
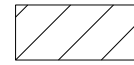
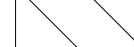
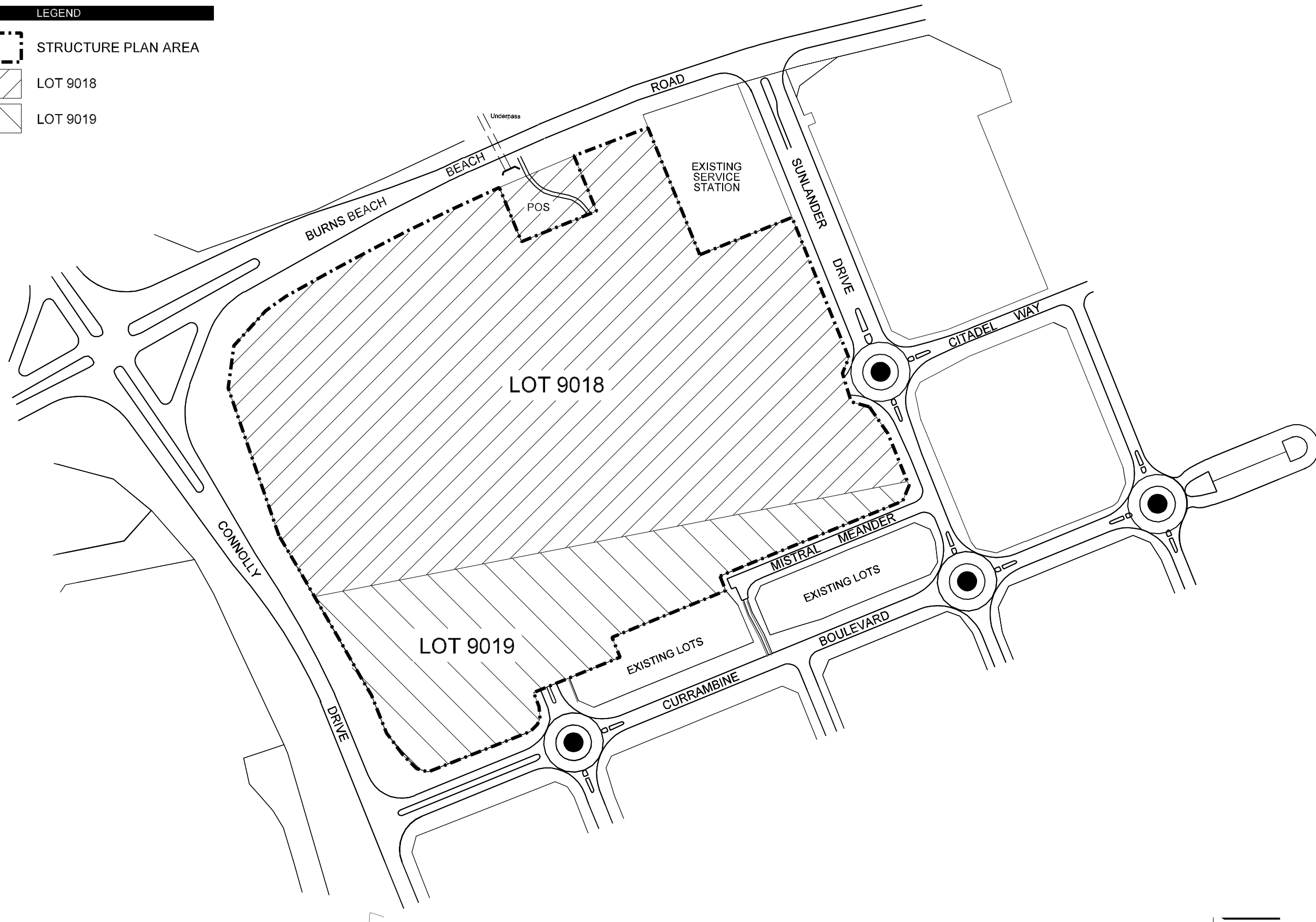


LEGEND

-  STRUCTURE PLAN AREA
-  LOT 9018
-  LOT 9019

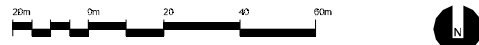
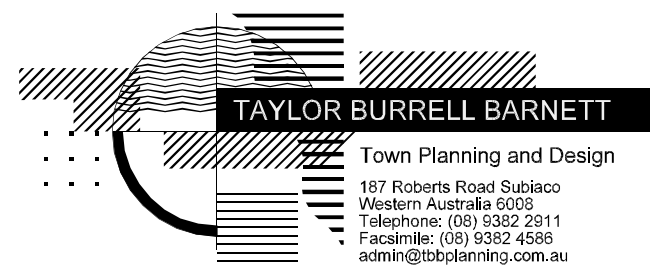


PROJECT

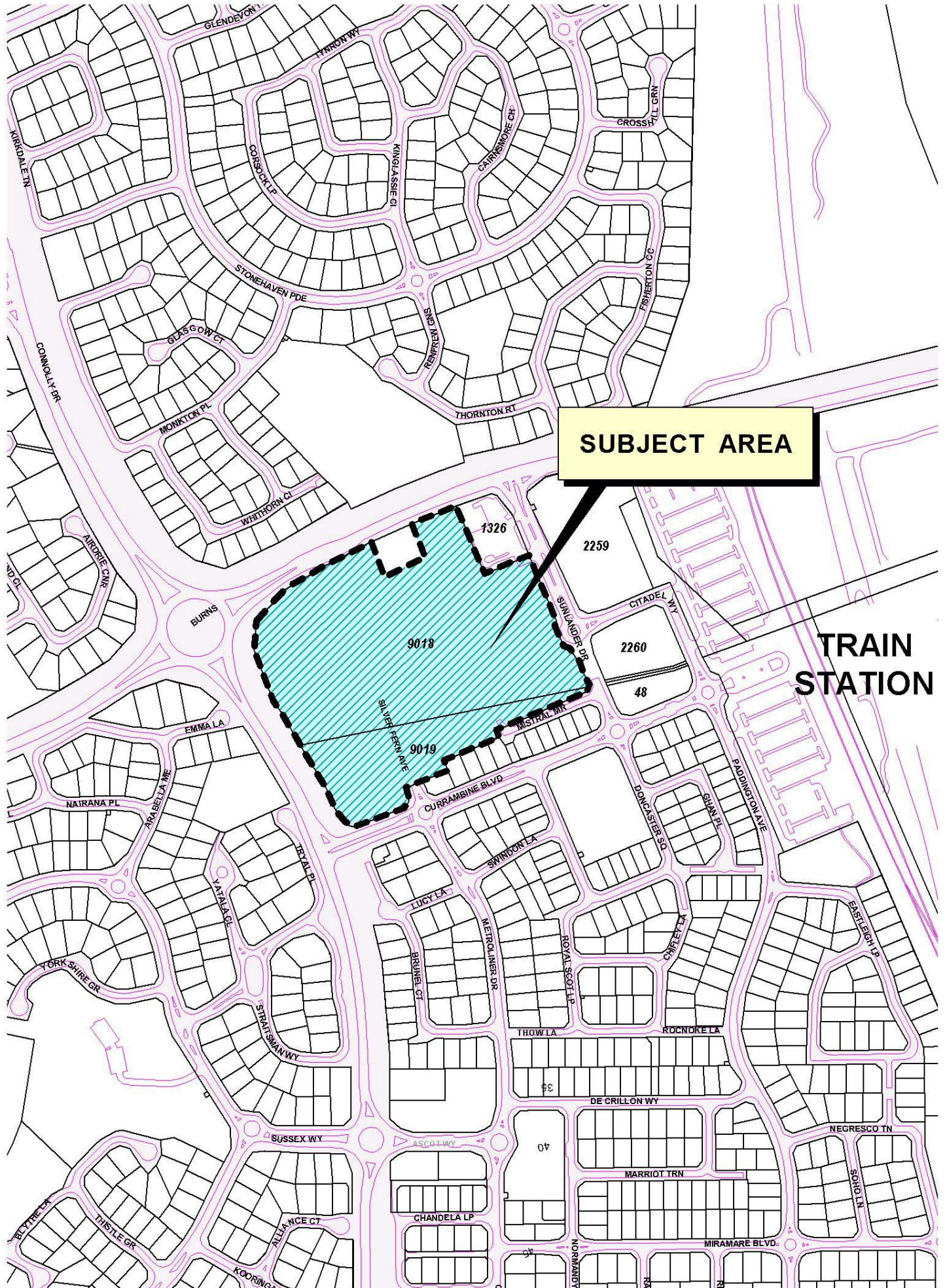
CURRAMBINE VILLAGE STRUCTURE PLAN

SITE CONTEXT PLAN

CLIENT	DRAWN BY	ALTERATION	DATE	APPROVAL
PEET & CO.	M.E.			
DATE	PLAN NUMBER	SCALE		
5 NOVEMBER 2004	77/040/161	1:2000		

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Currambine Village Structure Plan


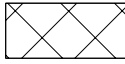

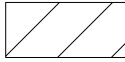
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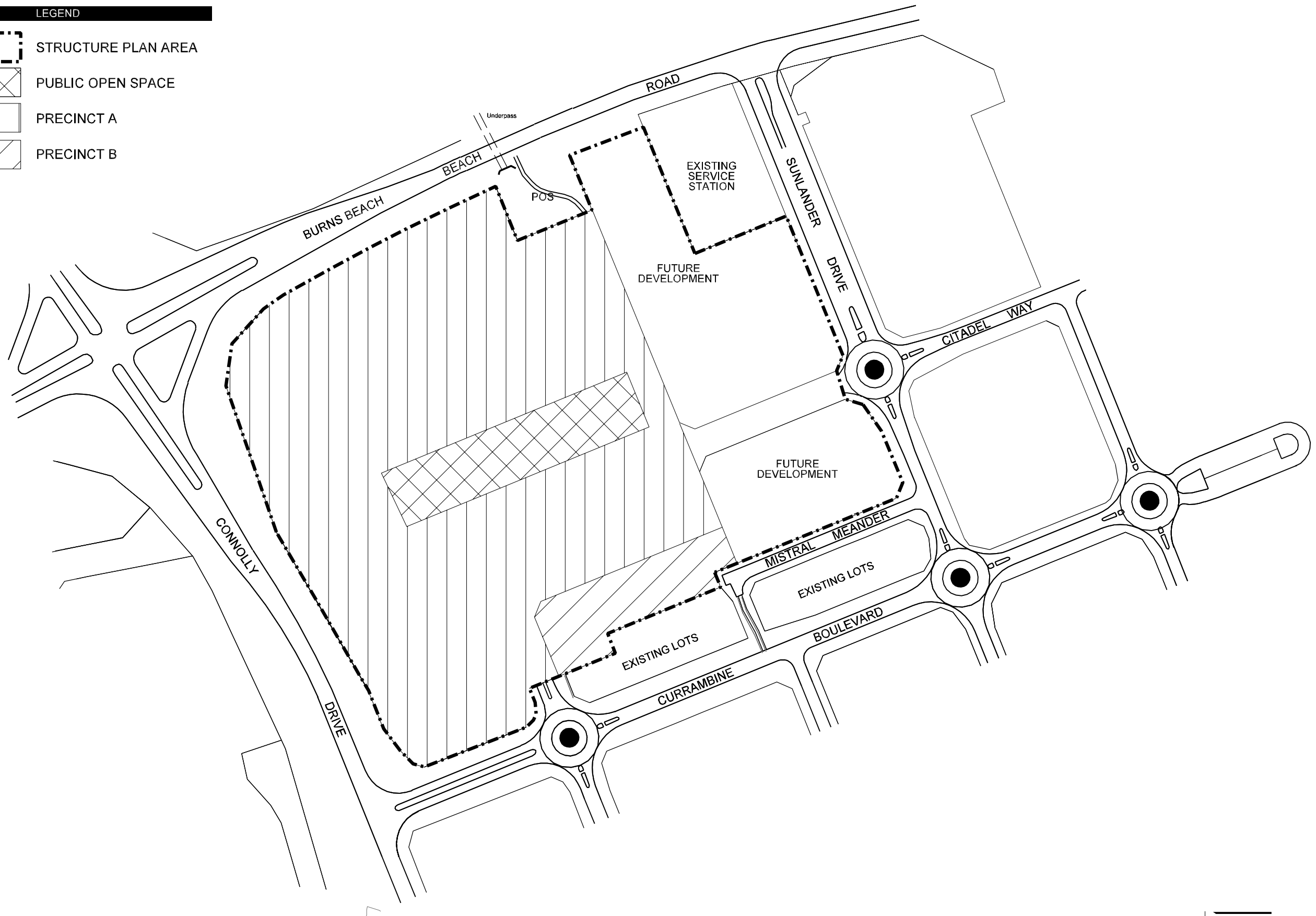


Topography : DLI October 2002



LEGEND


-  STRUCTURE PLAN AREA
-  PUBLIC OPEN SPACE
-  PRECINCT A
-  PRECINCT B



PROJECT

CLIENT: PEET & CO. DRAWN BY: M.E. ALTERATION: DATE: APPROVAL:








DATE: 5 NOVEMBER 2004 PLAN NUMBER: 77/040/156B SCALE: 1:2000

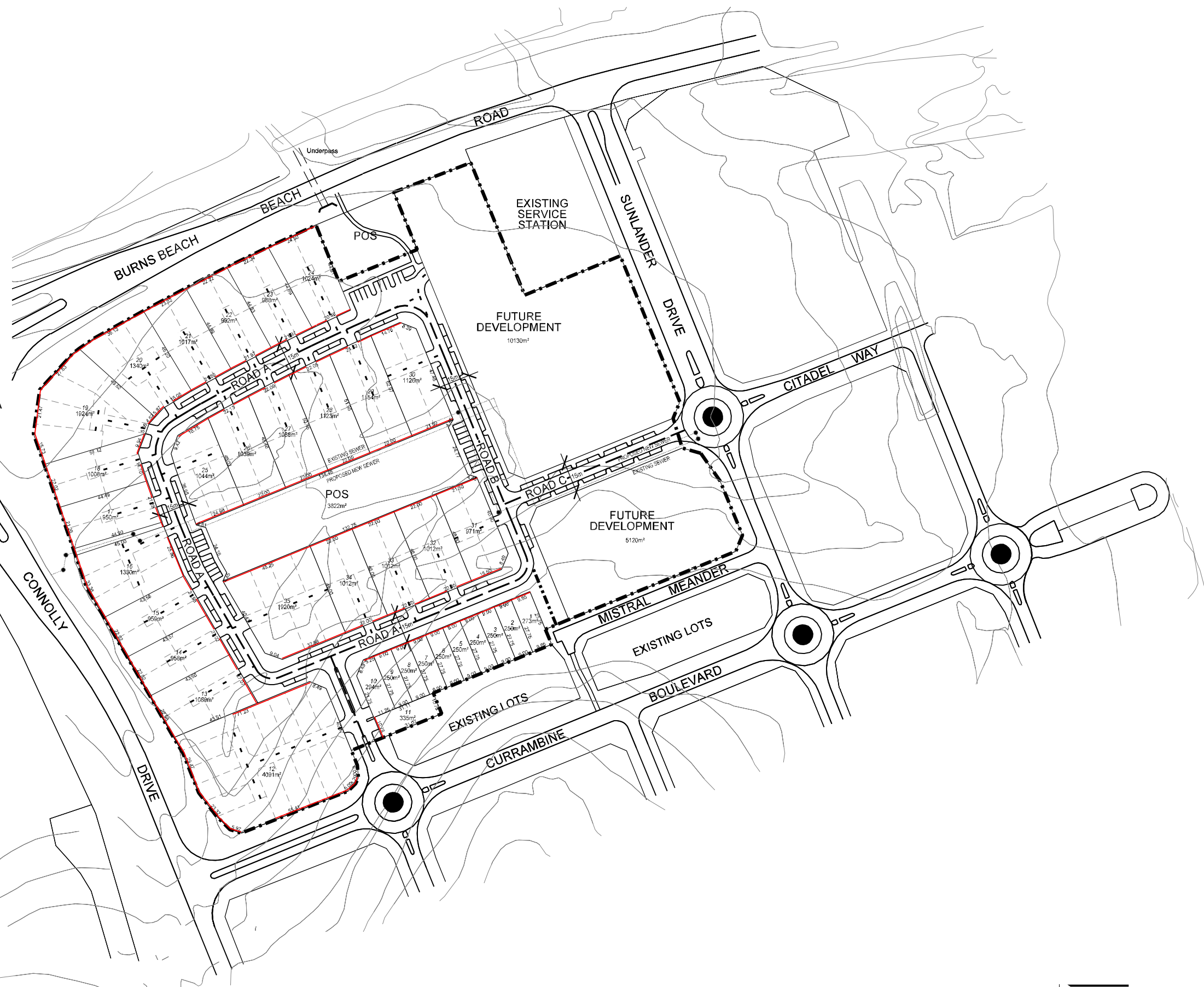



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CURRAMBINE VILLAGE STRUCTURE PLAN
PLAN 1 - LANDUSE CLASSIFICATION

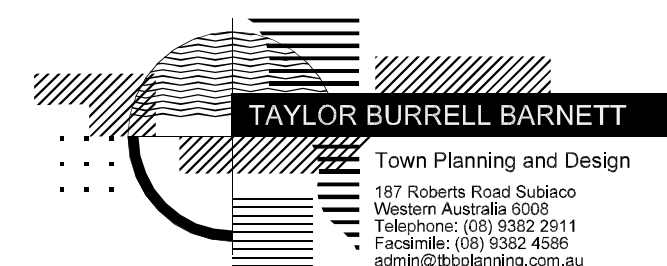
LEGEND

-  STRUCTURE PLAN AREA
-  PUBLIC ROAD
-  COMMON PROPERTY ACCESS WAYS
-  PEDESTRIAL ACCESS WAY
-  FRONT OF LOTS
-  INDICATIVE GREEN TITLE LOTS
-  INDICATIVE SURVEY STRATA BOUNDARIES



PROJECT
CURRAMBINE VILLAGE STRUCTURE PLAN
PLAN 3 - INDICATIVE ILLUSTRATIVE PLAN

CLIENT	DRAWN BY	ALTERATION	DATE	APPROVAL
PEET & CO.	M.E.			
DATE	PLAN NUMBER	SCALE		
11 NOVEMBER 2004	77/040/158C	1:2000		



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CURRAMBINE VILLAGE STRUCTURE PLAN

NOVEMBER 2004

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TABLE OF CONTENTS

PART 1

OVERVIEW 3

PARTS OF THE STRUCTURE PLAN 3

SUMMARY 3

1.0 SUBJECT AREA 4

2.0 AGREED STRUCTURE PLAN 4

3.0 DEFINITIONS 4

4.0 THE SCHEME 5

5.0 RESIDENTIAL DESIGN CODES 5

6.0 PROVISIONS 5

6.1 Residential Land Use 5

6.1.1 Objectives 5

6.2 Precinct A 5

6.2.1 Criteria 5

6.3 Precinct B 6

6.3.1 Criteria 6

PART 2

1.0 INTRODUCTION 7

2.0 BACKGROUND 7

2.1 Location and Site Details 7

2.2 Local Context 7

3.0 STRUCTURE PLAN 9

3.1 Identified Land Use Areas 9

3.2 Structure Plan Objectives 9

3.3 Residential Development 9

3.4 Open Space 9

3.5 Future Development Lots 10

3.6 Movement, Access and Parking 10

3.7 Metropolitan Region Scheme Zoning 10

3.8 Servicing 10

3.8.1 Street Lighting 10

3.8.2 Earthworks 11

3.8.3 Stormwater Drainage 11

3.8.4 Sewer Reticulation 11

3.8.5 Water Reticulation 11

3.8.6 Power, Telecom & Gas 11

4.0 IMPLEMENTATION 12

4.1 Adoption of the Structure Plan 12

4.2 Development Approval 12

OVERVIEW

PARTS OF THE STRUCTURE PLAN

This Structure Plan comprises two parts:

Part 1: Statutory Planning Section

Part 2: Explanatory Report

Clause 9.8 of the City of Joondalup District Planning Scheme No. 2 provides, amongst other things, that a provision, standard or requirement of a Structure Plan approved under Part 9 of the Scheme shall be given the same force and effect as if it were a provision, standard or requirement of the Scheme. It is hereby provided that such force and effect shall only be given to Part 1 of the Structure Plan. Part 2 of this Structure Plan is for explanatory purposes only, providing a descriptive analysis of the Structure Plan.

Subclause 9.8.3(f) of the Scheme states that where there is any inconsistency or conflict between any provision, requirement or standard of the Scheme and any provision, requirement or standard of an Agreed Structure Plan, the Scheme shall prevail.

SUMMARY

This Structure Plan refers to the land as Currambine Village, being proposed Lots 9018 and 9019 Burns Beach Road, Currambine. The subject land is zoned Residential with an R80 coding under the City of Joondalup's District Planning Scheme No. 2

This Structure Plan shall determine the overall detailed land use and form of development for the subject area. The area includes two residential precincts and two future development lots that will be subject to separate development applications (refer to Explanatory Report Section 3.5). The Explanatory Report provides further detail about the site and the intended design.

PART 1 – STATUTORY PLANNING SECTION

As provided by the provisions of clause 9.8 of the Scheme, this part of the Structure Plan has the same force and effect as a provision, standard or requirement of the Scheme.

1.0 SUBJECT AREA

The Structure Plan area comprises approximately 6.3 ha and is described as being the 'Currambine Village Structure Plan.'

2.0 AGREED STRUCTURE PLAN

Plan 1: 'Land Use Classification' indicates the Land Use Area for the site. The majority of the site is identified as Residential with the balance of the area being Open Space and roads.

Plan 2: 'Coding Map' indicates the Residential Density Coding for the site being R80.

Plan 3: 'Indicative Illustrative Plan' details the development of the site with more clarity and provides potential developers with the general requirements for subdivision and/or development on the subject sites.

Plan 4: 'Indicative Elevation for Precinct A Housing' illustrates the proposed style of built form for the Precinct A Housing.

3.0 DEFINITIONS

The terms used shall be interpreted in accordance with the Scheme and as set out hereunder:

- 'Building Height': shall mean the vertical distance at any point from natural ground level to the uppermost part of the building above the point (roof ridge, parapet or wall), excluding minor projections above that point. Minor projections include finials, chimneys, vent pipes, aerials or other appurtenance of like scale.
- 'Green Title': means a lot owned in fee simple issued with a certificate of title under the Transfer of Land Act 1893 other than a strata lot or a survey-strata lot.
- 'Ground Level': means the finished level of the lot relative to the finished Australian Height Datum (AHD) level of the road that it fronts (existing or as established at subdivision stage) and immediately adjacent to the lot. The finished level of the lot shall be +/- 0.5 metres from the AHD level of the midpoint of the road and measured from the midpoint of the frontage of each lot frontage.
- 'Loff': means a floor consisting of an unpartitioned space that is situated above the second storey of a dwelling within the roof space (separate from a third storey).
- 'Overshadowing': means the shadow cast by a building at midday on the 21st June.
- 'Street Frontage': means the street that provides the main frontage to the dwelling.
- 'Survey Strata': means land that is shown as a lot consisting of one or more parts on a plan for the survey strata scheme, but does not include a lot shown as common property or land shown as being set aside for a road or reserve
- 'The Scheme': shall mean the City of Joondalup District Planning Scheme No. 2 (as amended) or such amendments or modifications thereto that may be current.

4.0 THE SCHEME

Unless provided for by specific requirements in this Structure Plan, all requirements shall be in accordance with the Scheme.

5.0 RESIDENTIAL DESIGN CODES

All dwellings are required to comply with the Acceptable Development Provisions (ADP's) of the Residential Design Codes of Western Australia (RD Codes), unless otherwise provided for by the specific requirements of this Structure Plan. Any proposed development that deviates from the ADP's will be required to address the Performance Criteria of the Codes by way of an application for development approval to the City of Joondalup.

6.0 PROVISIONS

This document identifies a single Residential Land Use Area, comprising two precincts, that are distinguished by their built form character. Precinct A will comprise of survey strata development and Precinct B will comprise of green title development. Refer to Plan 3 – Indicative Illustrative Plan. The Residential Land Use Area is intended to be treated in a flexible manner to allow a diversity of built form that will enable robust residential development.

The provisions for the residential development are divided into objectives, which describe general intentions to be addressed and criteria, which set out built form requirements ('shall...') and preferred treatments ('should...'). These may be augmented by the preparation of Guidelines, which detail specific planning, design and construction requirements which are proposed to accommodate the desired uses and meet the criteria.

6.1 Residential Land Use

The use of the land shall be Residential. Uses permitted and general provisions for this Land Use Area are the same as those that apply to the Residential zone in the Scheme unless otherwise specified in this section.

6.1.1 Objectives

The general development objectives of the Residential Land Use Area are:

- Encourage two storey single residential urban housing types;
- Encourage high quality residential development with a strong streetscape;
- Residential development to provide passive surveillance onto open space;
- Develop a road configuration that provides for connectivity within the site and the adjoining residential development; and
- Promote a subdivision and dwelling configuration, which provides for a pedestrian friendly environment with passive surveillance onto the surrounding streetscape.

6.2 Precinct A

6.2.1 Criteria

Criteria to be satisfied in Precinct A are:

- i) Notwithstanding the provisions of the RD Codes, buildings should achieve a setback from boundaries as follows. Front setbacks to be 4m average to a minimum of 3m. Balconies may project up to 1.5 metres into the Front setback. The location of the front of all lots is illustrated on Plan 3.

- ii) In order to maximise site usage, zero lot line development is permitted to side boundaries, provided that any overshadowing of adjoining lots does not exceed 50% of the private outdoor living area, with the exception that the secondary street setback for corner lots shall be a minimum of 1m.
- iii) Buildings on street corners shall address each street frontage, and the corner, with equal importance. Buildings shall be designed to have active frontages with no blank facades fronting the street or public open space.
- iv) The provisions of City of Joondalup Policy 3.1.9 "Height and Scale of Buildings within a Residential Area" shall not apply.
- v) The maximum building height shall be as follows: Wall Height – 7m; Roof Ridge – 9.5m.
- vi) Roofs: Where pitched, roofs shall be no less than 26 degrees and no greater than 35 degrees. Minor projections such as verandahs and canopies may have shallower pitches. Curved roofs and minor portions of flat roofs concealed by parapets shall also be permitted.
- vii) Where provided, all access shall be via common property access ways. Refer to Plan 3 – Indicative Illustrative Plan.
- viii) Where lots front public open space, visually permeable fencing shall be provided to a minimum of 75% of the frontage. All other front fencing is to be a maximum of 1.2m.
- ix) For corner lots, visually permeable fencing shall be provided to a minimum of 50% of lot frontage to the secondary street.
- x) Notwithstanding the provisions of the RD Codes, open space shall not be less than 40%. The open space provision includes common property access.

6.3 Precinct B

6.3.1 Criteria

In addition to those provisions identified in Precinct A (excluding provision i and x), the following criteria is to be satisfied within Precinct B:

- i) Front and rear setbacks are to be in accordance with the provisions of the RD Codes.
- ii) Notwithstanding the provisions of the RD Codes, open space shall not be less than 40%.

PART 2 – EXPLANATORY REPORT

This section is provided as an explanation of the objective, purposes and intentions of the Structure Plan and of the processes proposed for implementation and administration of the Plan.

1.0 INTRODUCTION

The Currambine Village Structure Plan and Report has been prepared by Taylor Burrell Barnett on behalf of Peet and Company to provide the rationale and framework to support future subdivision and development of land within the Structure Plan area. The Structure Plan has been prepared in accordance with Part 9 – Structure Plans within the City of Joondalup District Planning Scheme (DPS) No. 2.

2.0 BACKGROUND

The subject site currently supports two conditional subdivision approvals issued by the Western Australian Planning Commission (WAPC). The first is for the creation of a superlot (WAPC Ref: 117784). The other is for 100 residential lots, which includes the majority of the subject site and a small portion of the eastern superlot, not subject to the structure plan (WAPC Ref: 114880).

The superlot approval required the provision of an easement to ensure the protection of public access to the Burns Beach Road underpass from the developed lots to the north and also improves pedestrian connectivity to the railway station. Public access is an integral component of objectives for the development and this critical link has been preserved in this proposal. The illustrative plan (Plan 3) reflects this requirement.

2.1 Location and Site Details

The subject site is described as the Currambine Village Structure Plan and is located on the corner of Connolly Drive and Burns Beach Road, Currambine. The land is approximately 29 kilometres north of the Perth CBD, approximately 3 kilometres north of the Joondalup Town Centre. The subject site is bounded by Connolly Drive to the west, Currambine Boulevard and Mistral Meander to the south, Sunlander Drive to the east and Burns Beach Road to the north (refer to photos 1 – 4 overleaf for further reference).

2.2 Local Context

The subject land is zoned Residential with an R80 coding under the City of Joondalup's DPS No. 2 and is surrounded by existing residential to the south, west and north. The Currambine train station is located 500 metres to the east. The landholding between the subject land and the train station is earmarked for future residential and commercial development. A service station located on the corner of Burns Beach Road and Sunlander Drive abuts the north eastern boundary of the site.



Photo 1: Boundary of Lot 9018 looking West along Burns Beach Road – note existing bus stops.



Photo 2: Boundary of Lot 9019 looking north along Connolly Drive.



Photo 3: View of boundary of Lot 9018 looking south adjacent to Burns Beach Road.



Photo 4: View across Lots 9018 and 9019 towards service station and Sunlander Avenue.

3.0 STRUCTURE PLAN

3.1 Identified Land Use Areas

The Currambine Village Structure Plan has a Residential Land Use which will consist of two precincts comprising single residential and grouped dwelling development as well as two future development lots located to the east of Precinct A and B that will be developed in the future as separate sites. (refer to section 3.5 below) (refer Plans 1 and 2)). The subject land is adjacent to an area of public open space located adjacent to the underpass along Burns Beach Road. A linear area of public open space approximately 3822m² is proposed to be located centrally within the subject of land.

The total land area for the residential dwellings, future development lots and proposed linear park is 6.3ha.

3.2 Structure Plan Objectives

The Objectives of the Structure Plan are as follows:

- Development of an attractive residential estate through innovative lot layout.
- To ensure the development addresses Burns Beach Road and Connolly Drive and does not create a 'walled community' affect through the orientation of buildings and provision of controlled access fencing.
- To ensure lots fronting the Linear Park and public open space adjacent to Burns Beach Road provide sufficient passive surveillance through the orientation of buildings and provision of controlled access fencing.
- To encourage high standards of built form and streetscape.
- To provide a high level of pedestrian amenity.

3.3 Residential Development

The subdivision layout has been designed to accommodate 125 residential lots that are to be a combination of green title and survey strata. The proposed lots range in size from 177m² to 344m², with an average lot size of 226m². Variations to front setbacks to habitable rooms, setbacks to garages and reduced open space requirements are proposed to provide for efficient lot design and appropriate presentation to the street, along with passive surveillance of the street and open space areas. Plan 3 illustrates the indicative form of subdivision envisaged for the subject land.

The Overman Zuideveld plans, (refer Plan 4 and 5) illustrate the proposed development, including both the street and open space elevation. As can be seen from these examples, a high quality two-storey development is envisaged.

3.4 Open Space

A linear open space comprising approximately 3822m² has been strategically located within the centre of the site with adjoining residential development abutting the open space.

Two-storey residential development overlooks the open space and creates an active edge to the parkland. Importantly, this open space has been provided as an asset to the community and is in addition to the 10% open space already provided within the estate. The public open space reconciliation for the Kinross/Currambine Estate is detailed in **Appendix A**.

3.5 Future Development Lots

The Structure Plan area includes two lots notated on Plan 1 as 'Future Development'. These lots are zoned Residential with an R80 coding and will be developed in the future as separate sites. The development of the lots will be consistent with the objectives of DC Policy 1.6 "Planning to Enhance Public Transport Use". A main objective of DC Policy 1.6 is to ensure the optimum use of land close to railway stations, bus terminals, transport interchanges and routes containing frequent public transport services for residential, commercial and other intensive uses.

As mentioned in Part 2 Section 2.2, a service station is located abutting the north eastern boundary of the Structure Plan area. As such there will be the need to be mindful of interface issues associated with the service station and the adjacent 10130m² future development lot.

Given that the subject land has been zoned residential at the time that the service station was developed, it will be a joint responsibility between the proponent of the service station and the proponent of the residential development to accommodate any landuse issues. This may include the provision of a solid fence, landscaping etc. between the service station and the residential development. Prospective purchasers may be advised of the location of the service station by the proponent as part of the contract of sale.

The issue of a 15 metre buffer from a LPG tank (fill points) to a residential building (as required by Australian Standard 1596), results in the encroachment into the Structure Plan area by 6 metres at its maximum. This matter is under further investigation and development within this area will be deferred until the setback issue is resolved.

The proposed development for these lots will be subject to further detailed design and separate development applications. The existing Residential zoning and R80 coding will ensure an appropriate built form for the lots that will take into consideration the proximity of the Currumbine Railway Station.

3.6 Movement, Access and Parking

Plan 3 depicts the proposed movement system and access points within the Structure Plan area. The road layout has been designed to ensure connectivity within the estate and the surrounding residential development. The road layout ensures developed residential lots surrounding the estate and future development have full access to the Burns Beach Road underpass (Road B and C as shown on Plan 3 - Indicative Illustrative Plan). A pedestrian access way will also be provided to Mistral Meander to ensure direct pedestrian access to the railway station.

On-street visitor parking and parking for the central linear park will be provided at the eastern and western end of the park, generally in accordance with the car parking layout depicted on Plan 3 - Indicative Illustrative Plan.

3.7 Metropolitan Region Scheme Zoning

The Burns Beach Road and Connolly Drive frontages are affected by existing Other Regional Road reservations under the MRS. Both road widening requirements have been excised from the Currumbine Village Structure Plan area.

3.8 Servicing

3.8.1 Street Lighting

Street lighting within the subject site will be provided in accordance with the requirements of the City of Joondalup. Current lighting to Currumbine Boulevard and Mistral Meander will be reviewed and upgraded if necessary.

3.8.2 Earthworks

Earthworks will be carried out in accordance with the internal development and stormwater drainage requirements. It is understood the City of Joondalup require a minimum depth of 600mm below finished surface levels to be clear of stones larger than 150mm diameter. To accommodate this ripping, grading and importation of clean sand fill will be required.

A portion of the Burns Beach Road underpass apron currently extends into the Currambine Village Structure Plan area. At the time of development, the landowner will construct retaining walls on the POS and lot boundaries to accommodate the level differences. This will ensure that the underpass is accommodated entirely within the POS reserve.

3.8.3 Stormwater Drainage

Maunsell (consulting engineers) have prepared a Drainage Management Strategy for the Currambine Village Structure Plan area that has been based on the design information provided by the City of Joondalup and the Public Transport Authority. Outlined below is a summary of the proposed drainage, the full details and report are contained within **Appendix B**.

The Currambine Village Structure Plan area (Lots 9018 & 9019) is located towards the bottom of a catchment also comprising Lots 2259 and 2260, the Currambine Railway car park and the portions of Sunlander Drive, Citadel Way and Mistral Meander that front these properties (refer to Figure 2 in the Drainage Management Strategy).

The Drainage Management Strategy proposes to accommodate the additional runoff from the Currambine Village Structure Plan area and its associated catchment within an existing drainage sump (that will be enlarged to ensure sufficient capacity), located on the west side of Connolly Drive. Consideration will also be given to providing as much additional storage capacity as is reasonably possible in the Linear Park over and above that required and provide in the enlarged sump in Connolly Drive.

3.8.4 Sewer Reticulation

An existing 225mm diameter sewer line traverses the centre of the subject site from Citadel Way to Connolly Drive.

A portion of the existing 225mm diameter sewer line has been accommodated within the structure plan design (refer Plan 3). Where the sewer line is not in accordance with the design a new main and connection will be provided, with the redundant portion of the main isolated and removed.

Given the sewer line connects to a main in Connolly Drive, an easement will be provided throughout the required areas of the subject site to ensure the sewer line can be accessed.

3.8.5 Water Reticulation

The internal water main will be located within the proposed road reserve with connections to existing mains in Sunlander Drive, Mistral Meander and Currambine Boulevard.

The Water Corporation has advised that the current network feeding the Kinross Estate and the subject development combined will exceed the capacity and will require the extension of the 300mm diameter main in Burns Beach Road from Blue Mountain Drive to Sunlander Drive. The Water Corporation has listed this work for consideration for construction in a future capital works program. However, if not undertaken by the time development of the subject site, the work will be undertaken on a 'pre-funded' basis.

3.8.6 Power, Telecom & Gas

The subject land can be served from existing services. Additional connections/services may be required depending on internal requirements. This would be at the purchaser's expense.

4.0 IMPLEMENTATION

4.1 Adoption of the Structure Plan

The Currambine Village Structure Plan has been prepared to fulfil the statutory requirements under the City of Joondalup District Planning Scheme No. 2 and the RD-Codes. It is requested that this document is endorsed by both the City of Joondalup and the Western Australian Planning Commission.

4.2 Development Approval

Where residential development complies with the requirements as per Part 1 of this Structure Plan an application for approval to commence development is not required.

**CURRAMBINE VILLAGE STRUCTURE PLAN NO 8
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 16 NOVEMBER 2004)**

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
1	Alinta Network Services	N/A	No objection.	Final adoption of the Structure Plan
2	Telstra	N/A	No objection.	Final adoption of the Structure Plan
3	D Murphy	3 Lamond Close KINROSS WA 6028	Object. Firstly, the site is too urbanised and lacking of public open space. The ratio of building to open space is severely disproportionate which is unfair to the people living in the area. Secondly, the public open space should be located at the outer zone, i.e. the NW corner, which would reduce cramming and the boxed effect and creating a buffer of reducing traffic noise.	The Public open space (POS) in this Structure Plan is proposed to be 3822m ² . The Structure Plan report also states that this POS is in addition to the 10% POS already provided within the estate from the previous subdivisions. Evidence of the above will be provided by the applicant at the subdivision stage to satisfy the 10% POS requirement. The POS proposed in the middle of the Structure Plan area provides a focal point for the future residents with similar distances to the POS. However, the location for the POS suggested by Mr. Murphy may not achieve the abovementioned planning objectives.
4	Name withheld by request	Address withheld by request	Object. Concerned about the overlooking issue as the future adjacent houses within the Structure Plan area will be two storeys high.	This may be a valid concern. However, the overlooking issues will be addressed at the Development Approval stage. The R Codes have some provisions dealing with overlooking issues.
5	Western Power	N/A	No objection.	Final adoption of the Structure Plan
6	K & P Tan	2 Currambine Boulevard CURRAMBINE WA 6028	Object. Concerned about the traffic and noise resulted from the future childcare centre within the Structure Plan, which would de-value the concerned property. The childcare centre should	This may be a valid concern. The City also believes that the location of the proposed childcare centre may not be appropriate. Apart from the traffic and noise issues, concern is also expressed that the proposed common property

**CURRAMBINE VILLAGE STRUCTURE PLAN NO 8
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 16 NOVEMBER 2004)**

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
			be relocated to the corner of Burns Beach Road and Connolly Drive.	access way will have difficulty in accommodating the potential extra traffic caused by the proposed childcare centre.
7	Main Roads WA	N/A	No objection.	Final adoption of the Structure Plan
8	C Green	N/A	Object. The scale and design of the project is a major underdevelopment. The site should be a high-density transit orientated development, which helps to promote the use of the rail system and reduce car dependence. This is also encouraged by the DPI. The site should have height up to 5 levels with a mix of apartment buildings up to 6 levels and the rest a range of small lot attached town houses, with a café/restaurant and convenience store to serve the population and potential visitors via the railway station. This would provide a community hub and small village with a big population base for the Currambine railway station and bring some life to the current plain, ugly and boring low density housing in the northern suburbs.	The City appreciates the sustainable initiatives raised by this submission and notes that the R Coding of the site is R80. However, the high density envisaged by the submitter on the site may cause greater impact on the surrounding predominately single residential built format. The proposed two-storey medium density built form may be more appropriate in this particular location.
9	L & G Kerridge	Kinross Kids Care 6 Thornton Retreat KINROSS WA 6028	Object. There are four childcare centres in the area: a 72 place centre at Ascot Way – Currambine, less than 200 metres about to be built; a 46 place centre at Thornton Retreat – Kinross, approximately 500 metres North; an existing centre next to Kinross Primary School within a kilometre; and a 96 place centre to be	This is not a planning issue. The quantity of childcare centres are not restricted by any planning legislation or policies. However, the location of this proposed childcare centre would require careful assessment from a planning point of view (refer 6 above).

**CURRAMBINE VILLAGE STRUCTURE PLAN NO 8
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 16 NOVEMBER 2004)**

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
			constructed on Kinross Drive, within 2 kilometres. Therefore, the possible childcare centre on proposed Structure Plan would lead to over supply of day care services and competition.	
10	Name withheld by request	Address withheld by request	Object. Do not support the proposal with two-storey built form, as it will block the view of the submitter's property. Do not oppose one storey built form. Requests more trees to be planted between Connolly Drive and Tryal Place, as this will make the area look better.	Two storey buildings are not restricted by the City's DPS2, the R Codes, and the City's Planning policies within residential areas. Therefore, two storey buildings should also not be restricted on this site. Requesting more trees to be planted between Connolly Drive and Tryal Place is not a relevant issue to the proposed Structure Plan.
11	Cardno BSD on behalf of BP Australia Pty Ltd	Lot 1326 (2) Sunlander Drive CURRAMBINE WA 6028	Raise issues about the interface between the BP service station. Issue 1: BP has advised that in accordance with Australian Standard (AS) 1596, the minimum separation distance from a LPG tank (fill point) is 15m to a residential building. Part of the 15m separation distance encroaches upon the Structure Plan area by approximately 6m from the western boundary and 2m from the southern boundary. The statutory provisions for proposed Structure Plan should address this issue. Issue 2: BP is concerned that future residents may lodge complaints with Council and in response there will be an attempt to restrict BP's existing operation, which has Council Planning	As response to this issue, the applicant has chosen to include the land immediately adjacent to the western boundary of the BP station into the Future Development block (see Attachment 3). The applicant will address this issue at a later stage after further investigation being carried out as to how this interface issue can be resolved. This issue should be dealt at the subdivision stage.

**CURRAMBINE VILLAGE STRUCTURE PLAN NO 8
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 16 NOVEMBER 2004)**

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
			<p>approval. It is considered reasonable for Council and the WAPC to also require a caveat over those residential lots that could be potentially affected by the existing BP service station. The caveat would be imposed as a condition of subdivision approval, but should also be included as a provision in the Structure Plan to ensure that it is imposed in the future.</p> <p>Issue 3: Given the location of residential buildings in proximity to the LPG gas tank, it is critical that all safety issues be addressed in the proposed Structure Plan.</p>	<p>Safety issues will be addressed by the applicant at the subdivision or Development Approval stage.</p>