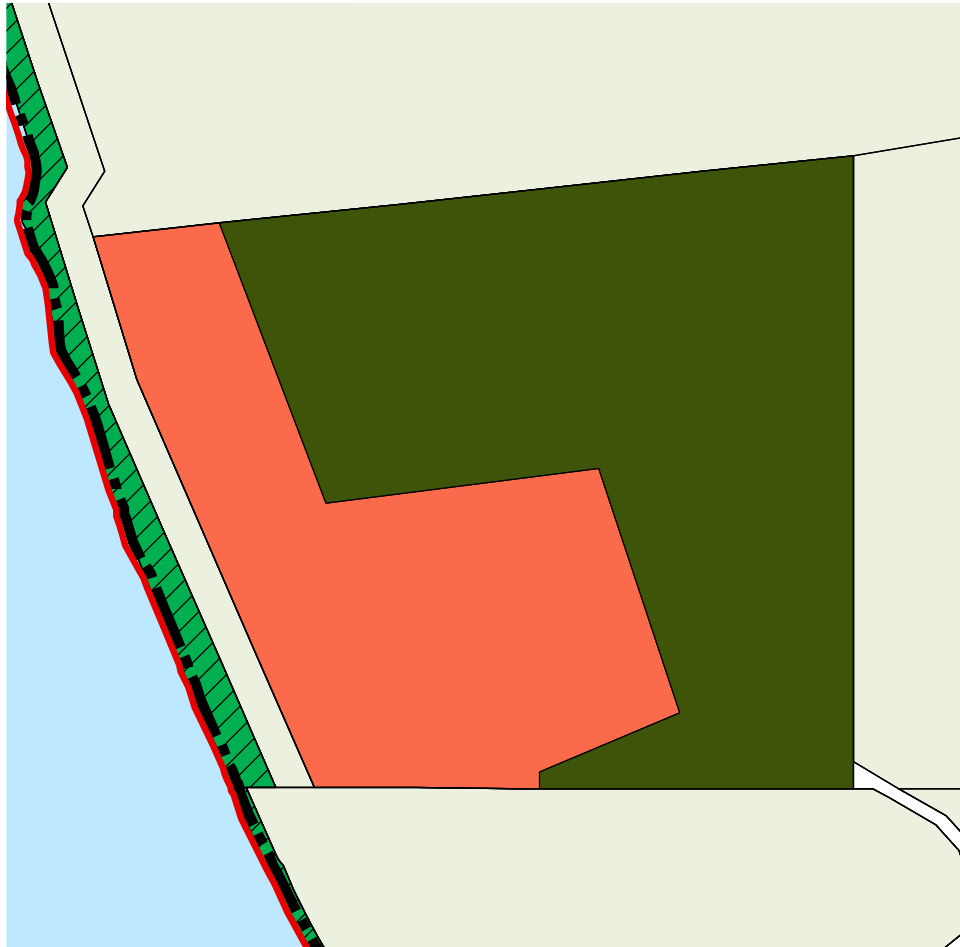
1.7.1.1. Shire of Gingin Local Planning Scheme no. 9

Under the Shire of Gingin Local Planning scheme no. 9 (LPS9) the site is zoned:

- Tourism (138.9080 ha); and
- Conservation (224.4520 ha).

1.7.2 Policy and Strategy Framework

The Golden Beach Structure Plan is consistent with all related policies and strategies summarised at Figure 8. A summary of the planning and design considerations in the relevant documents are contained in Appendix 1.



LOCAL SCHEME ZONES

Conservation	Residential
Future Development	Rural Industry
General Rural - Coded	Rural Living
General Rural	Special Use
Landscape Protection	Tourism
Mixed Business	Town Centre

FIGURE 9 - ZONING PLAN



PHOTO 4 - LOOKING SOUTH

1.8 PRE-LODGEEMENT CONSULTATION

The preparation of this Structure Plan has been informed by meetings with the Shire of Gingin, the Department of Planning, Lands and Heritage and State Government Agencies. This has included the following:

- Meeting with Shire of Gingin Planning Officers and Chief Executive Officer on 3 July 2018.
- Meeting with Department of Planning, Lands & Heritage Senior Planning Officers on 16 July 2018.
- Meeting with Water Corporation on 6 August 2018.
- Presentation to the Shire of Gingin Council Forum on 7 August 2018.

Key outcomes from pre-lodgement consultation are summarised below:

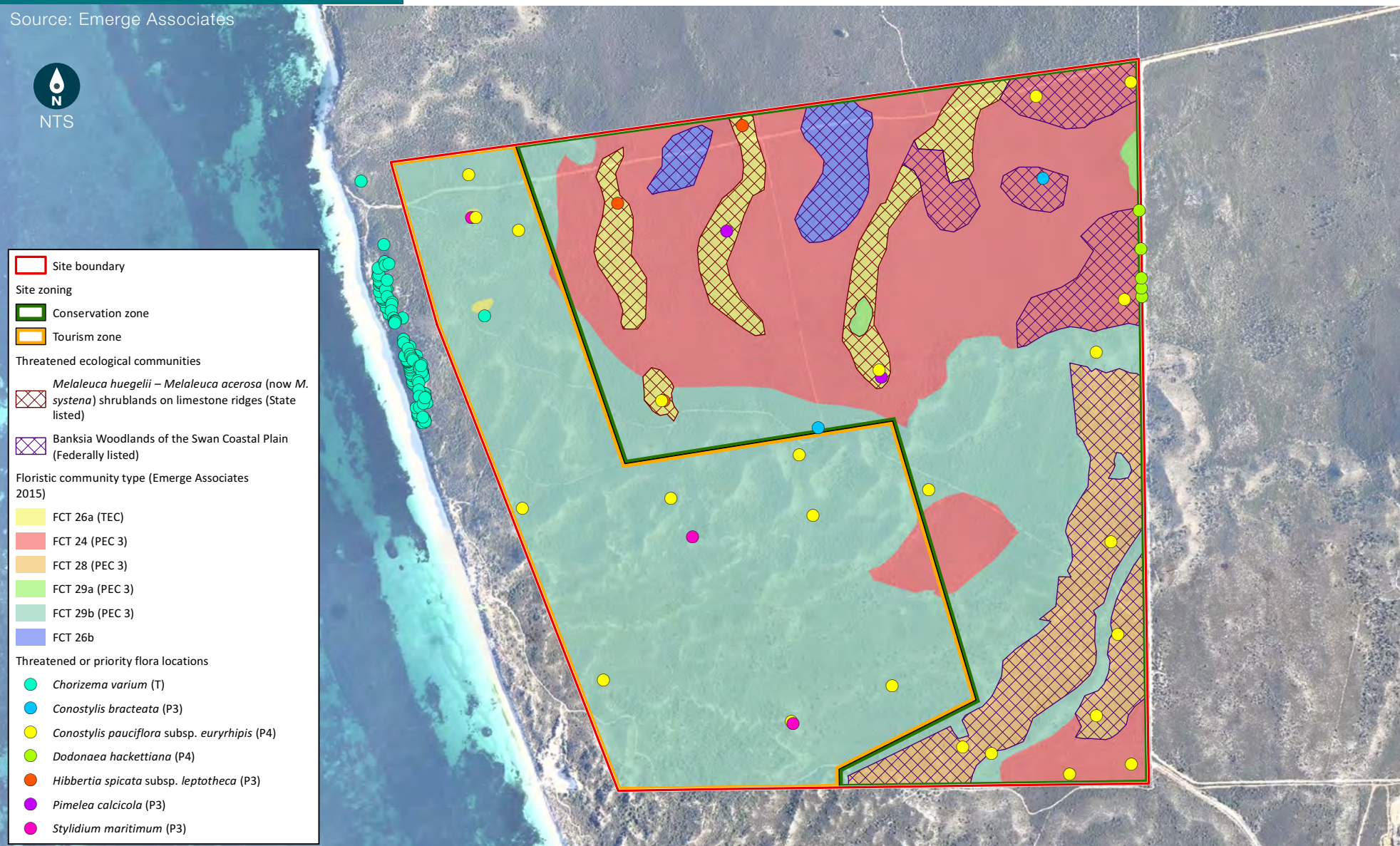
- General agreement to the Structure Plan structure based on the concept plan.
- General agreement to support a range of tourism based facilities and activities, to support economic development of the region and to enhance the profile of the locality.
- Agreement to embed a level of flexibility within planning controls, in order for tourism development to adapt to long term trends and changing market opportunities.

- Acknowledgment that the EPA elected not to assess the previous re-zoning application in 2017/2018, but the Structure Plan is expected to be referred under the EPBC Act Federal legislation to allow the entry road to be built.
- Request from the Shire of Gingin to deliver coastal facilities within first stage of development.
- General support for first stage to be in the form of a Caravan Park, to be delivered within 12-18 months from Structure Plan Approval.
- General support for the site to accommodate a yield of approximately 800 'units', in various forms of accommodation.
- Acceptance that the conservation component of the site will be owned and managed by the current landowner, and be made available for use through controlled access walkways.
- General support for the vision formulated by Golden Group and the Project Team, with the Shire Council particularly encouraging of the low impact eco-friendly place driver.
- In principle agreement to use recycled water for irrigation on parks and public landscaping.
- Acknowledgment that design guidelines may be a desirable mechanism to control built form outcomes on the site, most relevant to the Resort Town and Holiday Home components.
- Acknowledgement of the site's setback from the coast (approximately 200 metres) being beyond the coastal hazard line (159 metres at its largest).
- Acknowledgement that exact location and siting of development is subject to both detailed design and more advanced market research.

BIODIVERSITY AND NATURAL AREA ASSETS

FIGURE 10 - BIODIVERSITY AND NATURAL ASSETS

Source: Emerge Associates



2.0 SITE CONDITIONS AND CONSTRAINTS

2.1 BIODIVERSITY AND NATURAL AREA ASSETS

2.1.1 Flora and Vegetation

The site is not currently utilised for any specific purpose and has not been subject to historic broad-scale clearing. Therefore it contains extensive areas of remnant native vegetation, except where access tracks and firebreaks are present.

The flora and vegetation values of the site have been determined based on a detailed flora and vegetation survey (Emerge Associates 2015), which was provided as part of the previous Scheme Amendment submission. This survey (and subsequent investigations) found that the site contains both state and federally listed threatened flora and threatened ecological communities (TECs), as well as state listed priority flora and priority ecological communities (PECs). The TEC values within the site are restricted to the conservation zone, while the threatened flora values are largely identified in the coastal foreshore reserve adjacent to the far northern boundary of the site.

The proposed development intends to largely avoid impacts on threatened flora and TECs, primarily through appropriately locating development within the site. The majority of the proposed development will occur in the south-west portion of the site where no threatened flora or TECs have been identified. Impacts on priority flora species and PECs will be minimised, with the management of these values as part of the proposed future development of the site

further considered in the Environmental Assessment and Management Strategy (Appendix 4) and Conservation Management Plan (Appendix 7).

2.1.2 Terrestrial Fauna

A Level 1 fauna assessment and targeted black cockatoo habitat assessment (Harewood 2015) was undertaken to support the Scheme Amendment and subsequent design stages, to understand the potential for terrestrial fauna, and in particular conservation significant fauna, to occur within the site by considering the habitat values within the site, as well as determining the presence of absence of species.

It is possible that a number of conservation significant species could utilise the site, including Carnaby's black cockatoo, with potential foraging habitat identified within the site (no potential breeding or roosting habitat was identified as no suitable large Eucalypts or Corymbia tree species occur within the site). The proposed development of the site is unlikely to result in a significant impact on fauna species as clearing is likely to be minimal with the majority of vegetation (and associated fauna habitat) within the site proposed to be retained.

Impacts on fauna species will be minimised through the location of the proposed development and management of fauna values during implementation and construction of the project. The management of these values as part of the proposed future development of the site is further considered in the Environmental Assessment and Management Strategy (Appendix 4) and Conservation Management Plan (Appendix 7).

LANDFORM AND SOILS

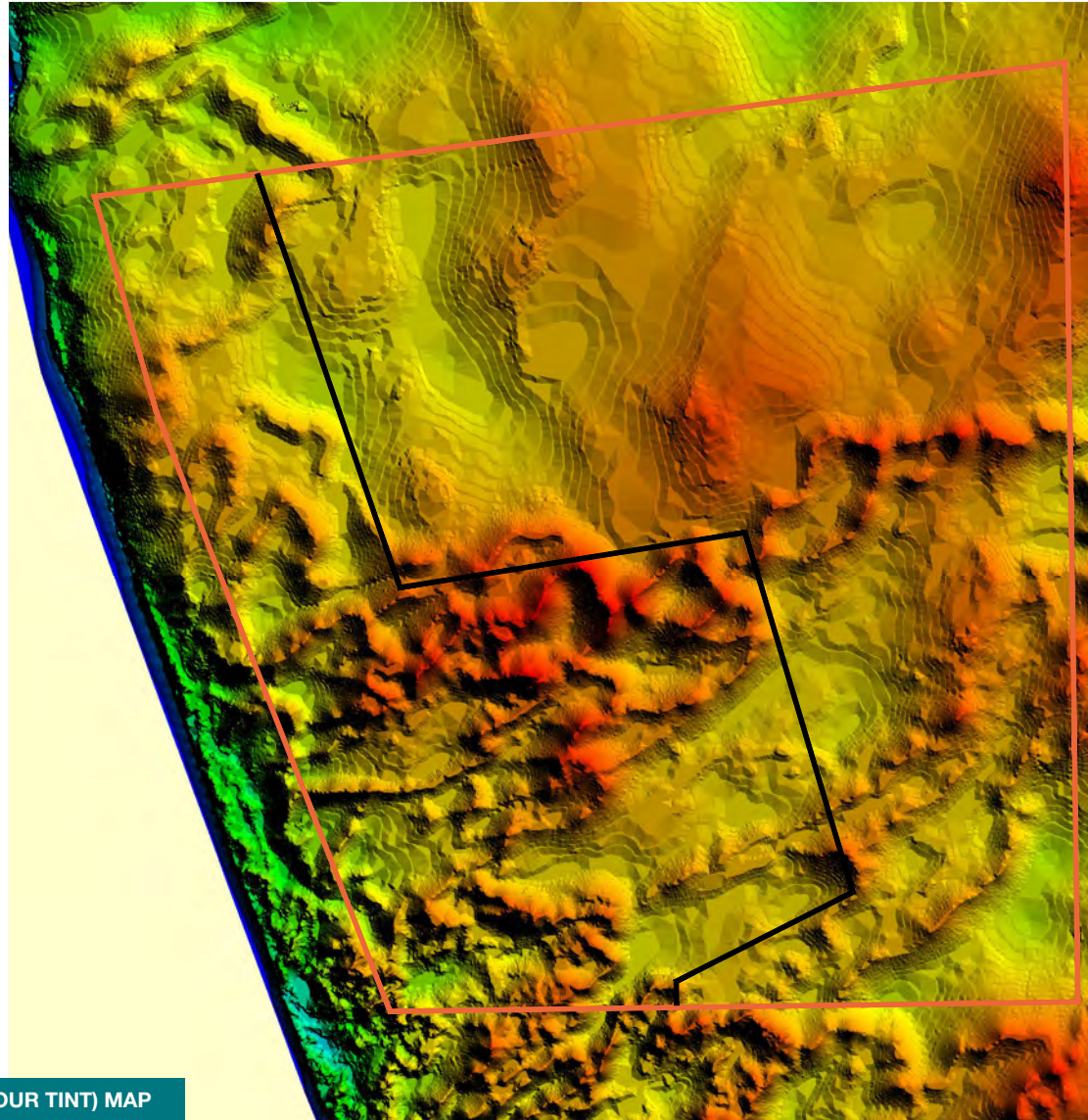


FIGURE 11 - TOPOGRAPHY (CONTOUR TINT) MAP

2.2 LANDFORM AND SOILS

2.2.1 Topography

The site is composed of a number of sand dunes and limestone ridges, which vary in elevation across the site and generally decreases in height from east to west, ranging from approximately 17 metres Australian Height Datum (mAHD) in the west, 49 mAHD in the central eastern portion of the site and 44 mAHD in the east of the site.

There are areas within site that have steeper slopes, and are generally associated with sand dunes within the central portion of the site, where an east to west dune ridge is prominent.

2.2.2 Soils and Landform

The landform characteristics found within the site generally align with the regional soil-landform mapping prepared by the Department of Primary Industries and Regional Development (DPIRD), with large areas of parabolic dunes and beach ridges representing the Quindalup formation occurring in the southern portion of the site and less pronounced, low hilly landscapes with shallow brown sands over limestone (with large amounts of exposed limestone outcrops) of the Cottesloe formation occurring in the northern portion of the site. The soil profiles observed as part of the installation of a number of groundwater monitoring bores within the site support the findings of the regional landform mapping.

The landform structure along the adjacent beach and shoreline to the west of the site is highly variable. The landform structure along the adjacent beach and shoreline to the west of the site is highly variable. The northern portion of the shoreline is composed of limestone cliffs ranging between 4 mAHD and 20 mAHD, interfacing with the sandy beach, while the southern portion of the shoreline is a predominantly sandy beach with high foredunes and intermittent protruding rock.

2.2.3 Acid Sulfate Soils

The site is outside of the current extent of regional ASS risk mapping prepared by the Department of Water and Environmental Regulation (DWER), which extends to Moore River (approximately 13 km to the south of the site). Adjacent areas of coastline to the south of the site are mapped as having no known risk of ASS occurring within three metres of the natural soil surface. The environmental characteristics of the site are similar to such areas, particularly in regard to landforms, soils and hydrology. This, in addition to the absence of environmental features (such as rivers and wetlands) which generally indicate potential ASS risk, suggests that ASS is highly unlikely to be a risk within the site.

2.2.4 Karst Formations

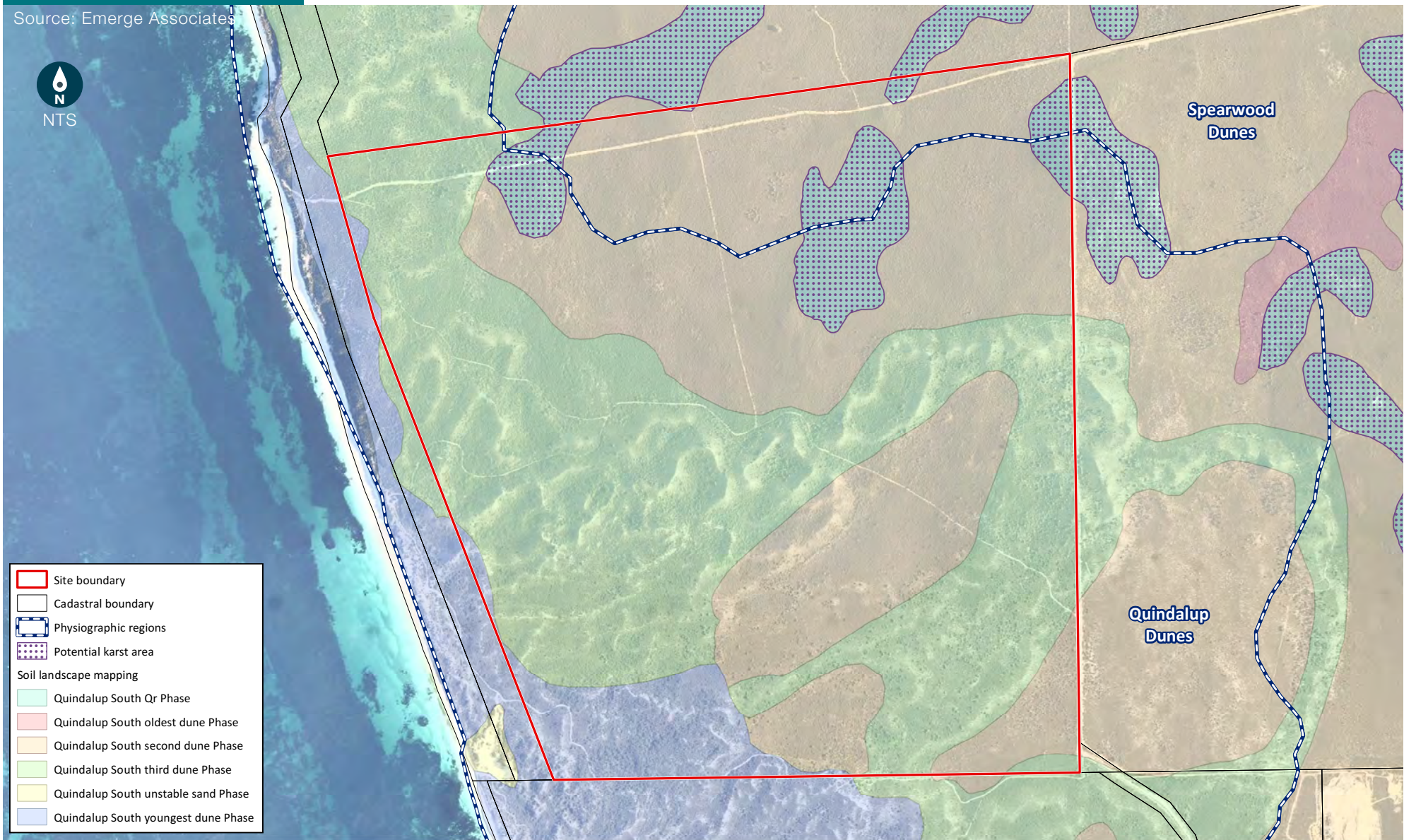
Karst landforms are produced as a result of the dissolution of soluble rock by weakly acidic surface water or groundwater. Karst features form in sedimentary rock types, such as limestone, chalk and gypsum and have the potential to cause ground subsidence hazards, such as sinkholes, caves, dry valleys, pinnacles and disappearing streams.

There are no known occurrences of karst features within or in proximity to the site, with the nearest known karst feature located approximately 16 km east of the site in the locality of Wanerie. Gozzard (2011) maps a number of small areas in the north-central and eastern portions of the site as having potential risk of karst formation, however an environmental review of geomorphology and soils indicates that karst formations are unlikely to affect any of the area intended for development.

GROUNDWATER AND SURFACE WATER

FIGURE 12 - LANDFORM AND SOILS

Source: Emerge Associates



2.3 GROUNDWATER AND SURFACE WATER

2.3.1 Groundwater

The Site is located within the Gingin Groundwater Area and the Seabird Groundwater Sub-area. Information on the regional groundwater resources obtained from the DWER Water Register indicates that the site is underlain by a multi-layered aquifer system comprised of an unconfined aquifer, namely the Superficial Swan system; semi-confined and confined aquifers, namely the Leederville and Yarragadee North systems respectively; and fractured rock aquifers, although limited data is available on these aquifers.

Three groundwater monitoring bores were installed within the south-western, central and south-eastern portions of the Site during August 2018. The site-specific measurements indicate that groundwater is likely to be between 17.2 m below ground level (BGL) in the south-western portion of the Site and 26.9 m BGL in the central portion of the Site, and overall groundwater is estimated to be below 1m AHD. This is consistent with data available from the DWER Water Information Reporting database, and as such we do not anticipate that the presence of groundwater will constrain development.

A review of the DWER Water Register indicates that all groundwater resources beneath the site are currently over-allocated, however it is also noted that the DWER has reserved 4000 ML of groundwater from the Perth - Superficial Swan aquifer for public water supply as part of the Gingin Groundwater Allocation Plan. The Superficial aquifer is used to supply public water to the nearby Sovereign Hill and Guilderton communities. In addition, Water Corporation have confirmed that 50 ML per annum can be supplied to the site as part of the Seabird town scheme.

2.3.2 Surface water

The Shire of Gingin has relatively scarce permanent surface water, and where present is generally typified by seasonal and highly variable flows. No surface drainage channels are visible within the site and no surface water features (such as wetlands) have been identified. The nearest surface water feature is Moore River, located approximately 11 km east and 14 km south of the site.

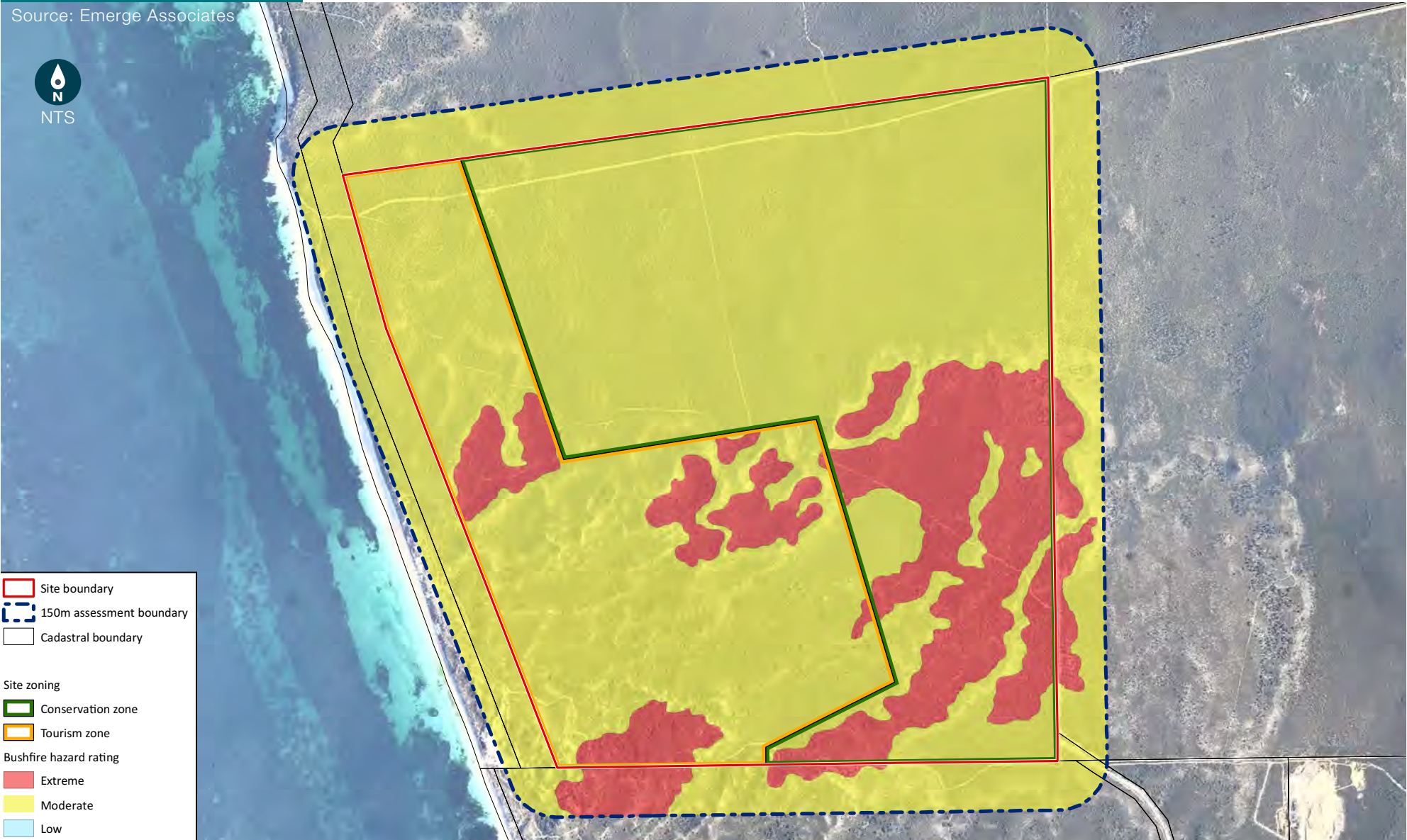
The soils underlying the site are typically highly permeable, and the clearance to groundwater is substantial. This is likely to result in little to no surface runoff, except during extreme rainfall events.

The stormwater management strategies within the site have been developed in accordance with the Better Urban Water Management framework, and proposes to maintain the existing hydrology by retaining and infiltrating stormwater runoff as close to source as possible. The low-density nature of the proposed development, coupled with the highly permeable sands and significant depth to groundwater, allow for development to occur with minimal need for constructed stormwater management infrastructure and instead stormwater will largely be managed through soakwells within lots and roadside table drains. This is detailed further within the Local Water Management Strategy (Appendix 6)

BUSHFIRE HAZARD

FIGURE 13 - BUSHFIRE HAZARD

Source: Emerge Associates



2.4 BUSHFIRE HAZARD

The entire site is designated as a 'bushfire prone area' in the Map of Bush Fire Prone Areas (Office of Bushfire Risk Management 2018), and accordingly bushfire hazards are required to be considered in accordance with SPP 3.7.

A revised Bushfire Management Plan (Appendix 5) has been prepared to support the SP and consider the bushfire risks in further detail. As part of the preparation of this document, the vegetation classifications have been refined based on a review of the site conditions and site-specific flora and vegetation information. Scrub and shrubland vegetation have been identified within the site and surrounds in accordance with Australia Standard 3959 Construction of buildings in bushfire-prone areas (AS 3959) and are shown below. Each identified vegetation type has then assigned a bushfire hazard rating, based on the methodology in Appendix Two of the Guidelines for Planning in Bushfire Prone Areas Version 1.3 (WAPC and DFES 2017). Areas of scrub vegetation represent an 'extreme' bushfire hazard, whilst areas of shrubland vegetation represent a 'moderate' bushfire hazard.

Based on the structure plan and consideration of the indicative concept plan, the proposed tourism development within the site would be able to satisfy the bushfire protection criteria and the requirements of SPP 3.7 through a mix of performance and acceptable solution responses, with all measures able to be satisfied within the 'Tourism' zone. In particular:

- Appropriate separation can be provided between future habitable buildings and classified vegetation to ensure that no habitable building exceeds a bushfire attack level (BAL) rating of BAL-29. Furthermore, separation can be accommodated through the development layout (and management of vegetation within the 'Tourism' zone) to enable an on-site safer place to be provided.
- An integrated internal road network can be accommodated within the 'Tourism' zone (with connections to the external public road network) which is able to facilitate appropriate emergency evacuation and response in accordance with the proposed provision of an on-site safer place. If required, a potential secondary access road has been accommodated adjacent to the northern boundary of the site (although may not be required given an on-site safer place can be provided and is considered a safer alternative).
- Where separation between buildings/safer places/road centre lines and areas of classified vegetation is required, this area of separation will need to be managed as low threat vegetation in accordance with Section 2.2.3.2 of AS 3959. Clearing/modification of vegetation to achieve this can be managed within the 'Tourism' zone and will not require clearing of vegetation within the 'Conservation' zone (except where associated with the main entrance road) or coastal foreshore area.
- Water supply for fire-fighting purposes can be addressed through the proposed reticulated water supply network.

COAST AND FORESHORES

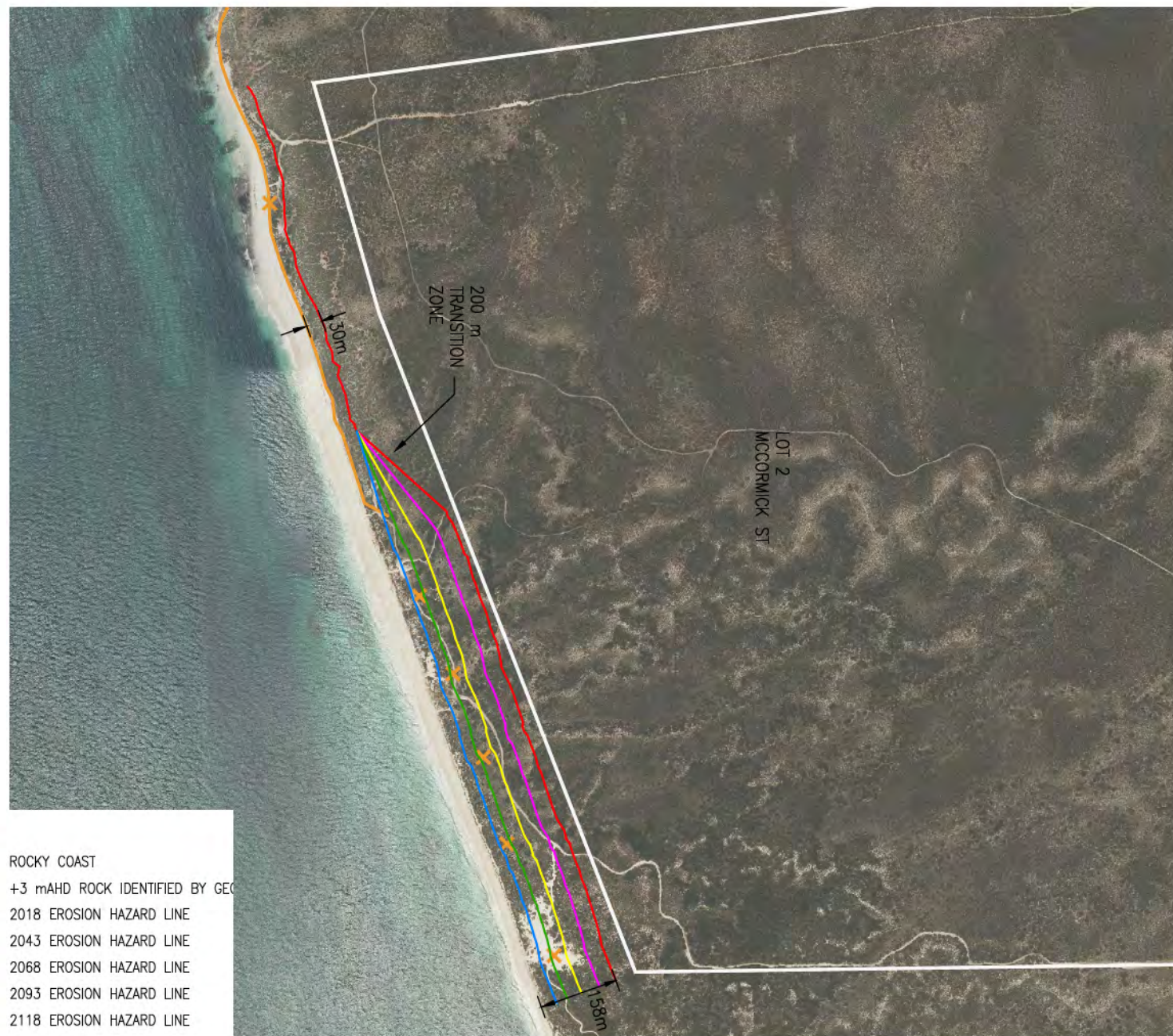
FIGURE 14 - COASTAL HAZARD

Source: MP Rogers & Associates



LEGEND

- ROCKY COAST
- ✕ +3 mAHd ROCK IDENTIFIED BY GEO
- 2018 EROSION HAZARD LINE
- 2043 EROSION HAZARD LINE
- 2068 EROSION HAZARD LINE
- 2093 EROSION HAZARD LINE
- 2118 EROSION HAZARD LINE



2.5 HERITAGE

2.5.1 Aboriginal Heritage and Native Title

The Aboriginal Heritage Inquiry System (AHIS) is maintained pursuant to Section 38 of the Aboriginal Heritage Act 1972 by the Department of Planning, Lands and Heritage, and contains information on Registered Aboriginal Heritages Sites and Other Heritage Places throughout Western Australia. In accordance with the Aboriginal Heritage Due Diligence Guidelines (DAA 2013), a search of the AHIS online database (DPLH 2018) was undertaken. No Registered Aboriginal Heritage Sites or Other Heritage Places were identified as occurring within the site. The closest identified Registered Site (DAA ID 20008) is mapped as occurring approximately 7.5 km east of the site.

A search of the online Native Title database found that the site forms part of a wider area included within the Native Title agreement between the Noongar People and the Western Australian Government (the South West Native Title Settlement), with the site and greater central coast region forming part of the Yued

Indigenous Land Use Agreement (ILUA). Under the Native Title Act 1993, native title rights are extinguished if the land is held in freehold tenure. Lot 2 on Plan 10531, which comprises the site, is held in freehold by Golden Beach, and as such the Native Title Act 1993 is not applicable to the site.

2.5.2 European Heritage

A desktop search of the State Heritage Office database (Heritage Council 2018) and the Australian Heritage Database, which includes the National and Commonwealth Heritage Lists (Department of Environment and Energy 2018) indicated there are no registered heritage sites within or in proximity to the site.

2.6 COAST AND FORESHORES

The site is located at the northern end of a 5 km section of sandy coastline (Short 2006). This beach extends from Seabird and terminates at an approximately 20 m high Tamala limestone cliff at the northern edge of the site.

The shoreline immediately fronting the northern half of the site is characterised by a sandy beach backed by a continuous Tamala limestone cliff ranging in height from approximately 4 to 20 m AHD. A geotechnical review (CMW Geosciences 2018) of this limestone indicated very high strength caprock material, typical of the Tamala limestone found in the northern coastal areas of the Swan Coastal Plain.

The coastline immediately fronting the southern half of the site consists of a sandy beach backed by high vegetated dunes with protruding bedrock visible at several locations. A geophysical investigation (GBG Maps 2018) was completed along this section of foreshore using seismic refraction and the results inferred that there is underlying rock. The continuity of this inferred rock may be further investigated

depending on future requirements for the foreshore facilities at the site.

There is some wave protection to the site provided by bands of offshore reef running parallel to the coast. Waves received at the shoreline of the site typically average just under 1 m (Short 2006), however are likely to increase during stormy periods.

The key findings of the Coastal Hazard Assessment completed by MP Rogers & Associates is summarised below and depicted at Figure 14:

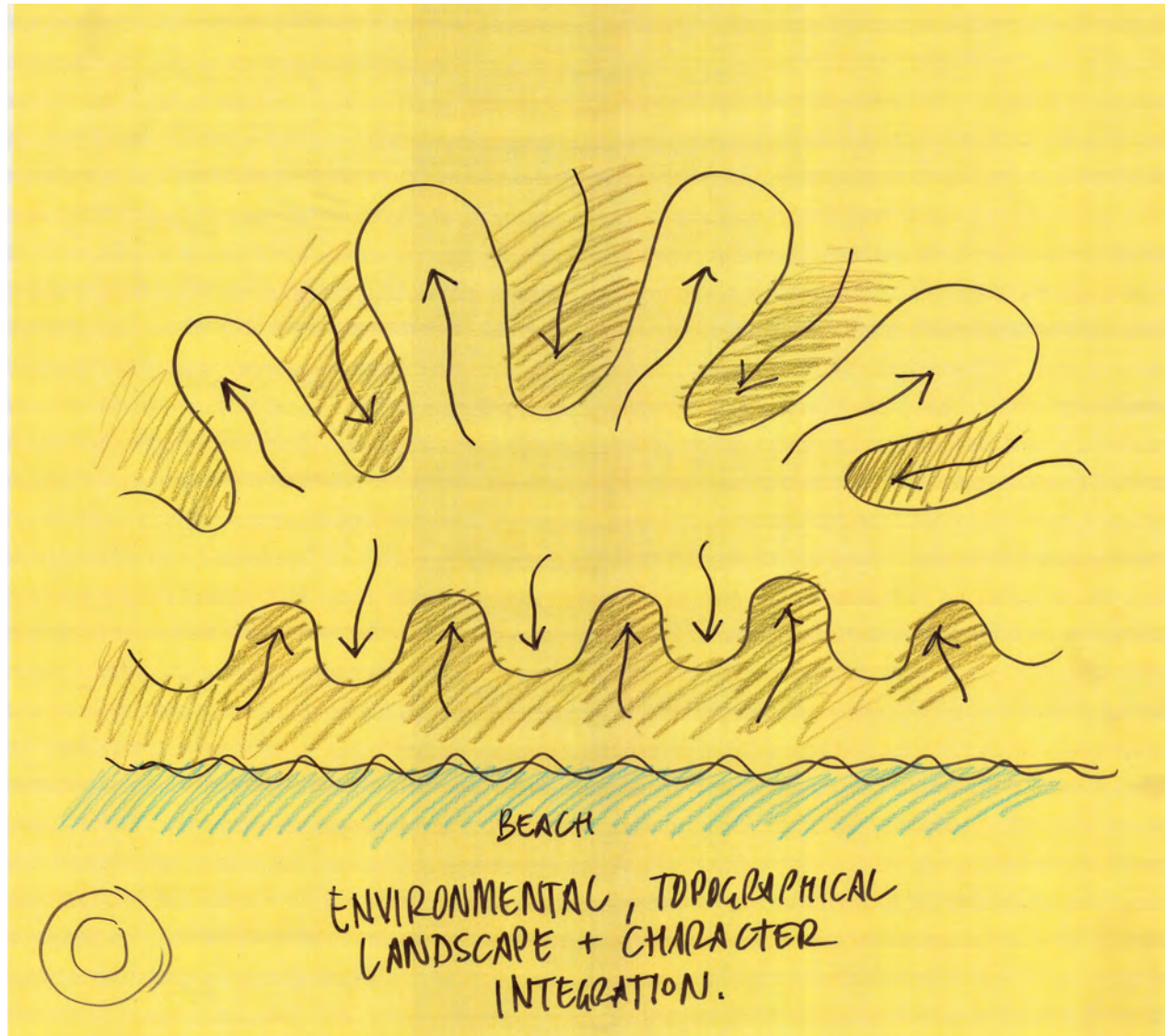
- Northern Rocky Coast - 30m setback at 2118.
- Southern Sandy Coast - 158m setback at 2118.

The site boundary is 110 metres clear of the northern rocky coast hazard line and generally 20 metres clear of the southern sandy coast hazard line, taking into account a 100 year planning outlook.

Refer Appendix 3, Coastal Hazard Risk Management and Adaptation Plan.

FIGURE 15 - CONCEPT LANDSCAPE RESPONSE

Source: Emerge Associates



3.0 CONCEPT PLANNING

3.1 DESIGN DEVELOPMENT

The development of the Structure Plan was underpinned by a collaborative project team approach and a clear design process methodology to generate a unique and robust spatial design that would facilitate the delivery of project objectives.

Following an initial site visit, which reinforced the unique qualities of the site, the project team identified the need to consider alternative spatial models that were based on the integration of environmental, topographical, landscape and built form character elements. A series of design workshops were then held in which ideas and concepts were developed and explored. An important component of this work was considering various iconic development precedents that successfully integrated diverse market segments in similar landscape locations. Notable historical precedents which shared similar physical characteristics and opportunities for Golden Beach was Rottnest Island and the coastal town of Seaside, Florida. In reference to these precedents, the project team developed a multi-criteria analysis tool through which to assess and distill development options.

The assessment criteria included the following:

- Preserving natural character and topographic features,
- Accommodate a variety of dwelling typologies whilst minimising distances and preserving the perception of privacy and isolation,
- Minimising overall visual impact of development footprints,
- Fostering social interaction and encouraging walking, cycling and other non-private vehicle transport modes,
- Creating diverse experiences and preserving strong visual links to the ocean throughout the development,
- Centralised amenity and activity as a destination focal point.
- Ensuring functional operational relationships between land-uses and individual business operators,
- Infrastructure efficiency and the early provision of amenity, and
- Practical staging and development over time.

A centralised spatial arrangement with a series of radiating development fingers was agreed as the most appropriate model that satisfied the multi-criteria analysis.



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LEGEND

Threatened Flora

(data from Emerge Associates)

Chorizema Varium

Coastal Hazard Setback

(data from MP Rogers & Associates)

Coastal Hazard Setback Line
 Geophysical Rock Extent

Site Features

Lot 2 Site Boundary
 Zoning Boundary

Concept Components

- 1 Resort
- 2 Eco - Wellness Resort
- 3 Caravan Park / Camping
- 4 Eco Chalets/ Glamping Tents
- 5 Holiday Homes
- 6 Family Huts
- 7 Staff Cabins

* Safer Place (Bushfire)
 Stage 1 Local Beach Access and (car parking and ablution block)



FIGURE 16 - CONCEPT DEVELOPMENT

3.2 DEVELOPMENT CONCEPT

The development concept has been structured as a careful organic arrangement of development cells that are concentrated along the coast to maximise important relationships to the ocean, a key design driver, and to the Resort Town Square, a key tourist attractor. The internal movement network and development footprints have been considered through a framework of maximising experiences, preserving landform and fostering relationships both with natural elements and between land use components.

3.2.1 Movement Network

The major connecting road follows an alignment to create a unique visual sequence based on occasional glimpses of the ocean concluded by a number of panoramic reveals of the ocean on the approach to the Resort Town Square. The main road then continues north to provide access to the Eco-Wellness Resort, located on an elevated site with expansive view of the ocean and northern coastline. Minor streets provide a series of interconnected loop roads that provide access to development areas within the site. A road connection from the Resort Town Square and Coastal Node provides access to foreshore parking and a beach changing facility. Pedestrian movement is an important aspect of the Development Plan and is reflected in an extensive indicative network of paths that connect development areas with natural elevated areas such as dunal lookouts and ultimately to a series of beach connections along the coast.

3.2.2 Development Areas

Development footprints have been generally nestled in low lying areas amongst prominent east-west dunal formations that have been preserved as important landscape character elements. Development areas are, therefore, generally aligned in an east-west orientation and reinforce a natural orientation to the coast. Development areas have been designed to provide a level of flexibility in regards to land uses, through a generic approach to cell depths. Prevailing S/W winds have been considered and occasional sheltered community focal spaces framed by built form in “hamlet type configurations” have been provided as areas of local respite and amenity.

3.2.3 Land use components

The Development Plan incorporates a variety of accommodation types in spatial arrangements that are flexible and reinforce a transition from lower intensity development to higher intensity in and around the Resort Town Square. Land uses that are likely to benefit from access to shared facilities, amenity or operational requirements have been co-located or concentrated together. Retained natural dunal formations provide a careful balance between the need for proximity and privacy and the perception of exclusive isolation that is a defining character of Golden Beach experience. In addition, land uses that capture a unique tourist market requiring exclusive settings such as the Eco-Wellness Resort have been positioned away from other land uses.

CONCEPT PLANNING

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FIGURE 17 - RESORT TOWN SQUARE CONCEPT

3.3 RESORT TOWN SQUARE

The Resort Town Square is the focal point of Golden Beach. As an arrival point it will define the character of Golden Beach as a unique destination sensitively nestled in amongst a high quality natural setting. The Resort Town Square has been sited adjacent to the foreshore reserve and a prominent retained dunal formation that will function as a spectacular backdrop overlooking the entry drive into the Village Green. Also framed by dunal formations to the north and south, the Town Square has been structured to reinforce relationships with the natural environment, particularly with the coast through a number of controlled east-west pedestrian connections. A geometric spatial layout underpins the Town Square and is conducive to creating an intimate experience with built form tightly framing the Village Green to reinforce a village atmosphere.

As an alternative development model the Resort Town Square will be defined by externalised and publicly accessible resort facilities and retail and entertainment uses. Resort operations and accommodation units will be divided into a number of building footprints located in prominent locations to define the corners and edges of the entry drive and Village Green. The Resort Town Square will be a predominantly pedestrian environment with restricted vehicular access into the Village Green. Parking areas will be screened behind building footprints and landscaping along the edges of the development.

Refer to Figure 7.2 of the Lot 2 McCormick St, Breton Bay CHRMAP prepared by MP Rogers & Associates for detail on managed retreat of assets proposed seaward of the 100 year erosion hazard line.

STRUCTURE PLAN PROPOSALS



4.0 STRUCTURE PLAN PROPOSALS

4.1 TOURISM

The development concept supporting this Structure Plan proposes:

- A Resort - with 150 rooms.
- An Eco-Wellness Resort - with 100 rooms.
- A Caravan Park / Camping site - with 200 bays.
- A glamping site / eco chalets - 100 tents.
- Holiday Homes (Residential) - 100 homes.
- Family Hits - 50 huts.
- Staff Cabins - 30 Cabins.

A total of 730 units are proposed.

4.2 RESIDENTIAL

The Tourism zone permits development for tourism purposes, including a limited amount of Residential. Cl. 4.8.7.3 of LPS9 states:

"The maximum proportion of residential units shall be such that the site retains a dominant tourism function and character, and shall be determined by the local government between zero and 25 per cent inclusive."

The Structure Plan establishes a framework to support a significant tourism proposal in the context of the locality, and therefore allows subdivision and development of Residential land uses at a code higher than R12.5, in accordance with cl. 4.8.7.9 of LPS9.

Access to the higher R-Code (> R12.5) is necessary as the development concept contemplates lots of approximately 500sqm nearest the caravan park and resort town sites.

Larger lots will deal with undulating topography and retention of dune systems further away from the coast. It is expected that these lots will contemplate alternative building methods to encourage retention of landform and vegetation, and avoid the need for significant landform modification.

The residential component of the development concept is described as Holiday Homes (Residential), as the use may take either form.

STRUCTURE PLAN PROPOSALS



4.3 OPEN SPACE, LANDSCAPE AND FORESHORE

4.3.1 Context

The Golden Beach development is characterised by a low coastal heathland landscape set among undulating sand dune topography and coastal limestone rock outcrops. It contains significant areas of remnant native vegetation, with taller species located within the hollows between dunes.

The site is crossed by a variety of formal and informal sand access tracks that are used for recreation periodically and as property firebreaks.

4.3.2 Proposed Character

The proposed landscape works are intended to predominantly reflect the sites existing low coastal heath character, but to introduce taller native trees in select locations to provide shade and amenity. The hardscape material palette will take its colour and texture cues from the local site. Hardscapes will consist of areas of robust weather proof formalised paving and informal soft paving including gravels, mulch and sand tracks. Walls and retaining are proposed to be managed using predominantly limestone in keeping with the site's natural materials. Areas of recreation amenity will be provided throughout the development, which may include areas of irrigated turf, as well as endemic native species.

4.3.3 Foreshore

The coastal foreshore area, adjacent to the western boundary of the site, is proposed to be retained as it currently exists with a cover of native low coastal heathland vegetation, limestone outcrops and sandy beaches. Areas of intact native vegetation coverage are proposed to be retained and protected through the development of the site and proposed coastal facilities to avoid erosion and stabilisation issues.

Existing access tracks will either be retained in their current locations and sealed to create formalised access paths subject to their location and slope. Existing tracks that are not suitably located for long term access paths will be closed off and revegetated, while select areas that have no current access tracks will be sensitively created in consideration of the existing vegetation (and in particular presence of any threatened flora species) and dunes to fulfill their intended function.

The foreshore will contain a series of access points leading to the beach which is likely to consist of a variety of sand tracks, formalised sealed paths, boardwalk and stairs over existing rocky platforms and edges.

4.3.4 Streetscapes

The streetscapes will typically consist of sealed road surfaces with surface runoff to the low side. The landscape treatments to road verge areas will consider the requirements of the Bushfire Management Plan (Emerge Associates 2018), which as part of providing suitable access within the site, will require road verges to achieve a low threat vegetation standard.

Street trees may be considered in select areas subject to their anticipated success rate in the local environment. The provision of shade in select locations is considered important in creating safe and habitable places of rest and respite throughout the proposed development. It is anticipated that streetscapes will consist of a hierarchy of treatments befitting the road type. Smaller roads may consist of low vegetated verges only with higher use roads containing a more formalised street tree format.

4.3.5 Footpaths

Foot paths are anticipated throughout the project to promote walkability and provide connectivity between development nodes and points of attraction. Final materials are to be selected however simple robust easily replaceable materials are preferred. Paths may vary in width to reflect their variable intended usage levels.

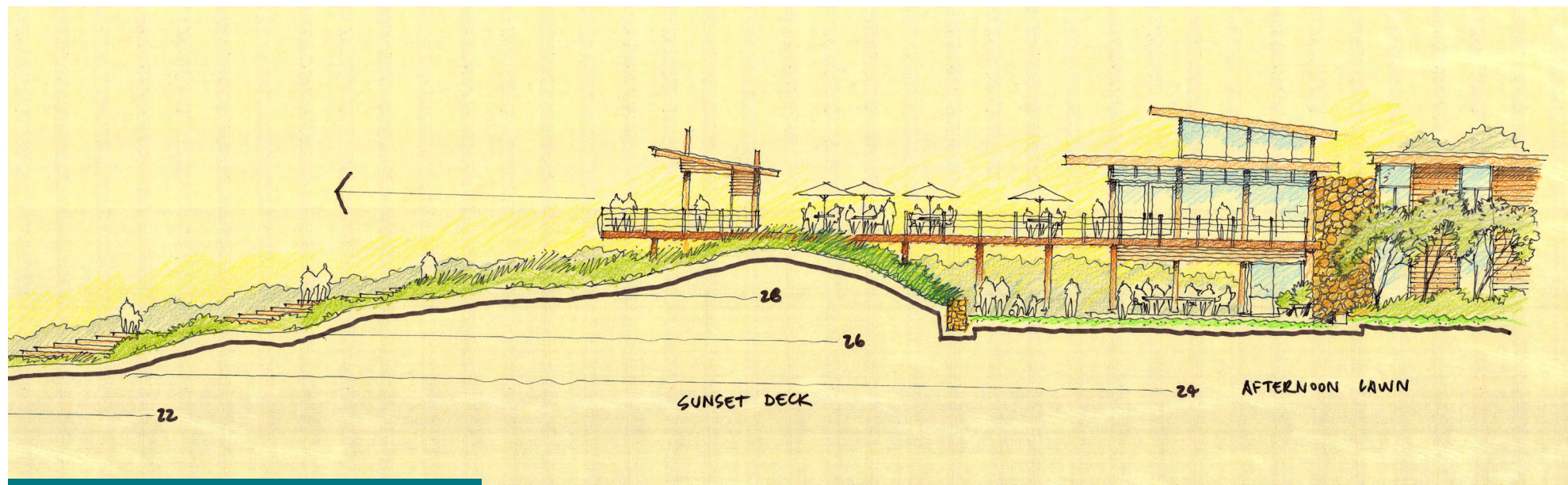
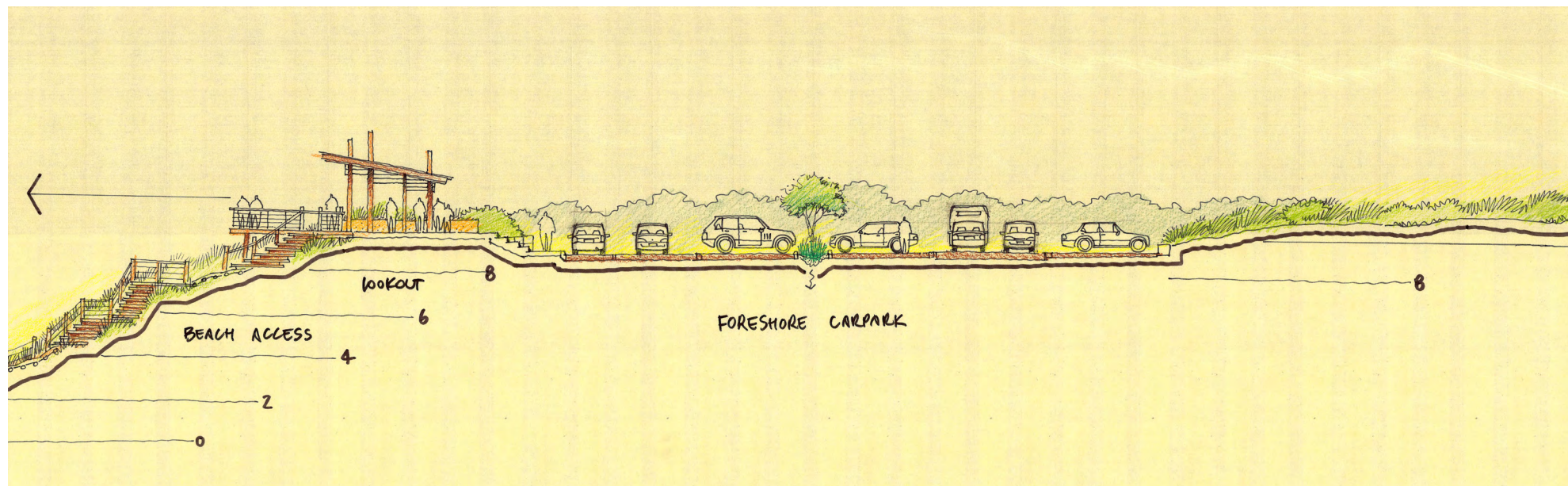


FIGURE 18 - INDICATIVE COASTAL CROSS SECTIONS

Drawn: Chris Newton, Emerge Associates

4.3.6 Resort

The resort forms the central hub of the development. The landscape treatments to this precinct will be somewhat formalised in its content and set out and may consist of areas of paving and decking with defined select areas of turf subject to irrigation water availability and quantity. The resort zone will consist of various built form elements which provide shade and shelter to users which will be supported by select native tree planting in keeping with the sites natural heritage. The inclusion of a range of common recreational facilities is proposed for the benefit of patrons and visitors, this may include play elements, structures, decking, active spaces, public art elements and a suite of common area furnishings and lighting.

4.3.7 Caravan park

The caravan park zone will consist predominantly at level ground with access roads and interlinked pedestrian paths to provide ease of access. Paths will collect and link the individual caravan park sites and provide sealed access to the central resort precinct, camping area and other residential and recreational zones.

4.3.8 Camping area

The proposed camping area will consist of a variety of tent sites and access paths with parking nearby. The landscape finishes are expected to be soft surface finish with native trees at regular spacing to define camping areas and provide shade and reinforce the sites character. The use of signage will define and direct the various camping locations,

4.3.9 Chalets

The proposed short-stay chalet accommodation structures will be nestled into a variety of landforms and existing topography. Integrated path and road systems will provide access to and from the chalets and to other local attractions within the development. The landscape treatment will consist of native trees and vegetation in locations that will define and separate the various chalets from each other and other nearby accommodation types. Paths will consist of hardscape treatments and soft surfaces for low use paths. Road and parking facilities are provided nearby to the chalets.

4.3.10 Holiday homes

The inclusion of residential homes for short-stay holiday accommodation will be serviced by direct sealed road frontage to each house. In instances where housing lots back directly on to existing retained vegetation the use of landscape treatments will allow access, define ownership boundaries and create and provide uninhibited fire access as required. Each home will have relevant asset protection zones and treatments to its surrounds inclusive of the option for fencing to define areas and materials (and has been considered as part of the likely overall environmental impact). It is anticipated owners will implement aspects of their own immediate landscape treatments which are anticipated to be managed through covenants and guidelines for residents. The provision of shade and screening will be considered at the detailed design stage for each residence.

4.3.11 Drainage

The local drainage infiltration rates are expected to be high, based on the testing already undertaken and as a result regular formalised management of surface runoff is expected to be minimal, with the sites natural topography to be used for infiltration of stormwater. Select areas of drainage management are anticipated in larger areas of hardscapes and on steeper slopes in the more developed of the site. Drainage areas where required will utilise local endemic species for stabilisation and aesthetic purposes.

4.3.12 Bushfire management

In order to achieve appropriate bushfire mitigation, the development areas within the site, as well as an asset protection zone around these areas will be designed to achieve low threat vegetation standards, to minimise bushfire fuels while enable ongoing management. This is likely to include a range of measures, with use of local species where appropriate and possible.

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4.3.13 Water use

The current predominant landscape treatments and vegetation regime exists only on seasonal rainfall. Landscape treatments will predominantly consist of hardy native vegetation and hardscape surfaces. The retained and recreated native coastal vegetation ecosystem will require a very limited ongoing artificial watering regime beyond seasonal rainfall. The water source for artificial irrigation, particularly for high use and impact areas may come from a variety of sources including groundwater, rainwater harvesting and storage and the recycled water from the wastewater treatment facility.

4.3.14 Fencing

The use of fencing is anticipated in select locations to assist in protecting values within the Conservation zone, as well as directing and controlling public and wildlife access within the Tourism zone and coastal foreshore area. The use of vermin and fauna proof fencing may be considered in select locations to limit or redirect fauna access to avoid interface issues. Fencing is proposed to be cost effective in its materials and installation but selected or designed and installed to fulfill its intended function.

4.3.15 Signage

The project will contain a mix of signage types including educational and historic references, directional signage at key high profile and decision-making locations and safety-based signage at appropriate locations.

4.3.16 Public art

The development proposes to consider a discrete public art programme. Public art pieces may be located in select high profile locations with all public art theming anticipated to respond to the sites existing content, environment, character and surroundings. The extent and location of any public art programme will be determined as design and feasibility for the project are further resolved.

4.3.17 Maintenance

The sites ongoing maintenance will be managed through a variety of methods, with some requirements outlines in the Conservation Management Plan (Emerge Associates 2018). The design approach will include a maintenance minimisation process to design out conflicts and issues that place pressure on the future maintenance regime. It is proposed that the development will be retained within a strata / community title ownership structure which enables the land owners to raise strata levies to be directed toward maintenance on a long-term basis. Select key aspects of maintenance pertaining to risk management will take priority in the maintenance regime in particular bushfire mitigation in required locations, and consideration of coastal hazards.

4.4 SERVICES

This section summarises the key servicing considerations contained within the Engineering Servicing Report at Appendix 2.

4.4.1 Stormwater

The low-density nature of the development and the existing environmental characteristics of the Site (highly permeable sand and significant depth to groundwater) allow for development to occur with minimal need for constructed stormwater management infrastructure. Stormwater drainage collected from new roads and building developments will be disposed by means of groundwater recharge, which will be maximised through the adoption of Water Sensitive Urban Design (WSUD) strategies, which for the Site will be based on promoting 'the dispersion and infiltration of stormwater as close to source as possible. Infiltration and groundwater recharge at source will be in the form of soak wells, roadside swales or table drains and infiltration areas (generally associated with naturally occurring low points).

The underlying soils are conducive to infiltration and collected water is unlikely to pond for extended periods of time.

It is not proposed to dispose of stormwater into the foreshore area.

Subsoil drainage will not be required due to the significant clearance from proposed finished surface levels to the groundwater level.

4.4.2 Water

The Water Corporation has a license from the Department of Water and Environmental Regulation (DWER) to access 100 megalitres of water per annum (ml/annum) from the groundwater sources to service the nearby Seabird townsite.

Current demands at Seabird use 30 ml/annum, while 20 ml/annum has been identified by the Water Corporation as being reserved to service future expansion of the existing townsite.

This leaves 50 ml/annum available to service the future needs of the Structure Plan area.

The Water Corporation has considered two options for the provision of water infrastructure to the Golden Beach development, via either connection to the Water Corporation's existing Seabird scheme or creating a new water scheme within the development area.

Any development above RL 27m AHD will need to be serviced by a small elevated tank, together with a small booster pump.

4.4.3 Wastewater Reticulation and Disposal

The Seabird Town-site does not have deep sewerage and the nearest wastewater treatment plant is in Lancelin.

The proponent has engaged Water West to undertake an investigation to process all wastewater produced from the Golden Beach development in a fit-for-purpose on-site recycled water facility.

The indicative location of the recycled water facility is shown on Plan 1 and in Figure 16, and is intended to be screened from view to the broader development.

Water West advise that foul air can be controlled using a combination of screening, mixing of the balance tank, and buffers from the plant to sensitive receptors. A similar facility services Rottnest Island and is immediately adjacent short-stay eco-tents without any issue. The facility will be positioned to meet environmental health considerations, including odour and noise, in accordance with local and State regulations and including the necessary DWER Works Approval.

4.4.4 Power

Underground power will be provided to all new development sites and lots via a network of cables and transformers which will connect with existing overhead power lines in McCormick Street. These works will be designed at the time of subdivision.

4.4.5 Gas

It is not proposed to provide reticulated gas to the project.

4.4.6 Telecommunications

The development will be connected to Broadband and NBN Co services via the entry road connecting to existing services at McCormick Street (Seabird Road).

4.5 STAGING

It is anticipated the Site will be developed in stages over an extended period of time, duration of which will be dependent on the demand.

Site access and the extension of services are anticipated from the south-east corner at a similar location to the current site access.

It is a requirement of Condition 2 (b) of Schedule 11 to LPS9 that integrated facilities promoting visitor and resident interaction are identified and established within the first stage of development.

It is likely that the caravan park will form the first stage of development.

The major investment and primary access to the beach is proposed adjacent the resort town square, which is likely to be delivered in the medium term (within 5-10 years from the caravan park).

It is therefore proposed that access to the beach in the first stage is commensurate with the level of investment and anticipated need of visitors within the caravan park (first stage).

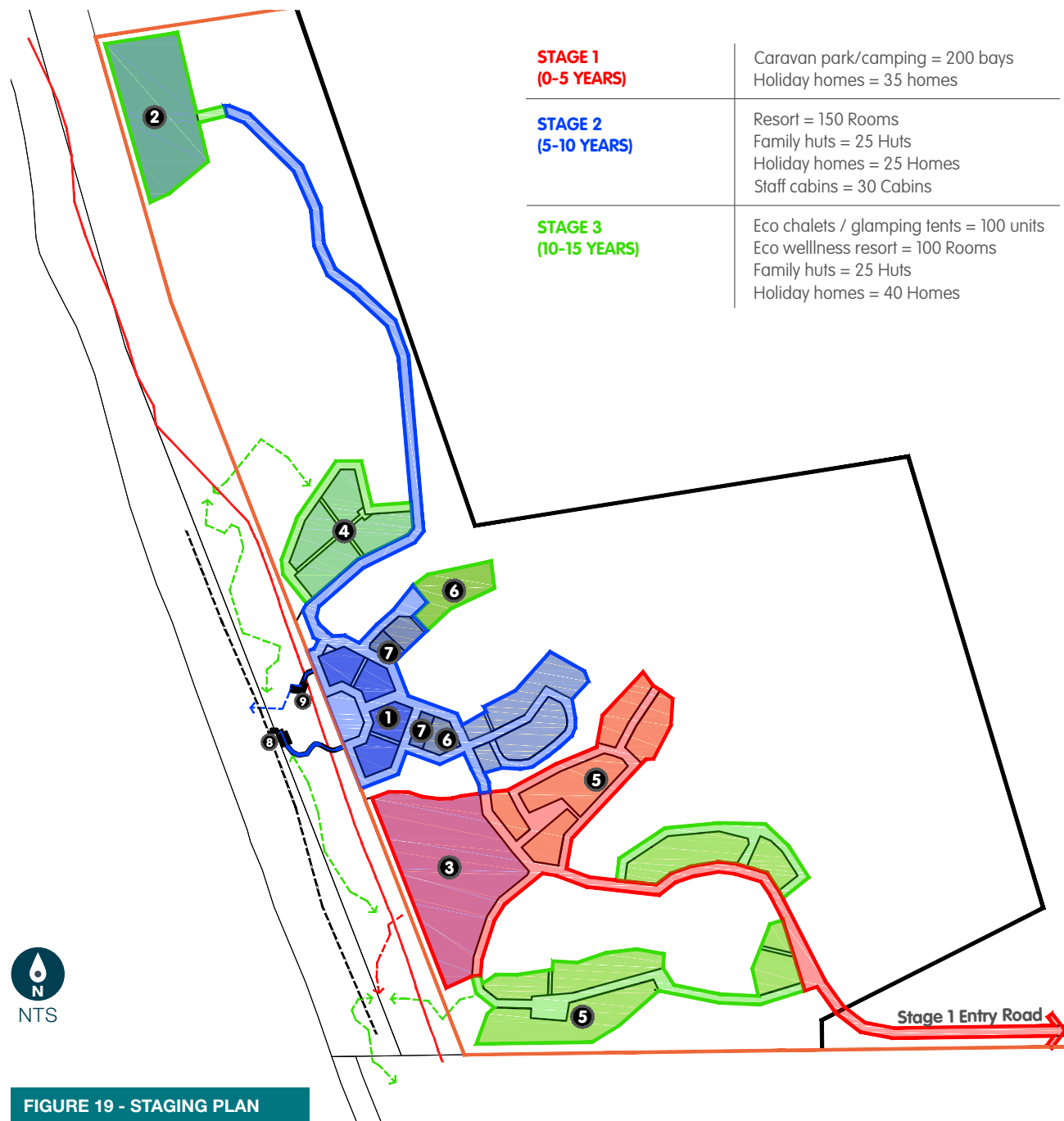


FIGURE 19 - STAGING PLAN

5.0 MANAGEMENT STRATEGIES

5.1 COASTAL HAZARD RISK MANAGEMENT AND ADAPTATION PLAN

The existing environmental assets at the site, including the beach and coastal dunes, will be left to respond naturally to the impacts of coastal hazards. The foreshore reserve adjacent the site has ample width to provide beach access and foreshore facilities over the 100 year planning timeframe, without threatening the natural response of these environmental assets.

The proposed development assets within the Structure Plan boundaries are all located landward of the 100 year coastal erosion hazard line and above the 500 year Average Recurrence Interval (ARI) inundation level. As such, they avoid the risks of coastal hazards over the 100 year planning timeframe.

There are also a number of foreshore facilities proposed for the development, which rely on being located in close proximity to the shoreline for functionality. These assets will be owned by the Shire of Gingin, and are located seaward of the 100 year erosion hazard line and therefore potentially at risk of being impacted by coastal erosion over the 100 year planning timeframe.

These assets will likely have service lives of around 25 years as is typical for such assets. The risks to foreshore facilities from coastal hazard impact were assessed as being tolerable (MRA 2018) over this relevant 25 year planning horizon. Despite the risks being tolerable, an As Low As Reasonably Practical (ALARP) approach has been recommended. This includes designing any structures in accordance with the relevant standards and considering potential

foundation erosion and the use of appropriate scour protection.

Beyond the initial service lives of the foreshore facilities, a decision will need to be made as to whether these assets are replaced at the same location or relocated further landward (termed managed retreat). This will be informed by an updated coastal hazard assessment and the development requirements at that time.

The CHRMAP completed for the site ensures that the risks to environmental, social and economic assets from coastal hazard impact are tolerable and minimised over the 100 year planning timeframe.

Figure 7.2 of the CHRMAP (Appendix 3) demonstrates the proposed locations for foreshore assets in the long-term under a managed retreat scenario in the event the coast is impacted by significant erosion.

5.2 ENVIRONMENTAL ASSESSMENT AND MANAGEMENT STRATEGY

This Environmental Assessment and Management Strategy (EAMS) has been prepared by Emerge Associates to support the preparation and implementation of the SP and provides a synthesis of information regarding the environmental values and attributes of the site and how these values will be managed as part of the proposed development. It builds on the information presented in the Environmental Assessment and Justification Report (EAJR) (Emerge Associates 2016a), which was prepared to support the Scheme Amendment submission. This report:

- Identifies the existing environmental values and attributes of the site
- Discusses how the SP design responds to the existing environment; and
- Outlines the future environmental management framework, including likely management plans necessary to support the subdivision and development of the site.

Environmental values relevant to the site can be suitably managed through the future subdivision and development approval processes, with the key considerations including:

- Protection of TECs and threatened flora values, with any impacts to be minimised through the retention of vegetation within the 'Conservation' zones. In particular, protection of the threatened flora species *Chorizema varium* by locating the proposed coastal

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node in the southern portion of the reserve.

- Minimising clearing of PECs and priority flora wherever possible through the retention of vegetation within the Conservation and Tourism zones.
- As much as possible, utilise the sites natural attributes to manage stormwater and/or infiltrate stormwater close to source (i.e. through the use of roadside table drains).
- Locating tourism land uses so that separation is provided to the proposed wastewater recycling facility, which based on the proposed technology, a 100 m separation will be required.
- Locating coastal facilities to respond to the identified coastal hazards. Currently the proposed facilities are located in areas subject to a tolerable risk over the 100-year planning lifetime, but should be reassessed as detailed design progresses.
- Mitigation of bushfire hazards, which will need to consider provision of appropriate separation from surrounding classified vegetation (hazards) to achieve BAL-29 or less at future habitable buildings; as well as separation to provide an appropriate on-site safer place (refuge); appropriate water supply to support firefighting; and emergency evacuation procedures. This will likely require clearing/modification of vegetation within the 'Tourism' zone, and ongoing management of any modified vegetation and has been considered as part of this SP.

The EAMS demonstrates that the environmental attributes and values of the site can be accommodated through the SP design, or can be managed appropriately through the future subdivision and development phases in line with the relevant federal, state and local government legislation, policies and guidelines and best management practices. A number of management plans will be prepared and/or implemented as part of the future development within the site, including the Conservation Management Plan, Foreshore Management Plan, Construction and Environmental Management Plan, Urban Water Management Plan and Bushfire Management Plan.

5.3 LOCAL WATER MANAGEMENT STRATEGY

A Local Water Management Strategy (LWMS) has been prepared by Emerge Associates to support the preparation of the SP, and provides a framework for the future delivery of a best practice approach to integrated water cycle management. The overall objective for the development is to mimic the existing hydrological regime of the site and provide a reliable and sustainable water supply to the future development. The design objectives seek to deliver best practice outcomes using a Water Sensitive Urban Design (WSUD) approach, including detailed management approaches for:

- Potable and non-potable water supply and consumption.
- Stormwater and/or flood mitigation.
- Groundwater management.

As part of this, the LWMS details a number of design criteria that will be used to guide management approaches associated with water supply and conservation, stormwater management and groundwater management. These include:

- Potable water to only be utilised in-house, with up to 50 ML per year to be supplied by Water Corporation.
- Irrigation demand for private and public spaces to be minimised, and met by non-potable water supplied within the development. Golden Group is proposing to develop an on-site wastewater

processing and recycling plant to manage and treat wastewater, with any recycled water generated through the scheme proposed to be used for non-potable internal uses as well as irrigation of common open spaces throughout the development.

- Frequent event (1EY) stormwater runoff to be retained and infiltrated at source, this would include the use of soakwells, rainwater tanks (where implemented) and roadside swales (table drains).
- Minor event (20% AEP) stormwater runoff to be conveyed within the site using surface-based approaches, no piped network is proposed with conveyance to be achieved via sheet flow on road pavement.
- Major event (1% AEP) stormwater runoff to be retained and infiltrated as close to source as possible, based on the use of the existing landform and topography (including natural low points), and the naturally high soil infiltration rates.
- Implement appropriate non-structural measures to achieve positive stormwater and ground water quality outcomes, including ongoing maintenance of drainage structure, minimising fertiliser and irrigation use and use of native species in landscaped areas.
- Avoid intersection of shallow groundwater, which given groundwater is greater than 15 m below the natural ground level, development will not intersect groundwater.

It is anticipated that as a condition of either subdivision or development approval, a more detailed water management plan will be required, and is likely to involve the preparation of an Urban Water Management Plan (UWMP) (or similar).

5.4 BUSHFIRE MANAGEMENT PLAN

A Bushfire Management Plan has been prepared by Emerge Associates to address the key bushfire risk mitigation considerations applicable to the site, and to outlines the key considerations that will need to be accommodated as part of future detailed design and implementation, some of which have been outlined further above.

Overall the BMP demonstrates that through a mix of performance and acceptable solution responses, the proposed tourism development within the site will be able to satisfy the bushfire protection criteria and the requirements of SPP 3.7, with all measures able to be satisfied within the 'Tourism Zone'. In particular, it is relevant to note that:

- The proposed development proposes to provide an on-site safer place (a refuge) rather than providing a secondary access. Evacuation would still be possible via the main entrance road (to Seabird Road), but an on-site safer place provides an appropriate alternative if evacuation is not possible. Two safer places are proposed within the caravan park and the eco-wellness resort to the north.
- Clearing and/or modification of native vegetation will be required to achieve BAL-29 or less at future habitable buildings (in accordance with SPP 3.7), BAL-12.5 at the internal roads where people may travel to and from the on-site safer place and BAL-1 at the on-site safer place. This clearing/modification for bushfire can all be accommodated

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within the 'Tourism Zone' and will not require clearing of vegetation within the 'Conservation Zone' (except minor clearing where associated with the main entrance road) or coastal foreshore area. Based on the indicative concept plan, it is anticipated that clearing to accommodate the development footprint (including roads) and associated bushfire mitigation is likely to be less than 20% of the site.

As part of future development, the proponent will need to ensure the following considerations are factored in as part of the subdivision and development design processes:

- An on-site safer place is to be provided as part of the first stage of development to service all areas of the development except the Eco-Wellness Resort (which will provide a separate on-site safer place at the time of development). The on-site safer place will need to have adequate area available to accommodate 0.75m² to 1.2m² per person.
- Emergency evacuation is accommodated and planned for, and as part of future development applications, a Bushfire Emergency Evacuation Plan is prepared. Operational requirements associated with this plan will need to be accommodated as part of any future strata / community title arrangements.
- Clearing/modification of vegetation to create separation necessary for the various BAL ratings (for habitable buildings, roads and the on-site safer place) to be accommodated within

the Tourism zone (except where associated with the main entrance road located within the Conservation zone). This area will need to be maintained as an asset protection zone.

- Provision is made as part of the future strata / community title arrangements for a contiguous asset protection zones to be provided between all habitable building locations and classified vegetation, and managed to the appropriate standards.
- Habitable buildings are constructed in accordance with AS 3959.
- Water for fire-fighting purposes is available, which is likely to include provision of a stand-pipe or similar at the on-site safer place.

It is anticipated that an updated/new BMP will need to be prepared to support any future subdivision and/or development applications, and will need to demonstrate how the bushfire protection criteria, as detailed within the Guidelines, has been satisfied. An updated BAL assessment will need to be completed as part of this process to outline the required building construction standards in accordance with Australia Standard 3959 Construction of buildings in bushfire-prone areas (AS 3959) and based on the classified vegetation with 100 m of future buildings and the associated effective slope. The BAL ratings will then need to be certified prior to building construction commencing.

5.5 CONSERVATION MANAGEMENT PLAN

A Conservation Management Plan (CMP) has been prepared by Emerge Associates in accordance with the requirements of the Shire of Gingin LPS No. 9 and outlines the management requirements necessary to protect important landform, flora, vegetation and fauna values that have been identified within the site. It has been prepared using a risk assessment approach, in order to ensure that an appropriate level of control is applied to an impact (either direct or indirect), depending upon the likelihood and consequence of the impact occurring. For example, over clearing of vegetation in the 'Conservation Zone' is less likely to occur when compared to over clearing in the 'Tourism Zone', given no development is proposed within the 'Conservation' zone, so the types of controls utilised will be different.

The key objectives of CMP are to:

- Avoid impacts to identified TECs and threatened flora species through locating development appropriately within the 'Tourism Zone'. It is noted that some impacts to TECs may occur in the 'Tourism Zone' (and a small portion of the 'Conservation Zone', where the development connects with Seabird Road) due to the construction of the development access roads (and associated servicing infrastructure) which is required to connect to the existing public road network, however the scale of this impact is expected to be minor.

- Minimise the overall clearing of vegetation as part of the development to minimise impacts on PEC and priority flora values, as well as fauna habitat.
- Maintain the existing vegetation condition in the 'Conservation' zone, with the majority of the area in 'very good' or 'excellent' condition.
- Stabilise the land so that following the completion of development works, erosion is minimised.

Overall, the CMP will be implemented based on:

- Minimising and mitigating impacts during the construction/building phases. This will be managed through the preparation of a Construction and Environmental Management Plan (CEMP) and/or Foreshore Management Plan (FMP) (where works occur within the coastal foreshore area) and will include consideration of pathogen and weed control, erosion control, revegetation works, fauna management and landscape treatments etc. The CMP will guide the requirements of these documents, and the specific requirements will be dependent upon the location of the works and the values likely to be impacted.
- Managing potential impacts to landform, flora, vegetation and fauna values as part of the ongoing tourism land uses and will be applicable to areas of retained vegetation within both the 'Tourism' and 'Conservation' zones. This will primarily be through controlling vehicle and pedestrian access, educating visitors about the unique values in the area, and providing facilities for people to use.

- Ongoing conservation land management, largely associated with protecting values within the 'Conservation zone' and minimising the likelihood of degradation from direct and indirect impacts, which is likely to involve maintaining fencing and managing pest or declared weeds (if these become established in the future).

The CMP will be implemented as part of subdivision, development and ongoing operation of the tourism development. A CEMP or FMP (where located in the coastal foreshore area) will need to be prepared as a condition of subdivision approval prior to works commencing and implemented accordingly.

5.6 FUTURE PLANS AT SUBDIVISION STAGE

5.6.1 Foreshore Management Plan

A foreshore management plan (FMP) is required to be prepared as a condition of subdivision approval (prior to the commencement of works) in accordance with the Shire of Gingin LPS No.9. The FMP is proposed to be prepared on a staged basis and will:

- Provide guidance for the future development and management of the coastal foreshore area adjacent to the area the subject of the subdivision approval.
- Establish a management framework that will enable the foreshore area to be managed in a sustainable manner providing access and amenity to local residents, the wider local community and visitors to the area.
- Outline the management of the interface between the foreshore area, proposed coastal facilities and the site.
- Define acceptable uses, facilities and structures within the foreshore area, with consideration of the CHRMAP (MP Rogers & Associates 2018) and any subsequent updates to that document.
- Make commitments regarding future landscaping, revegetation and the extent of any conservation activities.

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5.6.2 Construction and Environmental Management Plan

The CEMP will be implemented during the construction phase of the proposed development and will respond to the environmental values present. The CMP provides a framework for the requirements of this document and the management actions that will need to be addressed, but overall the CEMP will:

- Provide an overall framework for on-site environmental management;
- Identify the key environmental impacts to be addressed;
- Outline the management objectives and measures to minimise environmental impacts;
- Outline the roles and responsibilities associated with implementation;
- Identify monitoring and reporting requirements; and
- Document performance indicators and targets for environmental management.

5.6.3 Urban Water Management Plan

While the management of stormwater is not a significant consideration for the site given the natural features (high permeability soils and significant depth to groundwater), a more detailed water management plan will be required to be prepared and implemented as part of subdivision and/or development approval. This could be in the form of an Urban Water Management Plan (UWMP) (or similar) and would include:

- Implementation of water conservation strategies.
- Confirmation of potable and non-potable water sources, including provision of water for the irrigation of open space areas.
- Confirmation of structural water management measures.
- Non-structural water quality improvement measures.
- Management and maintenance requirements.
- Construction period management plan related to delivery of water management infrastructure.

5.6.4 Traffic Impact Assessment

A Traffic Impact Assessment shall be prepared at the subsequent planning stages, to assess the impact resulting from individual proposals and determine what improvements are required to Seabird Road or its intersection with Indian Ocean Drive.

Main Roads WA has plans to upgrade Indian Ocean Drive that may improve safety and sightlines at the Seabird Road and Indian Ocean Drive intersection. It is recommended that the assessment is progressively updated along with each individual proposal, to ensure the latest information and assumptions regarding traffic growth and upgrades by others are taken into account.

A Traffic Impact Statement may be provided if the proposal is of a nature that satisfies the 'moderate impact' criteria under the WAPC's Transport Impact Assessment Guidelines, being 10-100 vehicle trips external to the site during the peak hour. Notwithstanding, any subsequent traffic information shall address the above requirements at a minimum, and ensure that any traffic volumes generated by tourism uses continue to result in acceptable levels of safety and efficiency for the external road network.





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