

BURNS BEACH STRUCTURE PLAN

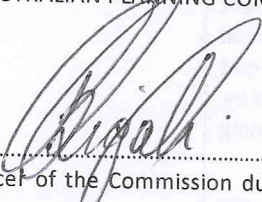
STRUCTURE PLAN NO. 10

This Structure Plan is prepared under the provisions of Part 9 of the City of Joondalup District
Planning Scheme No. 2

BURNS BEACH STRUCTURE PLAN


**CERTIFICATION OF AGREED STRUCTURE PLAN
(SCHEDULE 8)**

CERTIFIED THAT MODIFIED BURNS BEACH STRUCTURE PLAN NO. 10 WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 10 JUNE 2014


.....
being an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005*

AND

BY RESOLUTION OF THE COUNCIL OF THE CITY OF JOONDALUP, MADE 17 FEBRUARY 2014, THE COMMON SEAL OF THE CITY OF JOONDALUP WAS AFFIXED BY THE AUTHORITY OF A RESOLUTION OF COUNCIL IN THE PRESENCE OF:


.....
TROY PICKARD
Mayor


.....
GARRY HUNT
Chief Executive Officer



Record of Amendments made to the Burns Beach Structure Plan

Amendment No.	<i>Description of Amendment</i>	Endorsed by Council	Endorsed by WAPC
1	<p>Part 1 (Statutory Planning):</p> <hr/> <ul style="list-style-type: none"> • Renaming of Special Design Precinct to Northern Residential Precinct; • Inclusion of additional development provisions for the Northern Residential Precinct, including maximum wall and height provisions in the R40 and R60 density areas, and the provision for up to 4m high retaining walls; • Clarification of existing provisions in the Residential R20, Residential R40 and R60 and Local Shop precincts in relation to front fencing, building setbacks and garage setbacks for lots with rear laneway access; • Inclusion of the compliance with the City's District Planning Scheme No 2 in terms of land use permissibility and general provisions; • Deletion of "Shop" use from the Beach Shop/Lunch Bar and Restaurant Precinct and modification of the name of the Precinct; • Modification to the definition of Ground Lot Level in relation to the different Precincts. <p>• Part 2 (Explanatory Report):</p> <hr/> <ul style="list-style-type: none"> • Additional background information on the design philosophy of the Northern Residential Precinct; • Amending existing areas and schedule of POS to reflect the final design of the Northern Residential Precinct and approved engineering plans resulting from subdivision approvals. <hr/>	27 March 2007	14/9/2007
2	Amending Clause 6.2.1 to enable garages on corner lots in R40 and R60 density areas to be located at nil side setbacks on northern and eastern boundaries, and to clarify garage sightline requirements.	19 June 2007	14/9/2007
3	Recode portions of Burns Beach Estate from 'R20 Residential' to 'R40 & R25 Residential'	17 February 2014	

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EXECUTIVE SUMMARY

The Burns Beach site is located north of Burns Beach Road, west of Marmion Avenue, immediately north of the existing Burns Beach townsite. The subject land is approximately 290 hectares in area and consists of vegetated coastal land and portions of coastal dune ridges and landforms.

Just less than half of the site (144 hectares), reserved as Parks and Recreation under the Metropolitan Region Scheme, is to be retained for conservation purposes. The remaining portion of the western cell, totalling 147.5316 hectares, is to be developed for urban land uses.

The Burns Beach Structure Plan has determined the overall land use and form of development for the subject land. The Structure Plan has divided the site into the following precincts:

- Residential R20 Precinct;
- Residential R40 Precinct;
- Northern Residential Precinct;
- Local shop precinct;
- Beach kiosk/restaurant precinct; and
- Parks and Recreation Reserve.

The overall vision embraced by the Structure Plan is to create a development which is environmentally, socially and economically sustainable. The design philosophy was to create a high quality residential environment with a strong community focus and a real sense of identity. Burns Beach will be a landmark, leading edge development.

The Structure Plan has emerged from a comprehensive community and stakeholder consultation process. The consultation process provided a range of opportunities for stakeholders input and engaged stakeholders in the preparation on the Structure Plan. The Structure Plan enjoys broad stakeholder support.

This Structure Plan is divided into two parts:

Part 1 – Statutory Planning

Part 2 – Explanatory Report

Part 1 of the report outlines the objectives and provisions for each precinct and reservation. Part 2 provides further explanation about the site and the rationale for the urban design.

PART 1 – STATUTORY PLANNING

As provided for under Part 9 of the Scheme, this part of the Structure Plan has the same force and effect as a provision, standard or requirement of the Scheme.

Part 1 of this Structure Plan is a general guide to future subdivision, zoning and development of the land included in the Burns Beach Structure Plan.

1.0 SUBJECT AREA

The Structure Plan area covers approximately 291 hectares of Lot 9017 on Deposited Plan 40143 and described on Certificate of Title Volume 2565 Folio 138 (refer Appendix 1). The land is bound by Marmion Avenue to the east, Burns Beach Road and the existing Burns Beach townsite to then south, the Indian Ocean to the west and vacant land to the north.

2.0 STRUCTURE PLAN PRECINCTS/RESERVATIONS

The Structure Plan divides the land into the following precincts:

- Residential R20 Precinct;
- Residential R40 and R60 Precinct;
- Northern Residential Precinct;
- Local shop precinct;
- Lunch bar and restaurant/cafe precinct; and
- Parks and Recreation Reserve.

The Burns Beach Structure Plan is shown at Plan 1 attached to this part of the report.

3.0 DEFINITIONS

The terms used in this part of the Structure Plan Report shall be interpreted in accordance with the City of Joondalup District Planning Scheme No.2 and as set out hereunder:

“STOREY” shall mean the vertical space extending from one habitable floor of a building to the floor above (or if there is no floor above, between the floor level and the ceiling) and shall be deemed to be no more than 3.5 metres. A loft space within a roof shall not be defined as a storey, whether habitable or otherwise.

“LOFT” shall mean a habitable or non habitable space contained wholly within the roof of a building including a space served by dormer type windows which may project forward of the main roof pitch. A loft space is not permitted to have a balcony or terrace.

“BUILDING HEIGHT” shall mean the vertical distance at any point from natural ground level to the uppermost part of the building above that 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.

“GROUND LOT LEVEL” shall mean the finished level of the lot relative to the midpoint of the verge that it fronts (existing or established at subdivision stage) and immediately adjacent to the lot.

“SINGLE DWELLING” shall mean a dwelling standing wholly on its own green title or survey strata lot, together with any easement over adjoining land for support of a wall or for access or services and excludes dwellings on Certificates of Titles with areas held in common property.

“R CODES” shall mean the Residential Design Codes of Western Australia, October 2002 or any such amendments or modifications thereto that may be current.

“THE SCHEME” shall mean the City of Joondalup District Planning Scheme No.2 (as amended) gazetted 28 November 2000 or such amendments or modifications thereto that may be current.

“PRIMARY STREET”, in the case of a lot located on a corner, shall mean that street which the lesser length boundary faces as demonstrated by Figure 1 below.

“SECONDARY STREET”, in the case of a lot located on a corner, shall mean that street which the greater length boundary faces by Figure 1 below.

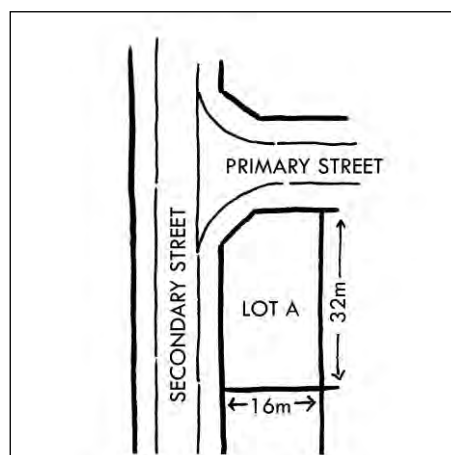


Figure 1: Primary & Secondary Street (not to scale)

“LOCAL SHOP” shall mean land and buildings used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents and operated during hours which may include or may extend beyond normal trading hours.

4.0 THE SCHEME

Unless provided for by specific requirements of this Structure Plan, all requirements shall be in accordance with the provisions of the City of Joondalup District Planning Scheme No.2 or such amendments or modifications thereto that may be current.

5.0 RESIDENTIAL R20 PRECINCT

5.1 Objectives

The objectives for the Residential R20 Precinct are:

- To provide for a variety of lot sizes and single residential dwelling types at a maximum density of R20.
- To provide residential homesites which have the correct solar orientation to facilitate the construction of energy efficient dwellings;
- To provide homesites with coastal proximity that derive benefit from ocean views and access to cooling sea breezes;
- To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes.
- To maintain a high level of pedestrian connectivity, amenity and safety.
- To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.

5.2 Land Use and General Provisions

Land use permissibility and general provisions in the Residential R20 Precinct shall be the same as those within the Residential zone under the City's District Planning Scheme No 2.

The R20 residential density codes shall apply to future development within the Residential R20 Precinct. All dwellings are required to comply with the Residential Design Codes unless otherwise provided for in this Structure Plan.

- I. Dwellings constructed on corner lots must be designed to address both the primary and secondary street. Dwellings should face both the primary and secondary street at the corner and should be design to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:

-
- having habitable rooms and major openings facing both the primary and secondary street;
 - by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
 - having open style fencing along the front portion of the secondary street boundary rather than solid fencing.

Dwellings which address both the primary and secondary street are a superior urban design and streetscape solution and also increase the opportunity for casual surveillance of the street and the security of the area.

- II. The provisions of the City of Joondalup Policy 3.1.9 “Height and Scale of Buildings within a Residential Area” shall not apply.
- III. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- IV. The maximum building height measured from natural ground level shall be:

Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge – 9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres
- V. The maximum height of non permeable front fencing, inclusive of retaining walls, is limited to 1.3m above the midpoint of the verge that it fronts and immediately adjacent to the lot.
- VI. The ground lot level of each lot shall be +/-0.5 metres from the level of the verge at the front of the lot, measured from the mid point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/-1.5 metres in lieu of +/-0.5 metres.

6.0 RESIDENTIAL R40 AND R60 PRECINCT

6.1 Objectives

- To provide for diversity in lot sizes and single dwelling types at selected sites at densities of R40 and R60 as indicated on the Structure Plan;

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- To provide lots that maximise the benefits of good solar orientation and facilitate the construction of energy efficient dwellings;
 - To provide for smaller homesites around the parklands areas, adjacent to the coast and the local shop site.
 - To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes.
 - To maintain a high level of pedestrian connectivity, amenity and safety.
 - To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.
 - To promote subdivision and housing development which provides for housing at higher densities as the neighbourhood matures.



Indicative photos of R40 residential development

6.2 Land Use and General Provisions

Land use permissibility and general provisions in the Residential R40 and R60 Precinct shall be the same as those within the Residential zone under the City's District Planning Scheme No 2.

All dwellings are required to comply with the Residential Design Codes unless otherwise provided for in this Structure Plan.

- I. To maximise solar penetration, solar accessible courtyards are required. A nil setback onto a nominated side boundary is permitted to facilitate this (excluding street setbacks). For north-south orientated lots the nil setback shall be on the western boundary (Refer Figure 2). For east-west orientated lots the nil setback shall be on the southern boundary (Refer Figure 2). Garages on corner lots may, however, be permitted to be located at nil side setback on northern or eastern side boundaries for a maximum depth of 8 metres, with the garage doors offset a minimum of 1.0m metre from the subject side boundary where the laneway is a minimum of 7.0 metres in width. Where laneways are less than 7.0 metres in width, garage doors are to be offset 1.5 metres from the subject side boundary.

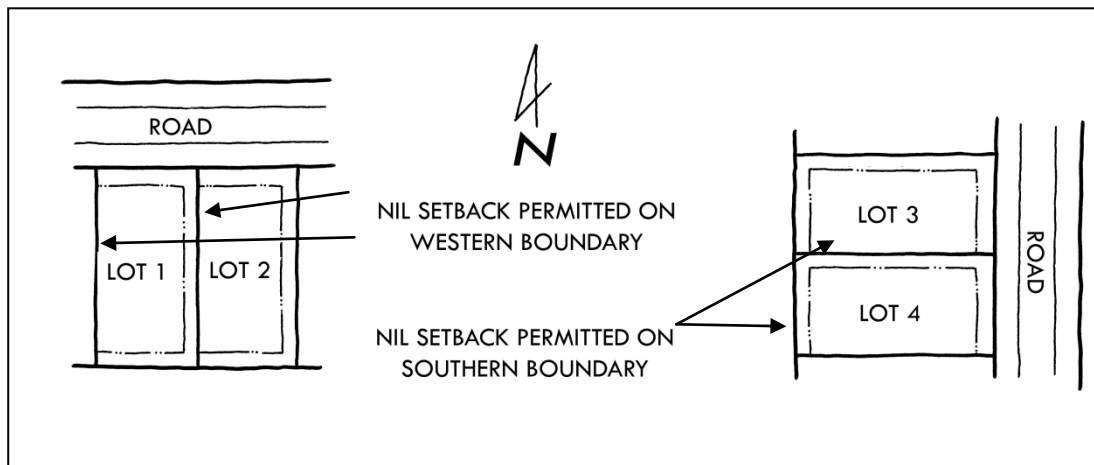


Figure 2: Nil Setback Provision (not to scale)

- II. Walls which have a nil setback shall not be higher than 3.5m for 2/3 of the length of the balance of the boundary behind the front setback permitted.
- III. For side boundaries not subject to a nil setback, and where a side wall contains a major opening to a habitable room (as defined in the R-Codes, but excluding bedroom and fully enclosed swimming pool or patio), the minimum side setback shall be 2 metres in order to maximise solar access.
- IV. Setback to a secondary street shall be a minimum of 1.5 metres.

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- V. The ground floor of a dwelling, including the garage, must be setback a minimum of 1.5 metres from the rear boundary where the laneway is less than 7.0m in width. Where the laneway is 7.0m or wider the rear setback may be reduced to 1.0m. A 1.0 m visual truncation to the garage opening must be provided. The first floor is permitted to have a nil setback to the rear boundary.
- VI. Each dwelling must provide a minimum of 2 on site covered car bays
- VII. Where vehicular access is available from a dedicated rear laneway or internal private driveway, vehicular access and garage location must be from the rear laneway or internal private driveway.
- VIII. With the exception of corner lots, the dwelling is to be designed to address and face the primary street, with clearly defined pedestrian path to the front of the residence.
- IX. An outdoor living area with a minimum area of 20 sqm for R40 and 16 sqm for R60, and a minimum dimension of 4m which is directly accessed from a living area is to be provided in a location to best facilitate winter solar penetration. This may include space located in front of the street setback.
- X. A minimum of 35% of the lot area is required to be provided as open space.
- XI. The provisions of the City of Joondalup Policy 3.1.9 “Height and Scale of Buildings within a Residential Area” shall not apply.
- XII. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- XIII. The maximum building height measured from natural ground level shall be:
- Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge –9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres
- XIV. The maximum height of non permeable front fencing, inclusive of retaining walls, is limited to 1.3m above the midpoint of the verge that it fronts and immediately adjacent to the lot.

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- XV. Dwellings constructed on corner lots must be designed to address both the primary and secondary street. Dwellings should face both the primary and secondary street at the corner and should be design to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:
- having habitable rooms and major openings facing both the primary and secondary street;
 - by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
 - having open style fencing along the front portion of the secondary street boundary rather than solid fencing.
- XVI The finished level of the lot shall be +/- 0.5 metres from the level of the verge at the front of the lot, measured from the mid point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/- 1.5 metres in lieu of +/- 0.5 metres.

7.0 LOCAL SHOP PRECINCT

7.1 Objective

A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small retail facility in the centre of the Estate to cater for the daily needs of the local community. It is envisaged that a small lunch bar and/or restaurant/cafe would also be developed opposite the local shop to frame the corner and to create a small mainstreet focus that enhances the vitality and vibrancy of the Estate and extends activity beyond the day light hours. Residential development will also be permitted. Shop top housing or shop top office style of development is encouraged.

Any exterior lighting for a shop, lunch bar or restaurant should be configured so as to minimise any detrimental impact on adjoining residential development through light overspill.

The provision of on-street car parking and parking areas within the central POS opposite the site, together with the fact that the site is in a highly accessible area for pedestrians and cyclists, on site car parking for the local shop/lunch bar/restaurant should be minimised. Any car parking provided on site should be located at the rear of the building and be accessed from the rear laneway in order to comply with Mainstreet design principles. Mainstreet design principles encourage active land use-street interfaces with building frontages to streets with minimal setbacks and parking and service areas to the rear of the building.

7.2 Land Uses

The permissible land uses within the sites are as follows:

- Local Shop
- Shop
- Office
- Single Dwelling
- Group Dwelling
- Caretakers Flat/House
- Lunch Bar
- Restaurant

No other land uses are permissible in this Precinct.

7.3 General Provisions

A small local shop facility is required to be provided in this precinct. Wholly residential or office development is not permitted to occupy the entire precinct.

Wholly residential or office development is not permitted to occupy any one lot within the precinct.

- I. Non-residential development proposals within the local shop precinct shall be assessed in accordance with the District Planning Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia, except where they have been varied in the following instances:
- II. Buildings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- III. A minimum of two (2) on site car parking bays shall be provided for dwellings and shall be accessed from the rear laneway.
- IV. The maximum building height measured from natural ground level shall be:

Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge – 9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres

- V. Setback from all street boundaries (primary and secondary) shall be a minimum of 2 metres. A larger setback is encouraged to cater for alfresco dining and footpath trading opportunities.
- VI. Setback from a side boundary shall be a minimum of 1 metre for the ground floor and 1.5 metres from the first floor.
- VII. Setback from the rear boundary shall be 1.5 metres for a garage or carport and 6 metres for the main building where the laneway is less than 7.0m in width. Where the laneway is 7.0m or wider the rear setback for the garage may be reduced to 1.0m. A 1.0 metre visual truncation to the garage opening must be provided.
- VIII. To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.
- IX. Buildings constructed on corner lots must be designed to address both the primary and secondary street. Buildings should face both the primary and secondary street at the corner and should be design to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:
- having habitable rooms and major openings facing both the primary and secondary street;
 - by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
 - having open style fencing along the front portion of the secondary street boundary rather than solid fencing.
 - Residential development within the local shop precinct shall be in accordance with the Mixed-Use Development Requirements of the Residential Design Codes.

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- X. A minimum of eight (8) on-site car parking bays shall be provided over the entire Precinct for future commercial development and shall be accessed from the rear laneway. The number of car parking bays shall be provided proportionate to the number of lots approved within the Precinct at the subdivision stage, to the satisfaction of the City of Joondalup.

8.0 LUNCH BAR AND RESTAURANT/CAFE PRECINCT

8.1 Objective

A lunch bar and restaurant/cafe are permitted within POS 6 as shown on the Structure Plan. The development of a lunch bar and a restaurant/cafe is proposed to provide for opportunities for the local population and visitors to the area to enjoy the coastal environment and to increase the vibrancy of the area as a destination beyond day light hours.

The provision of on-street car parking and parking areas in the vicinity of the precinct, together with the fact that the precinct is in a highly accessible area for pedestrians and cyclists, on site car parking for the lunch bar and restaurant/cafe should be minimised. The number of car bays required on site will be determined by Council and assessed against the merits of the specific case as part of a development application.

8.2 Land Use

The permissible land uses within this precinct are as follows:

- Lunch Bar
- Restaurant/café

No other land uses are permissible in this Precinct.

8.3 General Provisions

Development proposals within this precinct shall be assessed in accordance with the District Planning Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia.

9.0 NORTHERN RESIDENTIAL PRECINCT

The land in this precinct is naturally very steep. Accordingly, special consideration must be given to the urban design and built form outcomes in the precinct.

9.1 Objectives

- To provide a Northern Residential Precinct within which endeavours will be made to maintain the general landform;
- To provide a variety of lot sizes and dwelling types with selected sites identified at a maximum density of R60 as indicated on the Structure Plan;
- To provide homesites which encourage the correct solar orientation and facilitate the construction of energy efficient dwellings;
- To provide homesites with ocean proximity that derive benefit from the cooling sea breezes;
- To maintain a high level of pedestrian connectivity, amenity and safety;
- To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes;

9.2 Land Use and General Provisions

Development of all lots within the Northern Residential Precinct shall be in accordance with the R25 residential density code except where defined on the approved Structure Plan at R40 and R60, and development shall be assessed in accordance with the Residential Design Codes, District Planning Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia, except where they have been varied in the following instances:

Land use permissibility and general provisions in the Northern Residential Precinct shall be the same as those within the Residential zone under the City's District Planning Scheme No 2. For lots within the Northern Residential Precinct with a R25 residential density code, the provisions of the Residential R20 Precinct (ie. Clause 5.2 I-VI) apply.

Residential development within the Northern Residential Precinct shall be limited to;

- R25 – 305 dwellings
- R40 – land area of 6072m²
- R60 – land area of 10452m²

For lots within the Northern Residential Precinct with a R40 or R60 Residential Code, the relevant provisions of the Residential R40 and R60 Precinct apply, except where they have been varied below:

- I. For lots coded R60, the plot ratio shall be 0.85 for both single/grouped dwellings and multiple dwellings.
- II. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- III. The maximum building height measured from natural ground level shall be:

Maximum wall height (with pitched roof) – 6.5 metres

Maximum total height to roof ridge – 9.5 metres

Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres

- IV Retaining walls within the Northern Residential Precinct are permitted up to a height of 4.0m in locations shown on Figure 3. Building Licence applications showing all details of the retaining walls are required to be submitted to Council for approval.

Retaining walls in excess of 4.0m may be approved by Council, with a Development Application for walls above 4.0m needing to be submitted for approval prior to the issuing of a Building Licence.

- V The finished level of the lot shall be +1/-0.5 metres from the level of the verge at the front of the lot, measured from the mid point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/-2 metres in lieu of the +1/- 0.5 metres.

Access to the swimming beach located to the north of the Northern Residential Precinct will be accommodated from the perimeter road at some stage in the future. A Management Plan will need to be prepared by the relevant State and Local Government authorities in conjunction with the developer of the Burns Beach Structure Plan area for this area of Park and Recreation reserve. The future formal access road to the swimming beach would need to connect at some point to the perimeter road separating the Parks and Recreation reserve and foreshore reserve from the developable area within the “Urban Development” zone proposed as part of this Structure Plan. It has therefore been indicated on Plan 1 of the Structure Plan that a future road providing formal vehicular access to the future northern swimming beach will be constructed in the future. However, the final alignment and form of this road and the facilities to be provided at the beach is subject to the Management Plan prepared by relevant State and Local

Government authorities, in conjunction with the developer of the Burns Beach Structure Plan area.

10.0 PARKS AND RECREATION RESERVE

The area depicted on the Structure Plan as “Parks and Recreation” Reserve is Reserved under the Metropolitan Region Scheme. Development of this land shall comply with the provisions applicable to “Parks and Recreation” Reserved land under the Metropolitan Region Scheme and the City of Joondalup District Planning Scheme No.2.

11.0 MODIFICATIONS TO THE STRUCTURE PLAN

All subdivision and development on the subject land must be generally in accordance with the Structure Plan.

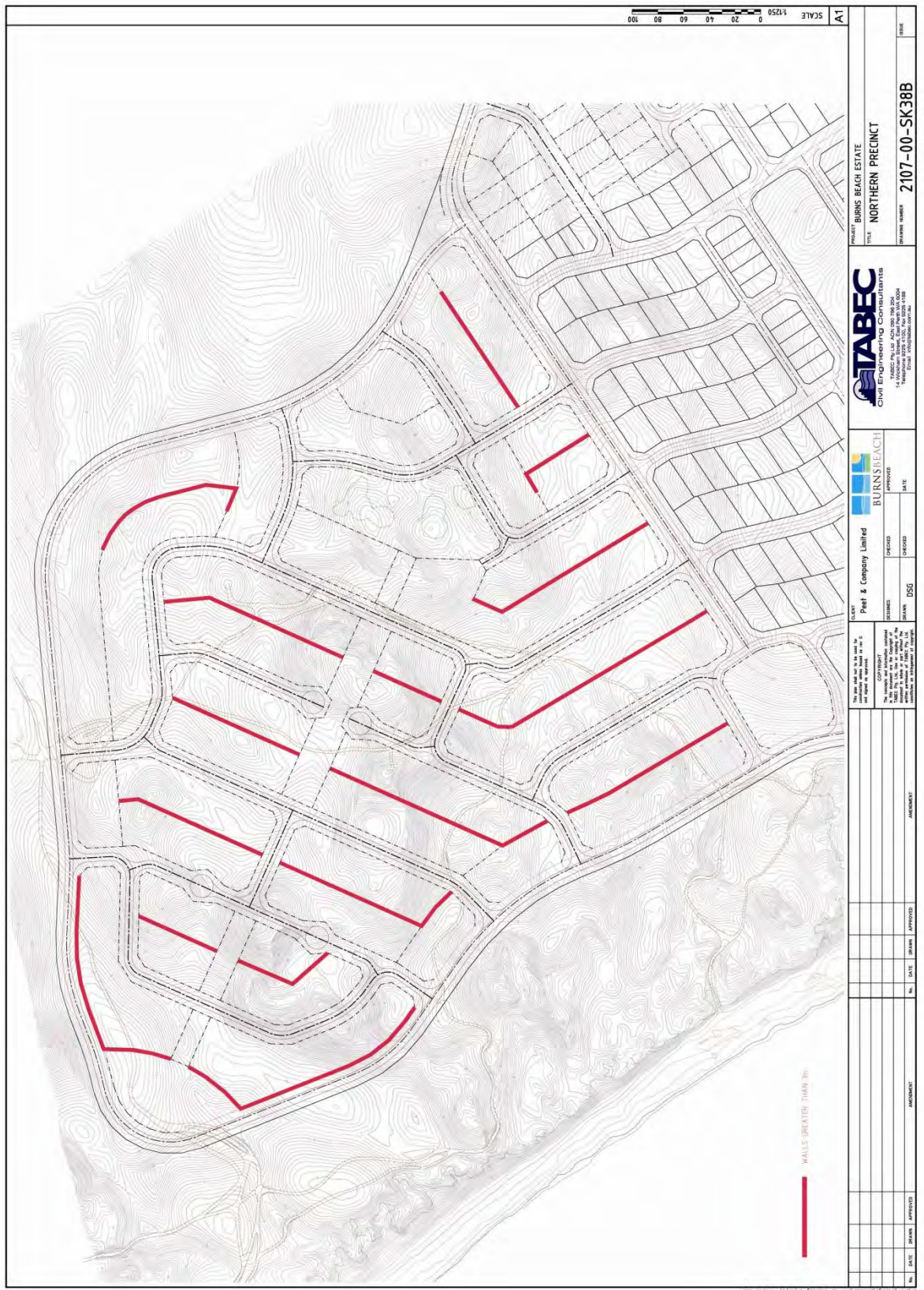


Figure 3: Retaining Walls Permitted to a Height of 4.0m

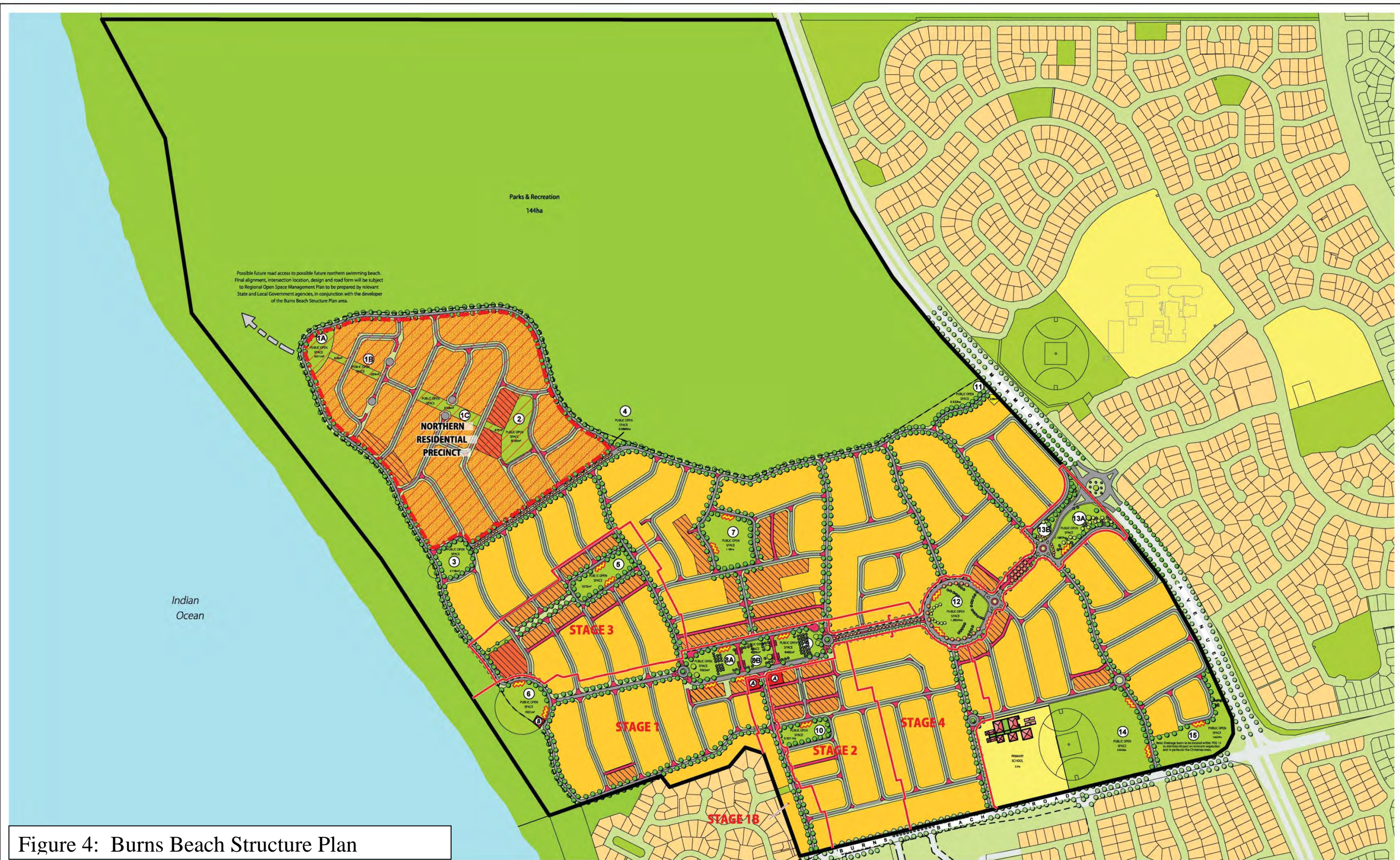


Figure 4: Burns Beach Structure Plan

PLAN 1 STRUCTURE PLAN BURNS BEACH



LEGEND:

Subject Site	Car Parking embayments (Location and number of bays subject to approval at subdivision)
R20 Residential	Subject to design guidelines
R25 Residential	Staging Boundary
R40 Residential	Local shop site
R60 Residential	Lunch bar/ Restaurant/ Cafe site

Whilst every care has been taken with the preparation of this plan, its final configuration is subjected to further engineering, survey, detail design and approval by relevant authorities.

NORTH

Scale 1: 8000 @ A3

0 400 metres

COMPILED: DPS	DRAWN BY: JNP
DATE: 22/8/2011	REVISED:
GRID: PCG 94	DATUM: AHD
DRAWING NUMBER: PACBB143e	JOB CODE: PACBBMIS
FILE ID: M:\PACBB\BASE\PACBB143e.dgn	

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PART 2 – EXPLANATORY REPORT

1.0 INTRODUCTION

1.1 Purpose

The Burns Beach Local Structure Plan has been prepared to define the broad land use and road network framework over the subject land and fulfil the requirements of Section 9 of the City of Joondalup District Planning Scheme No. 2. Approval to a Structure Plan is required to enable subdivision and development to proceed at Burns Beach.

1.2 Background

The 291 hectare land parcel was acquired by The Burns Beach Trust in 1969. The landholding included the adjacent suburb of Kinross which has now been developed for residential purposes.

The land was identified as having urban potential in the “Corridor Plan for Perth”, produced by the then Metropolitan Regional Planning Authority in the 1970’s. This was subsequently reinforced in “Planning for the Future of the Perth Metropolitan Region” published in 1987 and “Metroplan” and the “Urban Expansion Policy” both published in 1990.

In 1994 a proposal to develop approximately 260 hectares of the site for residential purposes was referred to the Environmental Planning Authority (EPA). The EPA assessed the proposal and in January 1998 advised that the proposal would not meet the EPA’s objectives, but that a modified proposal to develop approximately 55 hectares of land would be acceptable.

In May 1997 the Western Australian Planning Commission (WAPC) initiated the Clarkson-Butler Amendment (MRS Amendment No. 992/33) which included the whole of the subject land in an Urban zone. The amendment was referred to the EPA and was subject to Public Environmental Review (PER).

The Burns Beach Property Trust, following the PER, submitted a revised development plan which proposed approximately 170 hectares for residential purposes and 120 hectares for Parks and Recreation. However, the EPA considered that the revised plan could not meet the EPA’s objectives.

After considering appeals for over two year years, the Minister for Environment and Minister for Planning and Infrastructure approved MRS Amendment No. 992/33 in July 2003. As a condition of approval and as part of the appeal determination, the Burns Beach Property Trust agreed to provide an additional 24 hectares for Parks and Recreation Reservation resulting in a total of 144 hectares being reserved for Parks and Recreation (approximately 50% of the site) and 147.5 hectares being zoned Urban.

On the 9 March 2004 the City of Joondalup initiated Amendment No. 21 to District Planning Scheme No. 2 to rezone the 'Urban' portion of the site (147.5 hectares) to 'Residential Development' and include the reserved land (144 hectares) within a "Parks and Recreation" reservation to reflect the MRS zoning. This was referred by the City to the EPA who advised that the amendment did not need to be assessed as the Scheme is 'deemed assessed' by the EPA.

1.3 Project Team

The Burns Beach Structure Plan was prepared by a multi-disciplinary consultant team listed below:

Peet & Company	Developer/Project Manager
Development Planning Strategies	Town Planning and Urban Design
Tabec	Engineering Consultants
BSD	Environmental Consultants
Estill & Associates	Community Consultation
McNally Newton	Landscape Architecture Consultants

2.0 THE SUBJECT LAND

2.1 Location

The subject land is located approximately 30 kilometres north west of the Perth Central Business District and approximately 5 kilometres from the Joondalup Regional Centre within the municipality of the City of Joondalup (refer Plan 2).

The site is bound by a Parks and Recreation Reservation to the north, the Indian Ocean to the west, Marmion Avenue to the east and Burns Beach Road to the south. The suburb of Kinross is located to the east of Marmion Avenue. To the south of Burns Beach Road are the suburbs of Iluka and Beaumaris (refer Figure 1). North east of the site is the Tamala Park landfill site and further to the north are the suburbs of Mindarie and Clarkson. The existing Burns Beach Townsite is located directly to the south west of the subject land.

Given the strategic location of the site at the intersection of Marmion Avenue and Burns Beach Road and adjacent to the coast (Refer Plan 2), an excellent opportunity exists for the creation of a vibrant and integrated coastal community.



Plan 2: Location Plan

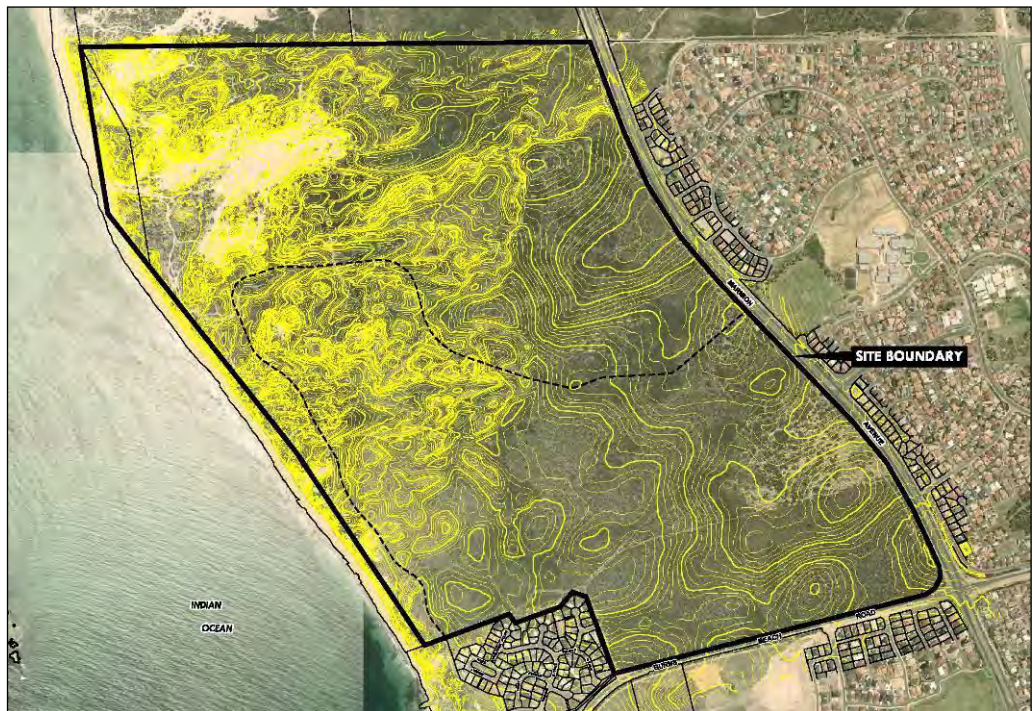
2.2 Land Ownership

The subject land is legally described as Portion of Lot 9017 on Deposited Plan 40143 and described on Certificate of Title Volume 2565 Folio 138 (refer Appendix 1). The site comprises approximately 291 hectares held in trust by Peet & Company Ltd on behalf of the Burns Beach Property Trust, comprising numerous shareholders.

2.3 Existing Land Uses

The site is currently vegetated vacant land which is traversed by numerous informal four wheel drive tracks (Refer Plan 4).

The landholding is divided into the northern portion (144 hectares) which is reserved as 'Parks and Recreation' Reserve under the MRS, with the remaining southern portion (147.5 hectares) zoned Urban under the Metropolitan Region Scheme.



Plan 4: Orthophoto

3.0 SUSTAINABILITY

The vision for the development of the Burns Beach site is to create a development which is environmentally, economically and socially sustainable.

The State Sustainability Strategy was released by the Government of Western Australia in September 2003. Sustainability is defined by the Strategy as meeting the needs of current and future generations through simultaneous environmental, social and economic improvement.

In developing Burns Beach, consideration will be given to the following sustainability goals referred to by the Strategy as outlined by the table below:

SUSTAINABILITY GOAL	BURNS BEACH RESPONSE
Reduce consumption of resources	Encouraging energy efficiency and water efficiency through design guidelines and consumer education for the private domain and the use of waterwise principles in the development of the public domain.
Protect biodiversity	Setting aside 144 hectares of bushland and foreshore reserve for conservation purposes. The area includes representative populations of flora and fauna endemic to the local area.
Reduce greenhouse emissions and become less carbon intensive	Encouraging less use of the private car through creating walkable neighbourhoods, local community focus points and convenient access to public transport systems.
Sustainable use and management of aquatic systems	Setting aside a foreshore reserve and preparation of a Foreshore Management Plan to protect and manage the coastal environment.
Provide tourism experiences involving the natural environment	Setting aside the foreshore reserve and large bushland conservation area will provide opportunities for tourism experiences.
Manage urban growth	The development of Burns Beach is necessary to accommodate the growing population of Perth, however the development is occurring through a carefully planned and fully consultative process to ensure that the urban growth is well managed.
Integrate land use and transport nodes	The Burns Beach area is in close proximity to the railway and bus services connecting with this railway. Part of the Structure Planning process has involved detailed discussions with the Public Transport Authority and the agreement to a bus route traversing the centre of the Burns Beach area.

Value and preserve the special cultural elements and built places that help generate a sense of place.	Preserving 144 hectares of bushland and foreshore reserve as special cultural elements of Burns Beach is integral to creating a strong sense of place.
Construct buildings that are less resource intensive and provide a better environment within which to live and work	Encouraging energy efficiency and water efficiency through design guidelines and consumer education for the private domain and the use of waterwise principles in the development of the public domain.
Support communities to fully participate in achieving a sustainable future	The Structure Plan has been prepared in a fully consultative manner, including workshops with community representatives. Community involvement will also occur through the formal advertising of the Structure Plan and through community development programs once Burns beach has been developed.
Meet community needs and enhance social capital	The community workshops held throughout the year have ensured that the community has ownership of the outcome and that the communities needs and desires are met and that the appropriate social capital is developed at Burns Beach. This includes the setting aside of a community purpose site as part of the Structure Plan.
Coordination in the provision of community services	The provision of community services at Burns Beach, including a primary school, community purpose site, local shop, public open space and areas for restaurants/cafes has been planned for inc close consultation withal relevant government agencies.
Provide diverse housing options that are well located and contribute to a sense of community	The Burns Beach Structure Plan proposes a range of residential densities and lot sizes and types across the site which facilitates the provision of diverse housing options. Smaller lots have been located in areas of high amenity and in proximity to community services.

The following sections and Section 10 outlines the approach to sustainability proposed at Burns Beach.

3.1 Sustainable Development at Burns Beach

Social Sustainability

The Burns Beach Estate will accommodate a range of socio-demographic groups through the creation of a range of lot sizes to cater for a variety of housing products thus encouraging social diversity.

The Burns Beach Estate has been designed to encourage social interaction and the development of a healthy community. The development as proposed will facilitate the creation of a healthy and socially interactive and active community as all allotments will strongly relate to and have ready and safe access to parkland, bushland, the ocean and beach environment and other areas of community focus. The development will facilitate active lifestyles through the provision of safe, quality and attractive walking, cycling and jogging trails along the coast and within the residential areas. Social interaction will be encouraged through the implementation of good urban design and development of community spaces and places.



To encourage and actively facilitate community creation and well being, a Resident's Community Association and other community groups will be established and sponsored at Burns Beach under the guidance of Peet & Company. Community newsletters, events and projects will also be encouraged by Peet & Company along with Neighbourhood Watch programs.

The Burns Beach Structure Plan embraces many Liveable Neighbourhood principles such as "walkability" and "permeability" which contribute to reducing car use, creating a greater sense of community, better access to services and using land more efficiently.

To assist in the creation of a strong sense of place and a community focal point, the Structure Plan proposes a small corner deli and café in the central area of the site to cater for the daily convenience needs of the future population. Vibrancy, liveability and amenity will be enhanced by cafés/restaurants at the coastal node and near the corner store where people can come to socialise and enjoy their lifestyle.

The implementation of all of the above principles at Burns Beach will significantly contribute towards ensuring the socially sustainability of the project is maximised.

Environmental Sustainability

The Burns Beach development is a residential settlement with minimal ecological footprint as almost half of the site is Reserved for Parks and Recreation and will be set aside for bushland conservation purposes and as foreshore reserve. A Foreshore Management Plan will be prepared to ensure that the coastal environment is protected and conservation principles are balanced with the need to provide people access and spaces along the coast.



Selected vegetation within public open spaces will also be retained where possible and appropriate.

The Burns Beach design encourages and facilitates walkability and in making provision for effective and efficient bus routes encourages the use of public transport leading to less use of the private car. This will assist in the reduction of the consumption of non-renewable resources and reducing air pollution and waste creation. Importantly, the site is in close proximity to railway services at Currambine and Joondalup.

Economic Sustainability

The Burns Beach development will create numerous jobs during its planning, design, development and construction phase. In addition, the development of a corner store, cafe, restaurant, kiosk and primary school will provide additional jobs in the area. Jobs in the local government will also be created for the maintenance of public open space, garbage collection and other local authority services. The creation of employment opportunities in the local area contributes towards environmental sustainability and social sustainability by reducing travel time and distance.

The urban design incorporated in the Burns Beach Structure Plan focuses on minimising the length of road required, whilst still providing a permeable and connected residential area. This contributes to sustainable development by efficiently using resources.

Residential development at Burns Beach will introduce an additional 1,600 families to the area and will support existing infrastructure and community services, including the northern railway line and bus services in the area and the Joondalup Regional Centre. It will also facilitate the logical extension of immediately adjacent services such as those within Marmion Avenue, in Kinross and in Iluka. The Estate as proposed will be economically sustainable and represents an efficient use of resources and existing infrastructure.

3.2 Greensmart

The Housing Industry Association (HIA) developed the GreenSmart concept as a practical environmental and sustainable approach to land development, home design and home construction. GreenSmart aims to increase energy efficiency, minimise waste and encourage better environmental management of housing product.

The GreenSmart checklist includes;

- solar passive design;
- water sensitive and waterwise design;
- improved waste management; and
- recycling and criteria related to reducing the consumption of energy.

Peet & Company are a GreenSmart Regional Partner and a number of Peet and Company employees are GreenSmart accredited. Peet & Company will seek to create and accredit the Burns Beach development as a GreenSmart Estate.

Examples of GreenSmart initiatives that will be implemented at Burns Beach include waterwise planting and solar lighting within public open space areas and the installation of waterwise reticulation technologies to automatically determine moisture levels on the soil profile and the need for reticulation. The use of waterwise principles in the landscape design at Burns Beach is outlined in more detail in Section 9.5.

In addition to the built form outcomes, GreenSmart concepts can be implemented through subdivision design. The key design principle relates to lot orientation and solar orientation which facilitates less energy consumption.

The day to day routine of people is also important with regard to an ongoing sustainable and GreenSmart lifestyle. Education programs will be run that relate to waterwise principles, saving energy, recycling and composting, walking, cycling and public transport use, fitness, health and physical activity courses and courses about sustainable gardening practices.

GreenSmart concepts will also be implemented in the landscape design of the parkland areas to reduce water consumption.



4.0 STATUTORY PLANNING CONSIDERATIONS

4.1 Existing Zoning

Metropolitan Region Scheme

Just over half of the subject land (147.5 hectares) is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The remaining northern portion of the site (144 hectares) is reserved as 'Parks and Recreation'.

Local Authority

Amendment No. 21 to the City of Joondalup District Planning Scheme No. 2 has been finalised and rezoned the portion of the site zoned 'Urban' under the MRS to a 'Residential Development' zone. The portion reserved 'Parks and Recreation' under the MRS is already reserved as 'Parks and Recreation' under DPS No.2.

The adoption of a Local Structure Plan is required prior to the progression of subdivision and development of the site under Section 9 of DPS No.2. The Residential Development zone permits a variety of land uses and densities as shown on an approved Structure Plan.

4.2 Local Authority Policies

The City of Joondalup Development Policies have been developed to address specific matters and aid the decision making process. The specific policies which are relevant to Burns Beach include:

Environmental Sustainability

The objectives of this policy include enhancing economic, social and environmental sustainability, and adopting appropriate management practices to facilitate sustainability. This policy has been addressed in detail in Section 11.0.

Subdivision and Development Adjoining Areas of Public Open Space

The objective of this policy is to increase the sense of safety and security for residents and users of open space and protect public property through surveillance of public space.

Leisure

This policy guides the provision of leisure services in making a contribution to the quality of life of residents.

Public Art

The objective of this policy is to develop and promote cultural identity through the implementation of artworks in public spaces.

Council Reserves and Parks

The objective of this policy is to provide a variety of public open spaces which fulfil the community's recreational and environmental needs.

5.0 ENVIRONMENTAL CONSIDERATIONS

Environmental input into this Structure Plan has been provided by BSD Consultants, with engineering input provided by Tabec Consulting Engineers. The following section is a compilation of environmental and engineering input.

5.1 Topography

The topography of the site is undulating with levels varying from RL6.0m AHD to 52.0m AHD (Refer Plan 3). The area is dominated by a series of undulating sand dunes from the Quindalup and Spearwood systems.

Dune swales and ridges are pronounced in the north west of the development area. The topography is more gentle to the south east of the site.

The topography of the site offers opportunities to achieve views towards the coast from residential allotments.

5.2 Soils and Geology

The site is located on the coastal belt, which consists of the white Quindalup and yellow Spearwood quaternary dune systems. The Quindalup dune system is young calcareous sands formed from marine deposits as both fixed and mobile sand dunes that lie in a north-south orientation. The Quindalup dunes are geologically more recent and have transgressed over the older Spearwood dune system. The Spearwood dune system consists of dunes without any recognisable patterns, which have lithified to limestone. Both dune systems are overlaying a bedrock of Tamala limestone in parts. This limestone can be found at shallow depths.

The site contains an easily recognisable interface between the Quindalup and Spearwood systems and this is associated with a significant change in landform, topography and vegetation.

Geologically, the northwest part of the site and Parks and Recreation reserve to the north supports a number of dune formations including accretionary cusped foreland and perched dune fields, dune blowouts and straddles a large parabolic dune formation which extends into Tamala Park Landfill site.

5.3 Groundwater

The subject land is situated in an area underlain by the southern part of the regional unconfined aquifer known as the Gnamangara Mound. The maximum water table height is approximately 1 to 2 metres AHD across the site, which means that the depth to groundwater varies from 10 to 45 metres.

The principal hydrogeological function of the site is in the superficial recharge and superficial groundwater outflow to the west.

Tamala Park landfill site to the north east of the site is a potential source of groundwater contamination. The original landfill cell is not lined and some leachate seepage has occurred into the groundwater. Capping and rehabilitation of the landfill cell will be completed this year and the potential for ongoing groundwater contamination will be reduced. Since 1982 the CSIRO has been monitoring groundwater down gradient of the landfill cell. The first 10 years monitoring data indicates that there has been very little impact on groundwater quality as a result of the landfill.

Future landfill cells at Tamala Park, which are currently under construction, will be fully lined and include leachate collection and recirculation.

Given the above and the fact that land fill operations are occurring 750 metres to the north-east of the site and groundwater is moving in a westerly direction, it is concluded that there is no significant risk that the groundwater beneath the Burns Beach site will be contaminated.

5.4 Vegetation and Flora

Bush Forever

The 144 hectares of land reserved for Parks and Recreation forms part of Bush Forever Site No.322. Bush Forever Site No.322 also includes 135 hectares of Crown Reserve 9917 immediately north of the subject land and 120 hectares of land west of Marmion Avenue. This large area (400 hectares) of contiguous regional open space is connected as an east-west link with Tamala Park (Bush Forever Site 323 of 166 hectares) through to Neerabup National Park (Bush Forever Site 383 of 1,600 hectares).

To the south and the north of the subject land, several existing Crown Coastal Reserves have been established along the coast extending from Mindarie Keys to Ocean Reef and Hillarys Marina.

In summary, the residential portion of the subject land (147.5 hectares) is surrounded by large conservation reserves totalling an area of 2,000 hectares which is five times the size of Kings Park. These reserves capture the complete range of landforms, geology, flora and fauna within the region.

Flora

The site is well vegetated however, cleared areas are found along Marmion Avenue with one particularly large patch extending 500 metres west.

Thirteen vegetation units within the Quindalup and Spearwood vegetation units have been identified on the site by Alan Tingay and Associates (1999). These are mapped on Plan 6 and listed in Appendix 2. The Quindalup and Spearwood vegetation complexes are widespread in the region and significant regional conservation reserves occur in the immediate vicinity of the site and contain representative examples of all the above vegetation types. Most notably, 144 hectares of the site is reserved for Parks and Recreation.

The natural flora on the subject site has been the subject of numerous detailed studies over several years. These investigations have not identified any Declared Rare Flora (DRF). Four Priority Flora species were located in the site being; *Conostylis pauciflora* subsp. *euryhipis* (P3), *Stylidium maritima* ms (P3), *Jacksonia sericea* (P3) and *Sarcozonia bicarinata* (P3). None of the vegetation units identified on the site are recognised as Threatened Ecological Communities by State (English and Blythe 1997) or Commonwealth listings (Environment Protection and Biodiversity Conservation Act 1999).

The condition of the vegetation on site ranges from very good condition to cleared, however in general the vegetation is in good condition.

In summary, the site contains no Declared Rare Flora species, contains no Threatened Ecological Communities, the vegetation is well represented in adjacent conservation reserves and 147.5 hectares has been approved for urban development by the Minister for the Environment and Minister for Planning and Infrastructure following amendments to the MRS and assessment by the EPA.

Significant tree specimens, specifically Christmas Trees in the south eastern corner for the site, have been surveyed and are proposed to be retained.

5.5 Fauna

One species of rare fauna was located in the area - Carnaby's Black-Cockatoo. Carnaby's Black-Cockatoo is classified as Endangered under the Environmental Protection and Biodiversity Conservation Act and the W.A. Wildlife Conservation Act. The main threats to the species are the loss of habitat.

Four Priority fauna species were listed by CALM as potentially occurring in the area but were not located during a field survey: Southern Brown Bandicoot (P4), Carpet Python (Schedule 4), Western Brush Wallaby (P4) and Native Bee (P3).

The Endangered and Priority fauna that occur on the site are relatively widespread in the region and unlikely to be directly or significantly impacted by the change in land use. The fauna will be protected in the significant nearby adjacent conservation reserves and on the 144 hectares of land to be set aside as a Parks and Recreation reservation.

5.6 Foreshore Reserve

The foreshore reserve is Reserved for Parks and Recreation under the MRS.

The width of the reserve conforms with the policy requirements of the Western Australian Planning Commission and has been agreed by the Minister for Environment and Minister for Planning and Infrastructure, following advice from the Coastal Planning Branch within the Department of Planning and Infrastructure.

A coastal dune and shoreline stability analysis was carried out as part of both previous EPA assessments. This analysis revealed that the coastline of the site has been relatively stable over the last 46 years, showing no consistent significant erosional processes.



Photo: Foreshore at Burns Beach

5.7 Aboriginal Heritage

An ethnographic survey over the site was undertaken by MacIntyre Dobson and Associates in 1994 (Macintyre Dobson and Associates (1994), Report on an Ethnographic Survey of the Burns Beach Kinross Project Area, Macintyre Dobson and Associates, Perth). An ethnographic site was identified in the north eastern corner of the site within the area Reserved for Parks and

Recreation. The Aboriginal Heritage site is a small southern tip of the mythological Waugal. The majority of the Waugal site extends through the Tamala Park landfill site. The Department of Indigenous Affairs list the site as Site 3567 on the permanent register as a mythological and artefact site. Further information regarding this site has been obtained from the Department of Indigenous Affairs.

The Section 18 application was undertaken by Halpern Glick Maunsell in November 1994. Permission to disturb the site was granted pursuant to Section 18 of the Aboriginal Heritage Act on 24 February 1995. The Section 18 clearance and extracts from the Department for Indigenous Affairs website regarding the Aboriginal heritage site are included in Appendix 4.

6.0 EXISTING MOVEMENT NETWORK

A traffic study has been completed by Riley Consulting. A copy of the full report is provided in Appendix 5.

The following section gives a description of the existing situation with regard to movement network in the vicinity of the subject land.

6.1 Regional Road Network

The site directly abuts Marmion Avenue to the east which is classified as an "Other Regional Road" in the Metropolitan Region Scheme. Marmion Avenue links the site to surrounding areas to the north and south. It is constructed as a four lane divided carriageway and has the capacity to accommodate approximately 50,000 to 60,000 vehicles per day. Current traffic flows along Marmion Avenue are in the order of 33,000 vehicles per day. Marmion Avenue experiences a significant peak movement southbound between 7:30am and 9am and northbound between 4:30pm and 6pm. During the afternoon, local school activities also generate an increase in traffic movements. The extension of both the Mitchell Freeway and the rail connection northwards can be expected to reduce peak hour traffic volumes along Marmion Avenue. It is expected that the Mitchell Freeway will be constructed to Shenton Avenue by 2006 and Burns Beach Road by 2008.

Current planning guidelines suggest a minimum intersection spacing of 300m to 1,000m should be used between intersections onto Marmion Avenue.

6.2 District Road Network

The site directly abuts Burns Beach Road to the south. Burns Beach Road provides important east-west district level access to surrounding areas. Burns Beach Road is currently constructed to a rural standard as a single carriageway road west of Delgado Parade in Iluka. A higher standard of road construction has been undertaken in the eastern section and with the intersection of Marmion Avenue.

The location of new intersections with Burns Beach Road from the site will be heavily influenced by the need to achieve safe separation from proposed intersections to the south in Iluka.

6.3 Public Transport

There are three bus services in the locality of Burns Beach which connect the area with the Joondalup Regional Centre.

Burns Beach is well located to access the existing train service to Perth located at Currambine, approximately 1.5kms to the east of the site. By September 2004 the Northern Suburbs rail line will be extended to Clarkson, relieving the demand for parking at Currambine and also reducing peak period traffic volumes on Burns Beach Road east of Marmion Avenue.

7.0 COMMUNITY CONSULTATION

Peet and Company Ltd engaged Estill and Associates to undertake a community consultation process to obtain community feedback and input into the preparation of the Structure Plan. Peet and Company recognises the importance of providing stakeholders an opportunity to participate in the preparation of a development concept for the Burns Beach site. Providing this opportunity encourages stakeholders to express their views and influence the planning decisions that will ultimately affect them. Decisions reached through a consultative process result in better outcomes for all stakeholders.

The objectives of the community consultation process was to provide information and participative mechanisms through which stakeholders could provide informed input to the proposed development. Consultation and communication took place through face to face meetings and focus groups as well as through the Community Reference Group – ‘The Burns Beach Western Cell Reference Group’ comprising representatives from all stakeholder groups including residents, community groups and businesses.

The Community Reference Group was formed through advertisements in three community newspapers calling for expressions of interest to participate. The newspapers advertisements were published for two consecutive weeks in May 2004. An invitation letter was also sent to a comprehensive list of community interest groups in the Burns Beach, Kinross, Iluka and Currambine areas, including the Burns Beach Residents Association. All applications were assessed by Estill & Associates and a representative sample of the local stakeholders and key interest groups were invited to join the CRG. Applicants were chosen based on geographical representation and community group representation.

Individual stakeholder meetings were held with the Burns Beach Residents Association, Quinns Rock Environmental Group and Mike Lowry Liberal Party nominee for the Legislative Council in the seat of Mindarie.

Three Community Reference Group (CRG) meetings were held to promote the active participation of key stakeholders in the community consultation process. CRG participants were invited to provide input to guide the setting of the agenda for each meeting. The first CRG meeting provided information and considered the community’s vision for the site. The second CRG meeting consolidated community input and identified preferred options for the site. The third CRG meeting reviewed and finalised the development options for the Burns Beach Western Cell site.

Key issues which were identified by the community include:

- concern at potential impacts upon local business if additional major shopping facilities are included in the development;
- balancing beachfront conservation and recreational needs;
- provision of improved beach access;

-
- providing oceanside lifestyle opportunities that offer a range of lot sizes;
 - compatibility of the new development with the existing community;
 - need for active community consultation in the planning process;
 - demonstrating sustainable development outcomes;
 - compliance with statutory requirements;
 - ensuring access to support facilities (school, parks, shops, safe beaches, etc);
 - impact of potential new road transport links from existing to new development;
 - need for beachside dual use path that is compatible with the foreshore reserve;
 - preservation of Christmas trees and remnant bushland in the south east corner of the site;
 - planning appropriate access to telecommunication facilities;
 - no direct road access from the existing Burns Beach townsite to the new development; and
 - minimise impacts on existing residents.

The extensive stakeholder consultation has resulted in a Structure Plan that enjoys broad stakeholder support. The consultation process identified and addressed community issues and priorities in preparing a plan suitable to be submitted for approval to the City of Joondalup.

Other concept plans discussed and endorsed by the CRG included:

- Foreshore Management Plan
- Drainage Management Plan
- Public Open Space (POS) Plan
- Coastal Node Plan
- Boulevard Development Concept Plan

The consultation process provided a range of opportunities for stakeholder input and engaged stakeholders in the preparation of a development concept plan. The plan enjoys broad stakeholder support and notes items where different views were expressed. The Local Structure Plan is now considered suitable for submission.

A full copy of the Community Consultation Report has been attached at Appendix 6.

8.0 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

The preceding sections have highlighted a number of development opportunities and constraints of the Burns Beach site. The purpose of this section is to consolidated and summarise the development opportunities and constraints.

- An opportunity is provided to create a development which is environmentally, economically and socially sustainable (including the accreditation of the development as GreenSmart).
- Approximately half of the site is to be retained in its current state as it is Reserved for Parks and Recreation under the MRS.
- The site has excellent access opportunities from Marmion Avenue and Burns Beach Road.
- The natural topography offers ocean views from a significant portion of the site.
- The opportunity exists to create a highly connected residential area that provides all future residents with access to the coastal environment along with existing and proposed nearby amenities and social infrastructure.
- The development of the site represents a logical extension of the urban front and the associated infrastructure and services.
- Integration of the site with the existing Burns Beach townsite is restricted due to the cul-de-sac design of the existing development, however the integration of the new community with the existing Burns Beach community will be provided for and access to the proposed infrastructure and amenity to be developed within Burns Beach will be provided for the existing community.
- An opportunity exists to increase the catchment by 1,600 families for the significant infrastructure, including the freeway and the railway, planned in the north west corridor.
- The development represents an opportunity to create local employment through the development and construction phases and within the local shop, kiosk, cafes, restaurants and a primary school.
- The development of the site is an opportunity to provide controlled access to the Foreshore Reserve through the preparation and implementation of a Foreshore Management Plan.
- The development of the site represents an opportunity to provide a mix of lots to facilitate socio-economic diversity along the coast.

The Urban zoned portion of the site complemented by the proposed 144 hectares of Parks and Recreation Reserve provides a unique opportunity to create a new vibrant coastal community.

9.0 CONTEXT ANALYSIS

A Context Plan has been prepared at Plan 5 to indicate the land use context of the Burns Beach site particularly in relation to formal active open space areas, community facilities, employment nodes and retail facilities. The following section demonstrates that the needs of the future community at Burns Beach will be adequately met by existing and proposed facilities within the site and in the surrounding areas.

9.1 Active Open Space

The Structure Plan proposes the creation of 19 areas of POS ranging in size from 0.15 to 3.93 hectares (not including POS 4 which directly abuts the Parks and Recreation Reserve). POS 12 is approximately the same size as Subiaco Oval.

Large active playing fields are proposed within POS 14 (3.93 hectares) adjacent to the Primary School site which will contain a senior oval (shared between Council and the Education Department) to cater for the active recreational needs of the future community. However, the majority of the POS areas are also of a large enough size to accommodate significant 'kick about' spaces and informal active recreation areas.

The site is also located in close proximity to many formal active playing fields including the senior oval at Kinross College (high school), the active playing fields in Iluka and the regional facilities at the Joondalup Arena.

9.2 Community Facilities

As shown on Figure 2, a number of existing community centres/facilities are in close proximity to Burns Beach. These include the community centre in Kinross, the community centre in Beaumaris and the community hall at the existing Burn Beach townsite. A community purpose site may be required within the Burns Beach Structure Plan area in the future, however the need and final location will be determined following further examination of community facilities in the areas by Council.

9.3 Employment

Employment will be provided at Burns Beach through the construction phase and in the longer term at the primary school, local shop, cafes and restaurants. Public and private employment opportunities will also be generated by the maintenance and service requirements of the future population and public spaces.

The site is also well located with regard to accessibility to employment opportunities. Burns Beach is in close proximity to the Joondalup Regional Centre which will provide employment opportunities to many future residents at Burns Beach. Public transport (bus and train) services to Joondalup Regional Centre and Joondalup Service Trades Area are easily accessible from Burns Beach. Existing and proposed public transport services in the area also provide excellent accessibility to other employment nodes including the Perth Central Business District and Midland Regional Centre. Wangara Industrial Area is also extremely accessible from the site via the Mitchell Freeway or Wanneroo Road.

The Burns Beach Estate forms part of the total Burns beach – Kinross Estate developed on behalf of the syndicate of land owners by Peet and Company within which is located employment nodes including Kinross Primary School, Kinross College, a community centre, Kinross Care Centre and the local shops.

9.4 Retail Facilities

The Structure Plan proposes that a local shop will be developed within the centre of the site. This local shop will cater for the daily convenience needs of the future residents. An excellent distribution of shopping centres exists or is proposed within the general area surrounding Burns Beach to cater for shopping needs other than daily convenience shopping. Such facilities include the future Iluka Neighbourhood Centre, the Currambine Market Place, Lakeside Joondalup Shopping City (Regional Centre), Beaumaris City to the south and Ocean Keys Centre to the north. Whitford City Regional Centre is also less than 8 kilometres south of Burns Beach.

A strong recommendation from community representatives during the community consultation process was that they considered that as there was more than adequate provision of shopping centres nearby, a new shopping centre should not be located within the Burns Beach Estate. Instead, a corner store was considered desirable.

9.5 Public Transport

The Burns Beach Estate will be well serviced by existing and proposed bus services and railway services utilising Marmion Avenue, Burns Beach Road and the railway along the Mitchell Freeway. Importantly, a bus service will directly service the Burns Beach Estate using the central boulevard. This has been discussed in detail and agreed with the Public Transport Authority.

10.0 THE STRUCTURE PLAN

The Structure Plan has been formulated to guide future development of the subject land and substantiate the eminent suitability of the land to be rezoned to 'Urban Development' under the City of Joondalup District Planning Scheme No. 2.

The Structure Plan is attached at Plan 1 within Part 1 of this report.

10.1 Urban Design Vision & Objectives

The vision for the Burns Beach development is to create a high quality, vibrant coastal residential settlement embracing social, environmental and economic sustainability.

Through the implementation of innovative urban design, the vision is to create a premier new beachside estate with a high quality visual environment which promotes and encourages a relaxed, healthy and social lifestyle. Burns Beach is proposed to be a place with high levels of amenity and liveability in an attractive location where people by choice will want to live, work and play. The vision is to create a strong sense of place, identity and community at Burns Beach and enhance people's quality of life.

The coastal location of Burns Beach is naturally attractive and the design has been prepared to maximise the coastal lifestyle for all with access and connectivity to the coastline being maximised.



The development will incorporate the creation of a variety of quality landscaped parkland areas, bushland and coastal foreshore areas and quality streetscapes to ensure high levels of amenity for residents and visitors. Open spaces will be designed to encourage active recreational activities as well as more passive recreational activities.

The creation of vibrant and active community spaces and focal points will provide amenity, sense of place and areas for social interaction.

Burns Beach will be a pedestrian and cyclist friendly area. The Burns Beach design embraces the principle of walkability to areas of community focus. Footpaths and dual use paths are provided wherever necessary to create a safe walking and cycling environment and also to encourage these healthy activities.

Integral to the vision, is the creation of a central boulevard that connects the entire site to the coast, open space areas and community focal points and promotes the sites sense of identity. The central boulevard provides a range of experiences along its length enabling staging to be logically defined, with each stage of the development focusing on a landscaped open space. Importantly, the entire central boulevard and all of the open spaces it traverses will be developed as part of Stage 1 of the project.



The Structure Plan embraces the following objectives:

- To foster a sense of community and strong local identity;
- To maximise connectivity and walkability, particularly with the coast;
- To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community;

-
- To provide for a more comprehensive approach to the design of open space and urban water management and provide for a range of recreational needs;
 - To provide a focus point for each neighbourhood to foster sense of place and identity; and
 - To create a residential estate with very high levels of amenity.

With regard to the existing Burns Beach townsite, the development is a cul-de-sac design with development turning its back to the subject land. Accordingly, there is little physical opportunity for integration with the existing Burns Beach townsite development. However, from a community aspect, the urban design has aimed to ensure that residents from the old and new Burns Beach development are readily integrated as one community and will have access to the new infrastructure and amenity at Burns Beach.

10.2 Proposed Land Use

The Burns Beach Structure Plan (refer Plan 1) proposes the following mix of land uses over the subject land:

- Parks and Recreation reserves, including a foreshore reserve;
- Residential development ranging from R20 to R60 densities;
- Local shop, café, kiosk and restaurant;
- Primary school; and
- Public open space.

In addition, an existing Telstra switch site is located in the north eastern corner of the site. This site, totalling an area of 428m² will be created as part of the subdivision of the adjacent land.

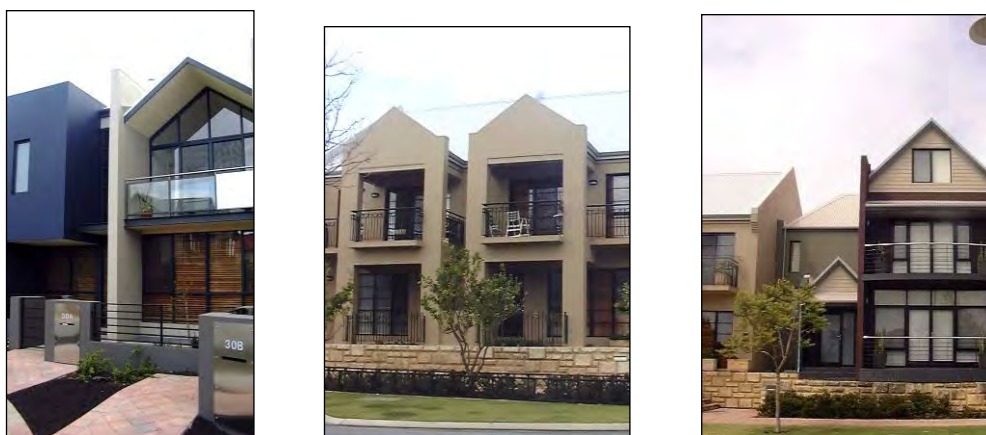
The following sections provide a discussion regarding of each of the proposed land uses.

10.3 Residential Development

It is forecast that the site will yield approximately 1,600 single residential lots ranging in density from R20 to R60.

The majority of the subject land is proposed for residential development at a density of R20. Within the R20 Code however, a variety of lot sizes will be produced. In the western portion of the site nearest to the coast, the majority of the lots will be large family sized lots in the order of 600m². Smaller lots between 500m² – 600m² will be developed in the eastern portion of the site.

Higher density residential precincts will be provided by the Structure Plan in order to facilitate and promote housing, socio-economic and demographic diversity and to contribute to sustainability and the minimisation of urban sprawl. It is proposed that higher density allotments, up to R60, will be provided in areas of high amenity near or adjacent to open space and the central corner store in response to market influences and demand. The small lots will be in the order of 400m².



Photos: examples of medium density housing product

10.4 Northern Residential Precinct

The Northern Residential Precinct is located in the north western area of the site where the land is characterised by extremely steep topography. The key objective in this precinct is to provide quality residential outcomes whilst retaining the general landform of the site. Within this objective, the opportunities and constraints presented by the Precinct were examined and a design response was then formulated.

Philosophy

The topography of the Northern Residential Precinct with regard to slopes and grades is similar to that of the Minim Cove area in Mosman Park. Development of land which is to retain the general slope and height of the 'original' land form, will utilise retaining walls to help stabilise the natural landform, whilst providing for residential allotments that are capable of being developed upon in a standard manner.

A similar philosophy to that of Minim Cove has been utilised for the Northern Residential Precinct. Retaining walls are to be used in the development, to retain the natural height and general landform.

Whilst retaining walls are to be used, these walls are to be primarily situated along the common rear boundary of allotments. The retaining walls will be primarily obscured from the public realm, being screened by residential dwellings that will be located in front of the wall, minimising the impact that these walls will have on the surrounding street network, streetscape and public realm.

Photos from Minum Cove have been provided below to give an indication of the form of development envisaged.



Photos: Minum Cove

Open Space Spine

The Northern Residential Precinct has been designed around a central linear open space spine, traversing the precinct in a NW – SE direction. The alignment of the open space spine has been centred on a visual corridor to the northern beach area and foreshore reserve. The alignment of the spine also offers the gentlest grade within the open space area for pedestrian access, with the height difference between the foreshore reserve and the highest area within the precinct being distributed over the spine length of approximately 420 metres.

The open space spine which is to be a central focus of the Northern Residential Precinct links two relatively large areas of open space. These larger areas are primarily utilised for retention of remnant vegetation and also for drainage purposes. The central spine linking these, whilst proving a permeable open space network, have been incorporated within the urban fabric to be primarily utilised for passive recreation pursuits, with active pursuits to take place in the larger areas.

Solar Efficiency and Orientation

The road network and orientation of residential lots within the Northern Residential Precinct have been aligned to optimise the benefits gained by both solar orientation and natural wind directions.

The stepping of residential allotments through a terraced arrangement, will assist in ensuring the majority of dwellings receive direct sunlight from the northerly aspect, with the walls being terraced up the slope. The direction of the slope diminishes the impact of shadowing that would generally be associated with high retaining walls.

In addition to ensuring good solar orientation of lots as described in the below section, a critical design issue within the Northern Residential Precinct was the direction of prevailing winds. The design has ensured that the majority of residential lots have been orientated to maximise protection from the strong winds that occur at this coastal location.

The orientation of the internal road network on a north-northwest orientation assists with both enhancing sightlines of dwellings and commuters to the foreshore reserve, whilst also ensuring elements of the south west winds will flow throughout the built environment.

The open space spine, whilst providing a visual corridor within the precinct to the foreshore reserve, has also been orientated to provide some protection to any landscaping from the south west winds. This may assist with the establishment of new vegetation in the short-term and promote greater use of these areas with pedestrians being protected from the elements.

Retention of Natural Landform

The highest point in the Precinct is located generally at the eastern side of the Precinct. The land falls away from this high point in all directions. The lowest point in the Precinct is located in the north western corner, which is to be utilised to accommodate the drainage strategy for the Burns Beach Estate, and match in with the existing levels of the Foreshore Reserve.

In order to achieve the objective of maintaining the general overall landform and create quality homesites, development will be terraced from all boundaries of the Precinct to the natural high point in the centre of the Precinct. Retaining walls are required to terrace the residential lots, and maintain the general landform of the northern area.

Opportunities to accommodate the general landform within the residential lots and through alternative home construction techniques (rather than through the use of retaining walls at the lot boundaries) were investigated and researched by the project team. However, to be able to do this efficiently and effectively the lot sizes are required to be much larger than the average lot size desired by the current State and Local Governments. Current Government objectives require the achievement of higher density targets, sustainability criteria and a compact city. The State Government's Network City document requires the fuller use of urban land, limiting urban sprawl and encouragement to use public transport.

Greater residential densities are required to ensure that these Government initiatives are met. The provision of very large lots within the Northern Residential Precinct to accommodate level rises without the use of retaining walls directly conflicts with the Government's sustainability objectives and Network City. The use of retaining walls as proposed allows for the general landform to be retained whilst also providing quality homesites and lots sizes consistent with current State and Local Government policy.

The cross sections attached within Appendix 7 illustrate the location of retaining walls, roads and residential street blocks proposed in the Northern Residential Precinct. Retaining walls at the rear boundary of properties are to be constructed at a height of approximately 4 metres.

With the design of the Northern Residential Precinct rising to a central high point within the site, in addition to the rear retaining walls it is acknowledged that terracing of side boundaries will also be required to facilitate the rise of the topography. The height of the side retaining walls is envisaged to be less than that at the rear boundaries, with the exception of where these walls/lots adjoin open space areas and road reserves.

Density

The bulk of the development in the Northern Residential Precinct will conform with the R25 Code. A number of smaller pockets of R60 AND R40 development are proposed surrounding the large park at the high point of the Precinct, and also adjacent to the coastal road. These have been shown on the Structure Plan (Plan 1) and the below extract from the Structure Plan. The increased amenity value of the open space areas and coastal proximity provides the opportunity for increased density in these areas.

Residential Development within the Northern Residential Precinct shall be limited to;

- R25 – 305 dwellings
- R40 – land area of 6,072m²
- R60 – land area of 10,452m²



The urban design within the Northern Residential Precinct will result in many lots having ocean and inland views and views will also be ensured from the linear public open space system. The creation of these views will play an important role in the establishment of a strong sense of place at the Northern Residential Precinct. The open space spine has further been utilised to facilitate the retention of several stands of remnant trees.

Solar Orientation

Liveable Neighbourhoods outlines that good solar orientation is achieved by maximising the number of allotments with the primary axis (length) orientated within the range N20°W to N30°E, or E20°N to E20°S.

The Burns Beach Structure Plan maximises the creation of lots with the correct solar orientation. The vast majority of lots will have the primary axis orientated between the angles outlined by Liveable Neighbourhoods. Accordingly, dwellings constructed at Burns Beach will be able to comply with the Design for Climate Requirements of the Residential Design Codes 2002.

Subdivision designs will aim to provide lot dimensions (width and length) that respond appropriately to the lot orientation and that facilitate the siting of residential dwellings in a manner that maximises the energy efficiency of dwellings.

10.5 Design Guidelines

Part 1 of this report has set out the statutory provisions for development within the land use precincts at Burns Beach. The intent of the statutory provisions in Part 1 of this report is to ensure that built form, particularly on the smaller lots, has a high level of visual amenity and is consistent with the objectives of the Structure Plan. The provisions relate to setbacks, garages, building height and corner lot treatments amongst other issues.

Indicative elevations and images to illustrate what the development on the higher density residential lots may look like have been provided above. These do not form part of Part 1 of this report and are indicative only.

Particular attention has been given to the design of dwellings and fencing on corner lots throughout the Estate. It is considered integral that dwellings constructed on corner lots are designed to address both street frontages in order to increase passive surveillance opportunities, increase aesthetic appeal and positively contribute to the neighbourhood streetscape. In addition, side fencing must be controlled to ensure that the secondary street frontage is active. Fencing will be controlled through design guidelines administered by Peet & Company and is not addressed by Part 1 of the Structure Plan. The below photos demonstrate good and bad examples of corner lot dwellings.



*Photo 1:
Unacceptable corner treatment*



*Photo 2:
Good example of addressing both streets*



*Photo 3:
Good example of address both streets and use
of open style fencing*

In addition to the statutory provisions contained in Part 1 of this report, design guidelines and protective covenants will be prepared for all lots within the Estate to address visual amenity and built form quality including building form, roof form, fencing and architectural character. In addition, sustainability issues such as waterwise and GreenSmart principles will be encouraged by Peet & Company.

10.6 Open Space

Parks and Recreation Reserve

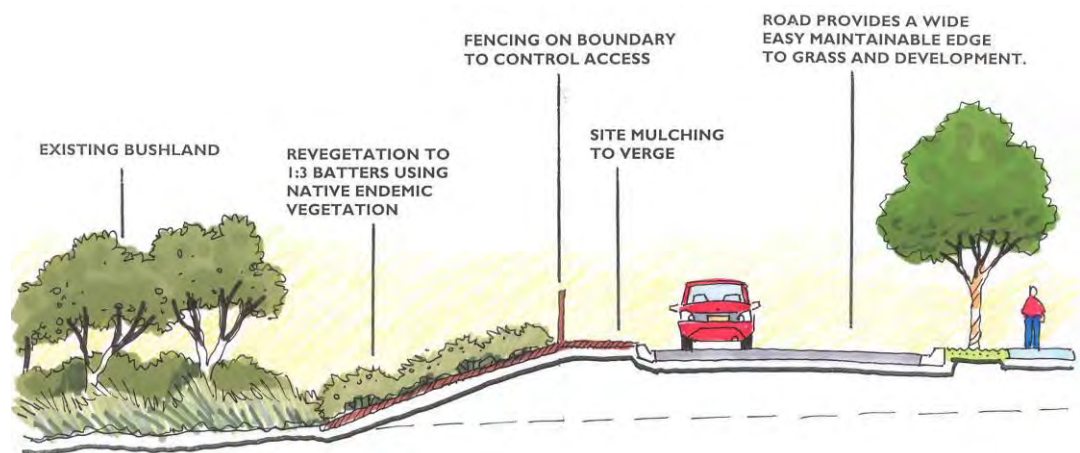
The Structure Plan which covers 291 hectares of land west of Marmion Avenue includes 144 hectares of land which has recently been reserved under the Metropolitan Region Scheme and the City's District Planning Scheme No.2 as Parks and Recreation. This area of land, which forms almost half of the land holding has been included in the Structure Plan for the following reasons:

- This land remains in private ownership and is currently still part of Lot 9017. The entire lot must be included on any future subdivision application and therefore the whole site must be included in the Structure Plan.
- The 144 hectares reserved for Parks and Recreation forms an integral part of the vision for Burns Beach and the sustainability objectives referred to in the report.
- The 144 hectares of Parks and Recreation Reserve includes the Foreshore Reserve which is a critical element of the Structure Plan and the urban design philosophy at Burns Beach.
- The proposed land uses within the Urban zoned land and preliminary landscape designs for public open spaces cannot be considered in isolation from the fact that almost half of the land (144 hectares) owned in freehold will be set aside for bushland and foreshore conservation purposes.

Accordingly, the land reserved for Parks and Recreation forms an integral part of the Structure Plan and is therefore included in the Plan.

The Parks and Recreation Reserve has been set aside for representative bushland retention. The interface of the reserve and the proposed development will be designed to minimise impacts on both land uses.

It is proposed that the road dividing the two areas form the significant maintainable boundary between them. As such no grass or exotic planting is proposed on the reserve side of the road and endemic revegetation may be required to the edge of the road as a result of civil construction. A fenced edge is to be considered to minimise unauthorised access.



TYPICAL CONSERVATION ZONE BOUNDARY – IN FILL

To the north of the proposed urban development area and adjacent to the Parks and Recreation Reserve within the Structure Plan area that will be vested in the Department of Conservation and Land Management for its care and management, a possible future swimming beach has been identified. This beach would be located approximately 600 metres north of the area of the Structure Plan zoned “Urban Development”, being that area able to be developed. As can be seen on the orthophoto (refer Plan 4), current vehicular access to this area of beach is via 4WD using existing sand tracks.

As the Burns Beach area develops, formal access to this beach through the Parks and Recreation reserve will be required by the general community. A Management Plan will need to be prepared by the relevant State and Local Government authorities in conjunction with the developer of the Burns Beach Structure Plan area for this area of Park and Recreation reserve. The Management Plan would identify formal vehicular access to the swimming beach and also outline the desired facilities at the beach which may include a car park, ablution facilities and a possible surf club.

The future formal access road to the swimming beach would need to connect at some point to the perimeter road separating the Parks and Recreation reserve and foreshore reserve from the developable area within the “Urban Development” zone proposed as part of this Structure Plan. It has therefore been indicated on Plan 1 of the Structure Plan that a future road providing formal vehicular access to the future northern swimming beach will be constructed in the future. However, the final alignment and form of this road and the facilities to be provided at the beach is subject to the Management Plan prepared by relevant State and Local Government authorities, in conjunction with the developer of the Burns Beach Structure Plan area.

Foreshore Reserve

A Foreshore Reserve along the entire length of the development area is Reserved under the MRS for Parks and Recreation.

Importantly, at the termination of the central boulevard within the foreshore reserve a coastal open space and community use area is proposed providing visual and physical access to the coastal environs. This coastal node will form an important part of Stage 1 of the project. This area will incorporate BBQ's, kiosk, café, restaurant, shelters, grassed areas and boardwalks within a pleasant landscape environs (refer above to POS 6).

A Foreshore Management Strategy (FMS) for the portion of the foreshore fronting the urban zoned land has been prepared by BSD Consultants to support this Structure Plan (refer Appendix 3). The objective of the FMS is to ensure that the foreshore is managed and developed in a sustainable manner in order that it will be cherished by the community for its environmental, social and recreational values. The FMS outlines the context within which detailed management and rehabilitation plans can be prepared and implemented. The FMS provides the basis for the preparation of the Foreshore Management Plan by clearly outlining the constraints, opportunities and management issues related to the foreshore at Burns Beach.

A Foreshore Management Plan will be prepared in consultation with the City of Joondalup and the State Government as part of the subdivision of the land.

Public Open Space

The Public Open Space proposed at Burns Beach has been located and designed based on the following criteria:

- the POS has been located such as to provide legibility in the neighbourhood, community focus points and facilitate a sense of place and identity to each neighbourhood in accordance with accepted planning and urban design principles;
- the POS has been equitably spaced so as each resident will be able to walk to an area of open space from their home;
- a variety and range POS areas have been proposed, in contrast to one large active open space, in order to accommodate the needs of a wide range of people and user age groups and contribute to their quality of life;
- Liveable Neighbourhood states that a balance between neighbourhood parks and larger playing fields is favoured;

-
- the POS has been distributed throughout the Structure Plan area to facilitate its use for stormwater drainage as well as service the recreational needs of the future population;
 - the vast majority of the POS areas proposed are of significant size, almost all being greater than 5000m², and will be able to be used by the future residents for active recreational pursuits whilst also not burdening the local government with inefficient maintenance programs and costs;
 - an extremely large space of 3.9 hectares is proposed to contain a senior oval (shared with the primary school) to cater for the formal active recreational needs of the future community;
 - there are two additional active playing field facilities in close proximity to the Burns Beach area (Iluka and Kinross); and
 - the POS proposed within the Burns Beach Structure Plan is in accordance with all of the requirements of Element 4 - Public Parkland of Liveable Neighbourhoods.

Public open spaces areas have been evenly distributed throughout the Structure Plan area to ensure maximum accessibility for future residents and provide a neighbourhood focus. The open space provision will offer a range of active and passive recreational opportunities for residents of the estate.

In total 19 areas of public open space are proposed, ranging in size from 0.15ha to 3.93ha with the largest site co-located with the primary school proposed as a senior oval to accommodate formal active recreation requirements. The open space areas that will provide the most community focus for Burns Beach will be the central open space (POS 8a, 8b and 9) and the coastal node (POS 6).

The Structure Plan has been designed to ensure that all future residents are within easy walking distance to a park and that each neighbourhood has its own park that functions as a community focus area. In addition, the POS areas have been designed to ensure that there is an equitable mix between active and passive recreation spaces.

As specifically requested by the City of Joondalup, POS 11 in the north eastern corner of the site directly abutting the Parks and Recreation Reserve has been reduced from that shown in the original concept plan in order to allow POS 15 in the south eastern corner of the site to be increased in size to protect the Christmas trees and native vegetation.

The street layout ensures easy pedestrian and cycle access to open space areas throughout the development and passive surveillance through the location of housing fronting open space.

There will be stormwater drainage accommodated in some of the POS areas (as shown in Table 1), typically in the form of landscaped dry swales and basins.

Car parking will also be provided at most of the POS areas to accommodate visitors to the parks. This has been indicatively shown on the Structure Plan.

All of the POS areas will be developed to a high standard. In order to facilitate the long term maintenance of the quality parkland areas, it is proposed to seek initiation of differential rating within the Burns Beach Estate to fund any additional resources and maintenance costs beyond that which may be considered the average. This matter will be discussed with the City of Joondalup further as a separate issue to the Structure Plan.

Table 1 on the following page shows the public open space calculations for the Structure Plan.

Table 1: Burns Beach Structure Plan Public Open Space Schedule

BURNS BEACH PUBLIC OPEN SPACE SCHEDULE			
TOTAL AREA (HECTARES)			147.5316
DEDUCTIONS			
	• Telstra Site		0.0428
	• Corner Store/Café (approximate area only)		0.0800
	• Primary School		3.5000
	• Drainage Sump		0.1296
	• Drainage (50% of 2.6310 = 1:10 year storm events)		1.2305
TOTAL			4.9829
NETT SUBDIVISIBLE AREA			142.5487
10% Public Open Space Requirement			14.2549
PUBLIC OPEN SPACE			
POS 1A	PAW (no credit)	0.0635	
	Total POS Area	0.4311	
	<i>Drainage Swale = 0.3630 (Assumed 50% POS credit)</i>	0.1815	0.2496
POS 1B	Total POS Area	0.1530	0.1530
POS 1C	Total POS Area	0.5447	0.5447
POS 2	PAW (no credit)	0.0675	
	Total POS Area	0.7580	0.7580
POS 3	Total POS Area	0.4718	
	<i>Drainage Swale = 0.2770 (Assumed 50% POS credit)</i>	0.1385	0.3333
POS 4	Total POS Area	0.0827	0.0827
POS 5	Total POS Area	0.7244	
	Pos (Median) (no credit)	0.1218	
	POS (R.O.W)	0.0601	0.7244
POS 6	Total POS Area	0.6447	
	<i>Drainage Swale = 0.1930 (Assumed 50% POS credit)</i>	0.0965	0.5482
POS 7	Total POS Area	1.188	
	<i>Drainage Swale = 0.4240 (Assumed 50% POS credit)</i>	0.2120	0.976
POS 8A	Total POS Area	0.7045	
	<i>Drainage Swale = 0.4810 (Assumed 50% POS Credit)</i>	0.2405	0.4640
POS 8B	Total POS Area	0.4569	0.4569
POS 9	Total POS Area	0.6565	0.6565
POS 10	Total POS Area	0.5127	
	<i>Drainage Swale = 0.3500 (Assumed 50% POS credit)</i>	0.1750	0.3377
POS 11	Total POS Area	0.55430	
	<i>Drainage Swale = 0.0920 (Assumed 50% POS credit)</i>	0.0460	0.508
POS 12	Total POS Area	1.2717	1.2717
POS 13A	Total POS Area	0.8617	
	<i>Drainage Swale = 0.2810 (Assumed 50% POS credit)</i>	0.1405	0.7212
POS 13B	Total POS Area	0.3367	0.3367
POS 14	Total POS Area	3.9339	3.9339
POS 15	Total POS Area	1.6627	
	<i>Drainage Swale = 0.1296</i>	0.1296	1.5331
TOTAL			14.5534
SURPLUS			0.2985

Note: Surplus of Open Space may be amended through the preparation of Subdivision Applications. 10% POS shall be provided within the entire Structure Plan area.

Retention of Native Vegetation Within Public Open Space

It is important to emphasise the history and background regarding the protection of native vegetation at Burns Beach. Section 1.2 gives a detailed background regarding the MRS Amendment and the approval by the Environmental Protection Authority to the current zoning. A Public Environmental Review was undertaken as part of the MRS Amendment process resulting in 144 hectares in the northern portion of the site being required to be reserved for Parks and Recreation primarily to protect what is considered to be the most significant vegetation on the site. This is now reflected under both the MRS and the District Planning Scheme. The Environmental Protection Authority has approved the zoning of 147.5 hectares at Burns Beach for residential purposes.

No Declared Rare Flora or Threatened Ecological Communities have been identified on the site, however a few Priority Flora species have been found on the site (refer Section 5.4 of Part 1). One species of rare fauna (Carnaby's Black Cockatoo) and a few Priority Fauna species would potentially occur on the site. However, as determined as part of the Public Environmental Review, these rare and priority flora and fauna species and their habitat will be adequately protected within the large (144 hectares) Parks and Recreation Reserve to be set aside by Peet and Company.

The vegetation over the entire site was mapped as part of the previous Public Environmental Review. This mapping and the zoning boundary is shown at Plan 6.

Within the area zoned Urban which is to be subdivided for residential purposes, the retention of native vegetation within the proposed open space areas will be limited for a number of reasons. These include:

- The required earthworks regime to provide land suitable for urban development with regard to topography, separation from groundwater, installation of infrastructure and services and structural soundness of the ground/fill;
- The need to provide useable open space areas for the community including spaces for informal active recreation; and
- Almost half of the site containing what is considered to be the most significant vegetation is to be retained within the extremely large (144 hectares) conservation area as shown on the Structure Plan.

The location of public open space areas has been based upon a number of criteria as follows:

- Accessibility and walkability to open space areas for all future residents;
- Equitable spacing of open space areas to provide a local neighbourhood focus and recreation opportunities;
- Opportunities for open space areas to accommodate a stormwater drainage function; and
- Opportunities for the retention of selected significant stands of native vegetation where possible taking consideration of the require earthworks regime (ie. the large area adjacent to the Burns Beach Road/Marmion Avenue intersection).

Importantly, the practice of the Western Australian Planning Commission has been to ensure that no more than 20% of the POS within a locality is preserved as bushland. This policy aims to ensure that useable active and passive spaces are provided for the community. Liveable Neighbourhoods emphasises that parkland areas must meet the recreational and social needs of the community. The Liveable Neighbourhoods documents states as follows:

“The Commission will need to be satisfied that the active and passive recreation needs of the future residents will be adequately catered for before it will agree to parkland being set aside for these purposes (protection of bushland and wetlands)”.

Given that almost half of the site (144 hectares) is being set aside for bushland conservation and considering the concerns that have been expressed by the City of Joondalup regarding the provision of open spaces suitable for active recreation, it is justified that the majority of the POS areas at Burns Beach be developed as urban parklands that maximise the useability and opportunity for informal active recreation.

Advice from the project environmental consultants, BSD, indicates that the condition and diversity of the vegetation with the land zoned Urban is relatively consistent. With the exception of the Christmas Trees in the south eastern corner of the site (to be retained within POS 15), there are no specific areas of vegetation that deserve protection over others. Importantly, as can be seen on Plan 6, the vast majority of the vegetation units present within the Urban zoned portion of the site are also located within the portion of the site reserved for Parks and Recreation and will be well preserved and protected within the large contiguous area of conservation reserve. The 144 hectare Parks and Recreation Reserve contains a good representation of the vegetation units and species present at the site.

Previous experience has shown that the retention of small pockets of remnant vegetation within urban parkland areas is not sustainable in the long term. The vegetation degrades over a number of years as a result of weed infestation and human and domestic animal disturbance. In addition, many local residents become concerned about fire risk. McNally Newton have advised that this has been experienced in Beaumaris/Iluka.

The Burns Beach Structure Plan was formulated in close consultation with community representatives at community workshops prior to lodgement of the Structure Plan with the City of Joondalup. The form and location of public open space was identified as one of a number of issues requiring feedback from the community. The majority of key stakeholders and local residents expressed a desire to achieve a balance between conservation and recreation land uses on POS. The most significant issues from a POS and bushland perspective were a strong desire to:

- Enhance and preserve the integrity of the foreshore reserve;
- Manage the interface between the development and the bushland to the north;
- Retain bushland near the school if possible to complement the proposed school oval;
- Preserve the Christmas Trees and remnant bushland on the corner of Burns Beach Road and Marmion Avenue.

Consultation participants expressed a desire to see a sporting oval, barbecues and parks with passive recreation and space for community facilities such as a community hall included as part of a balanced plan. The use of local plantings and indigenous species were also seen as desirable. Participants expressed a desire to preserve some areas of existing bushland as noted above. Some concern was expressed with regard to the potential for future deterioration of small pockets of remnant bushland creating an unpleasant environment.

The Development Concept Plan and the Public Open Space plan enjoyed the widespread support of Community Reference Group members. At the conclusion of the workshops the community had a good understanding of the necessary earthworks regime and the need to provide a balance of useable open space and bushland retention.

For the above reasons, there will be selected areas of POS areas where pockets of remnant vegetation will be retained. These include POS 2, 4, 11 and 15 (Christmas trees and stands of significant trees). The Christmas trees within POS 15 have been surveyed and are represented by black dots on the below plan. The entire area of POS 15 will be retained as natural bushland. There will be no areas of manicured landscaping, lawn or exotic plantings. It is possible that significant tree stands may also be able to be retained in POS 13, depending on final detailed engineering design. A survey of the mature trees within this area is currently being undertaken by BSD environmental consultants on behalf of Peet & Company. It is intended that a number of mature native trees will be retained in POS 13 and POS 2.



Landscape Design Principles

The landscape design and implementation of the Burns Beach project is to be undertaken under the umbrella of a series of guiding principles. These will determine the overriding and philosophical approach to the projects public open space areas and streetscape design.

These landscape design and implementation principles include;

1. Provision of a visually aesthetically pleasing place to live and recreate.
2. Provision of a range of public amenities and facilities that cater for a range of user and age groups.
3. Provision of suitable landscape responses to the sites location and climate and development needs and pressures such as planning layout, standards and earthworks requirements.
4. Character reinforcement of the coastal nature of the site and subsequent development within the bounds of expectation.
5. Implementation of sustainable landscape planning, practices and implementation where possible within the bounds of viability, standards and expectation.
6. Consideration is to be given to the ongoing maintenance and management issues and cost.

The design and implementation of the landscape areas shall where possible incorporate sustainable development principles.

Sustainability principles include theoretical and practical items such as;

- Waterwise principles in stormwater management and plantings;
- Maintenance minimisation for all landscape designs;
- Minimised bore numbers;
- Alternate irrigation strategies such as moisture sensors;
- Swale construction;
- Suitable materials sourcing, selection and use;
- Recycled use of existing on site assets;
- Use of suitable planting palette responsive to the site and intended design outcomes;
- Purchaser education and demonstration on landscape maintenance needs and strategies.

McNally Newton has prepared an indicative plant species list which will be used as a guide for the POS areas. Many species that will be used will be native species as indicated on the below species list. It is important to note that the final landscape design and planting regime will be largely based upon the need to plant species that are suited to the harsh coastal environment and the micro climate at Burns Beach.

Those species that will be suitable for use as street trees have been indicated in the below list. In accordance with the principles contained within Liveable Neighbourhoods and solar passive design principles, deciduous trees will be used as street trees in many locations, and also within appropriate POS areas, as they provide shade in summer yet allow the winter sun to penetrate into indoor and outdoor living and recreating areas. Native tree species will however be considered for use within median strips.

Australian Native Species

- *Trees :*
 - Agonis flexuosa – Native Peppermint (ST)
 - Agonis flexuosa ‘After Dark’ – Burgundy Native Peppermint
 - Araucaria heterophylla - Norfolk Island Pine (ST)
 - Araucaria columnaris – Cook Island Pine (ST)
 - Casuarina equisetifolia – Coastal She-Oak
 - Callistris presseii – Rottenest Island Pine
 - Corymbia maculata – Spotted Gum
 - Eucalyptus gomphocephala – Tuart
 - Eucalyptus nichollii – Willow Leaf Peppermint
 - Eucalyptus platypus – Round Leaf Moort
 - Ficus macrophylla – Moreton Bay Fig

Ficus rubiginosa – Port Jackson Fig
Melaleuca lanceolata – Rottenest Island Tea Tree (ST)
Melaleuca quingernervia – Broad Leaf Paperbark (ST)

▪ *Shrubs :*

Adenathos sericea – Albany Woolly Bush
Anigozanthus sp. – Kangaroo Paw
Callistemon ‘Little John’ – Dwarf Bottlebrush
Calocephalus brownii – Cushion Bush
Calothamnus quadrifidus – One Sided Bottlebrush
Conostylis candicans – Grey Cottonhead
Chamelaucium spp. – Geraldton Wax
Lomandra longifolia – Spiny Headed Mat Rush
Melaleuca acerosa – Coastal Honey Myrtle
Melaleuca huegii – Chenille Honey Myrtle
Olearia axillaris – Coastal Daisy
Scaevola spp. – Fan Flower
Westringia fruticosa - Coastal Rosemary

▪ *Groundcovers:*

Brachycome sp – Swan River Daisy
Carex petreii – Red Sedge
Gazania spp. - Gazania
Grevillea crithmifolia – Coastal Grevillea
Grevillea thelmanniana – Spider Net Grevillea
Hibbetia scandens – Snake Vine
Lechenaultia biloba - Blue Lechenaultia
Lechenaultia formosa - Red Lechenaultia
Myoporum parvifolium – Creeping Boobialla
Erigeron spp. – Seaside Daisy
Westringia White Rambler – Prostrate Native Rosemary

Note : (ST) = Suitable Street Tree Species

Exotic Species

▪ *Trees :*

Cupressus sempervirens – Pencil Pine
Erythrina indica – Coral Tree (ST)
Fraxinus raywoodii – Claret Ash
Liquidamber styraciflua – Liquidamber (ST)
Metrosideros excelsa – New Zealand Christmas Tree (ST)
Olea europa – Olive Tree
Platanus acerifolia – London Plane Tree (ST)
Pyrus ussuriensis – Macnhurian Pear (ST)
Quercus agrifolia - California Cork Oak
Sapium sebiferum – Chinese Tallow Tree (ST)

Tipuana tipu – Pride of Bolivia (ST)
Ulmus parvifolia – Chinese Elm

- *Shrubs:*
 - Astelia Silver Spear - Astelia
 - Dietes spp. – Iris
 - Hibiscus spp. – Hibiscus
 - Hebe spp. - Veronica
 - Kniphofia spp. – Red Hot Poker
 - Nerium oleander - Oleander
 - Plumbago auriculata – Plumbago
 - Phormium tenax – New Zealand Flax
 - Rhapiolepis indica – Indian Hawthorn
 - Rosmarinus spp. – Rosemary
 - Strelitzia spp. – Bird of Paradise
 - Trachelospermum jasminoides – Star Jasmine
 - Viburnum tinus – Viburnum

- *Groundcovers:*
 - Agapanthus orientalis – Agapanthus
 - Bougainvillea spp. - Bougainvillea
 - Festuca glauca – Blue Fescue
 - Juniperus conferta – Shore Juniper

Note : (ST) = Suitable Street Tree Species

All plants species are subject to availability and are to be chosen in conjunction with the City.

Planting Themes and Locations

Background

Coastal plantings must contend with strong salt and sand-laden winds, high solar radiation levels and poor, sandy soils. The retention of the natural vegetation within the Foreshore Reserve of the Burns Beach development will assist in providing a protective barrier of salt tolerant front-line plants that will allow developing landscapes within the Public Open Space areas and streetscapes behind to survive and flourish.

Approach

Planting will typically consist of a mix of drought and salt tolerant Australian Native and Exotic species. Australian natives typically will be planted in informal arrangements to create a natural setting within Public Open Space areas. Where more structure is required, such as in streetscapes, inclusive of medians and verges, natives will be planted in single species mass planting arrangements. Areas of exotic plantings will almost predominantly occur within manicured areas of Public Open Space and will always be in single species mass planting arrangements.

Plantings within the Burns Beach development will broadly be categorised into three landscape zones.

- **Zone 1** (Primary Dune System), closest to the beach is where only the toughest plants will survive. Typically this zone can be considered as being between Foreshore Reserve extremity and 500 metres from the beachfront. Public Open Space areas broadly categorised as Zone 1 plantings include : **POS 1a, 1b, 1c, 3 and 6.**

Zone 1 plants must survive wind blasting, direct salt deposits and sometimes sea-water droplets. Suitable plants include but is not limited to those with fleshy or leathery leaves and some grasses and sedges. **Calocephalus spp, Conostylis spp, Grevillea spp.** and **Gazania spp.** are tough front-line ground covers, useful for soil binding. **Carex spp.** and **Lomandra spp.** are suitable grasses and sedges.

Araucaria spp., Casuarina spp, Melaleuca spp. and **Agonis spp.** are suitable trees for this zone both as street trees and Public Open Space specimens. Exotic trees suitable for this zone include **Metrosideros** and **Olea.**

-
- **Zone 2** (Secondary Dune System) is directly behind the primary dunes, approximately 500 metres to one kilometre from the beachfront. Gently undulating hollows and the primary dune system provide protection for planting in this region. POS areas broadly categorised as Zone 2 plantings include : **POS 2, 5, 8, 9 and 10.**

Zone 2 plants are typically less tolerant of salt exposure and need a protective barrier, which will be provided by the development of housing and the natural undulating topography of Zone 1. Suitable shrubs typically include **Adenathos spp, Brachycome spp, Callistemon spp,** and **Lechenaultia spp.**

Corymbia maculata, Eucalyptus spp, Melaleuca quinquernervia, are suitable Australian Native trees for this zone both within streetscapes and POS areas. Exotic trees suitable for this zone include **Erythrina spp, Platanus spp.** and **Liquidamber spp.**

- **Zone 3** (Tertiary Dune System) is broadly located between the secondary dune system, approximately one kilometre from the beachfront through to Marmion Avenue, approximately 1.5 kilometres from the beachfront. POS areas broadly categorised as Zone 3 plantings include : **POS 11, 12, 13, 14 and 15.**

Zone 3 plants are the least salt and wind tolerant species. These plantings will occur far enough away from the beachfront where the establishing urban development and associated landscapes prior to zone 3 will redirect or capture salt laden winds over this zone. Suitable plant species typically include all natives species, **Hibiscus spp, Hebe spp, Phormium spp** and **Viburnum spp.**

All native trees, **Fraxinus raywoodii, Pyrus usseriensis, Sapium sebiferum** and **Tipuana tipu** and exotic trees considered suitable for this zone, both within POS areas and streetscapes.

Summary

It is possible, through appropriate design and plant selection, to have an attractive, thriving landscape in the harsh coastal environment that is a mix of Australian Native and Exotic species, to create natural and manicured settings to benefit of the local and wider community. The final selection of plant species for the Burns Beach Estate will take place at a later stage with detailed landscaping plans being prepared in close consultation with the City of Joondalup.

Landscape Visions

A description of the vision for each of the POS areas is provided below.

POS 1A

This area forms the North eastern extent of the development cell and as such is intended to provide a gateway into the adjacent recreation reserve and the northern beaches. In doing view and pedestrian corridors will be established. The shallow slope through this area will allow the development of passive recreational space, in combination with terraced garden beds. Planting will be hardy coastal species and in keeping with the proximity of the reserves will predominantly be indigenous species. The drainage requirement within this reserve will be addressed through the provision of grassed swales with the aim of maximising public use of the land area.

POS 1B

This area provides a landscaped corridor enabling continuous pedestrian access to the foreshore from this development precinct. Views along and across the corridor will be maximised to provide passive surveillance. Hardy coastal species will be planted in terraced gardens providing intimate seating and passive recreational areas. Disabled access will be reviewed to determine if a safe route is possible to Australian Standards without prejudicing the viability of the space as an attractive linear parkland.

POS 1C

This area is a continuation of the linear parkland that provides views to the north east and pedestrian access through to the foreshore. At a minimum width of 26m(approx) a variety of passive recreational spaces are proposed including the incorporation of public art, intimate seating areas and view points. The landscape will combine screening to limit the northerly wind and be relatively open in nature to ensure views into the area are maintained for passive surveillance. The linear parkland and the clear pedestrian links increase the legibility of the precinct and serves to connect the terraced road alignment.

POS 2

This area provides the opportunity to retain and protect an existing stand of eucalyptus. The levels and design of the surrounding area have been manipulated to ensure these trees form the essence of the POS design. The character of the park will be influenced by the existing trees and the extent of the understorey that is retained. The undulating topography of the existing dunal form will be reflected in the landscape to provide shelter to planting areas and users of the passive recreation areas provided. The area provides the South Eastern extent of a linear parkland that connects to the foreshore reserve. Continuity of plant species and landscape materials will assist in defining this link.



Northern Residential Precinct Open Space Concept

POS 3

The coastal location allows for a public area to be developed as a manicured parkland providing passive recreational facilities adjacent to the foreshore reserve. This POS will serve as an activity node that will allow the public the benefits of a parkland setting adjacent the foreshore reserve whilst protecting the foreshore reserve. The drainage requirement will be addressed as a grassed swale in order to maximise the public use of the area when dry. Uses within the area will extend to bbq and picnic facilities with shelter. Pedestrian links to the foreshore and surrounding residential areas will be provided.

POS 4

The character of this park is intended to be natural due to adjacent proximity to the Parks and Recreation Reserve. This POS will consist totally of native endemic species.

POS 5

The character of this park is intended to be manicured due to necessary earthworks in this area and the need to provide usable open space in close proximity to higher density housing types.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed.

POS 6 – Coastal Node

This area includes land which is located within the foreshore Parks and Recreation Reserve. The area within the foreshore reserve is degraded. The landscape design will extend the usable open space at this key node. It is considered essential to extend this open space area towards the coast to achieve the objective of providing a strong community focus point and bringing people into contact with the ocean environment in a controlled setting. The Foreshore Management Plan will provide details of how this area is to be developed and managed to ensure that environmental protection is well balanced with human access to the beach.

The character of the park area is intended to be a mix of natural and manicured due to proximity to the foreshore reserve and the need to provide usability and pedestrian linkages. The primary coastal activity node will include features such as a café/restaurant, beach kiosk, a landscaped park with BBQ's, shelters, grassed area, grassed swales to accommodate stormwater drainage, play equipment and also a lookout tower and boardwalk to the beach as well as public conveniences. Such features will be an integral part of the key activity node, providing the catalyst for activity and socialisation in this community focal point. Possible landscape hard scape treatments and public structures may be used to provide a more intimate environment and a higher level of public amenity.

The Structure Plan indicatively shows the proposed location of a restaurant, cafe and kiosk within the coastal node. It is envisaged that the coastal node will be similar to the open space and café/kiosk developments at Trigg Beach and Floreat Beach which have both proven to be extremely popular destinations.

Some car parking is proposed adjacent to the coastal node to accommodate people visiting the restaurant, kiosk, accessing the beach and other community facilities such as picnic facilities.

POS 7

The character of this park is intended to be manicured due to earthworks in the areas and the need to provide usable open space in close proximity to higher density lots.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and small public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS.

POS 8A, 8B and 9 – Central Park

The character of this park is intended to be manicured as it is the central open space area functioning as the heart of the Estate. As such the need to provide usability and public facilities is paramount. Any proposed use within this open space areas should respond to the shelter partly provided by the rise in ground level on the western side.

Preliminary landscape design proposals include the provision of manicured edge treatments, larger level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and small public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS.

Adjacent land uses include a local shop and cafe to assist in the provision of public amenity to this central area. It is envisaged that the local shop/café and the central park will read as a fully integrated central focus of the Burns Beach Estate. Roads around this POS will be treated to reduce traffic speed on all edges and enable easy pedestrian access to the POS.

POS 10

The character of this park is intended to be a mix of natural and manicured.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS area.

POS 11

The character of this park is intended to be natural due to adjacent proximity to the Parks and Recreation Reserve. This POS will consist totally of native endemic species.



POS 12

The character of this park is intended to be manicured due to its proximity to high density lots, its function as a central feature and the need to provide usable open space. The circular area will be approximately 150m wide at any point as such provides ample space for informal recreation and safe public use.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments may be used to provide more a intimate environment and a higher level of public amenity. A central feature set on axis from the entry boulevard would assist in the creation of sense of place. Some car parking is proposed adjacent to this POS area.

POS 13

The character of this park is intended to be a mix of retention of existing native tree species, natural plantings and manicured landscaping.

The entry boulevard is proposed to traverse the park to enable a landscape feel upon arrival. Manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas will be provided at the park. Possible landscape hard scape treatments may be used to provide a more intimate environment and a higher level of public amenity.

A central feature set on axis from the entry boulevard would assist in the creation of a sense of place. Some car parking is proposed adjacent to the POS area.

POS 14

The character of this park will be manicured due as it will function as a formal active recreation space. This creates the need for level earthworks and alteration to existing grades resulting in the loss of native vegetation. The provision of seating, shade and pedestrian linkages to surrounding residential areas is also proposed. Some car parking is proposed adjacent to the POS.

POS 15

The character of this park is intended to be wholly natural due to the retention of existing Christmas trees (*Nyctia floribunda*) and other remnant vegetation. The area will also function as an entry statement for the estate from Marmion Avenue.

The central boulevard and the open space areas provided along its length are critical elements in the vision for Burns Beach and the objectives for the Structure Plan. The central boulevard and POS 6, 8, 9, 12 and 13 will all be fully developed as part of Stage 1 of the Estate. The landscape quality and themes will set the tone for the Estate and will demonstrate Peet & Company's commitment to the development of a quality benchmark Estate. Future stages of development will all resonate the quality and tone that will be set up front as part of Stage 1 and the streetscape treatments along the central boulevard and the landscape designs within the open space areas.

10.7 Educational Facilities

The Structure Plan proposes a primary school site on Burns Beach Road. The primary school has been located on Burns Beach Road to be central to its catchment north and south of Burns Beach Road.

The primary school site has been located adjacent to the proposed formal active playing fields (POS 15). Conforming with Education Department policy, the primary school site has been reduced to 3.5 hectares in area as the oval will be co-located with the adjacent POS. The oval shown on the Structure Plan is a senior sized oval.



The location and indicative layout of the primary school has been supported by the Education Department.

In consultation with the Education Department, it has been ensured that bulk earthworks result in a relatively flat site for the school buildings to be constructed. In addition, the oval is proposed to be sunken to create an amphitheatre effect. The majority of the oval is proposed to be located within the POS area. Legal agreements can be entered into between the relevant stakeholders to ensure that the shared oval facility is constructed and managed to all parties satisfaction.

The primary school site has been provided with adequate road frontage and opportunity for parking and drop off and pick up facilities on the northern side of the school site.

With regard to high school facilities, high school students from the Burns Beach development fall within the catchment of Kinross College located to the east of Marmion Avenue.

10.8 Commercial Facilities

In an endeavour to create community vitality and a high level of liveability at Burns Beach, the Structure Plan proposes an integrated local shop/café opposite the central park within the Estate. It is envisaged that the local shop would provide daily conveniences for the local community.

The proposed site maximises exposure for the local shop to the local catchment, ensuring both commercial viability and their function as a hub of community interaction and community focus.

The Community Reference Group strongly supported the development of a small retail facility at the Burns Beach and did not support a larger neighbourhood centre as originally proposed at the corner of Marmion Avenue and Burns Beach Road.

Car parking for the corner store will be predominantly on street car parking as indicated on the Structure Plan. However, access to the precinct by local residents is encouraged to be via walking and cycling. The permeable design and central location facilitates this.

A beach kiosk and restaurant is also proposed to be developed within the coastal node (POS 6) to provide amenity for local residents and also for visitors to the beach.

Larger retail areas in nearby localities will cater for the weekly and greater shopping needs of the future population at Burns Beach. The Currambine Marketplace shopping centre at the corner of Marmion Avenue and Shenton Avenue and the Joondalup Regional Centre will provide district and regional shopping facilities for Burns Beach. The proposed Iluka Neighbourhood Centre will also provide service to the future residents at Burns Beach.

10.9 Community Facilities

A community purpose site within the Burns Beach Structure Plan area may be required in the future. However, the need and final location of such a site will be determined following further examination of community facilities in the area by the City of Joondalup.

10.10 Movement Network

An important element in developing a coastal community is providing strong connectivity to all facilities, particularly the beach environment, by designing and building a highly connected movement system including roads, footways and cycleways.

The traffic report prepared by Riley Consulting provides a detailed description of the proposed movement network. A full copy of the report has been provided at Appendix 5. A discussion of the existing movement network surrounding the site has been provided in Section 6.0 of this report.

External Roads/Site Entry Points

Primary vehicular access to the site is to be provided from Marmion Avenue at the intersection with Edinburgh Avenue to the east. The sight lines and visibility are good in this location and spacing from other existing intersections conforms to the required standards. The four way intersection is proposed to be controlled by a round-a-bout, similar to the existing round-a-bout at the Marmion and Shenton Avenue intersection. The provision of a round-a-bout has been agreed with Main Roads Western Australia and the Department for Planning and Infrastructure. However, the final form of this intersection will be subject to further detailed analysis at the time of subdivision to ensure appropriate operation of the intersection in the long term.



A second access point from Marmion Avenue is proposed at the northern edge of the development site. This road will function as a left-in/left out only in order to encourage most traffic to use the central boulevard to access Marmion Avenue.

The proposed access points to the site from Marmion Avenue have been discussed with the Department for Planning and Infrastructure and the City of Joondalup. Both authorities have shown support for the two access points proposed.

Entry into the site is proposed from three points along Burns Beach Road. Importantly, Burns Beach Road will provide the main access to the proposed primary school site from surrounding areas.

The most easterly access point to Burns Beach Road is proposed to function as a left-in/left out only to avoid conflicts with the existing intersection to the south and traffic accessing and egressing the primary school area. However, this access point is necessary in order to facilitate pick up and drop off traffic in a clockwise direction around the primary school site.

Once developed, Riley Consulting has estimated that the site is likely to generate a daily trip rate of 9 trips per day per residential lot. Based on a lot yield of approximately 1,600 lots, the daily traffic generation from the site will be approximately 14,400 vehicles per day.

With regard to Marmion Avenue, an additional 6,850 vehicles per day could be expected. This would increase the typical daily traffic volumes on Marmion Avenue from 33,000 to 39,900 vehicles per day. However, it is expected that this traffic volume would be reduced once the railway and freeway are extended further north to Burns Beach Road. The capacity of Marmion Avenue is 50,000 to 60,000 vehicles per day.

Internal Road Network

The internal road network provides a connected, legible and permeable residential environment with convenient and easy access to community focus points.

The traffic report classifies each internal road as a Neighbourhood Connector, Higher Order Access Street, Access Street or a Service Road. These classifications are based on the anticipated traffic volumes on each of the roads.

The central east-west boulevard will vary in width between 22 and 25 metres to allow the creation of a traditional boulevard with a dual carriageway, a high quality landscaped median strip and on street car parking where appropriate. The other main connector roads will be mix of single and dual carriageway roads and they will all have a high quality streetscape. These roads vary in width from 12 metres to 22 metres depending on the design, function and anticipated traffic volume on each section of road. The traffic report (Appendix 5) contains further information and analysis regarding the proposed road reserves, particularly the central boulevard and the varying treatments proposed along its length.

The small lot precincts have been designed with laneway access to allow for rear loading and avoid domination of the streetscape by crossovers and garages. All laneways will have a minimum width of 6 metres.

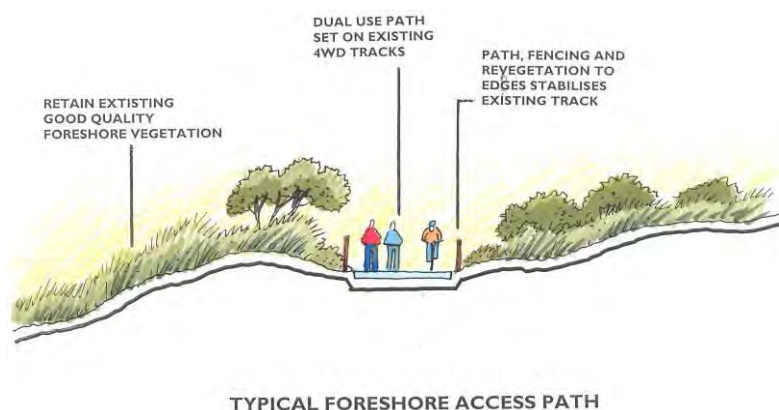
Figure 5 in the traffic report (refer Appendix 5) shows the anticipated traffic volumes on internal roads and the forecast increases to external roads.

Pedestrian and Cyclist Movement

Pedestrian and cycle movements across the subject land are proposed to be accommodated by a series of interconnected and pedestrian/cyclist paths. Plan 7 shows the proposed dual use path network. The general philosophy is to provide safe walking and cycling environments and to connect areas of interest with residential neighbourhoods. The path network connects public open space/foreshore areas, local shops, the school and recreation areas. The permeable road network also facilitates efficient pedestrian and cyclist movement through the area.

The Foreshore Management Plan (FMP) will locate pedestrian access points from the development to the beach abutting the Structure Plan area. In addition, the FMP will establish the route for regional dual use pathways along the coast connecting to the existing pathway through Iluka and ultimately to Mindarie Keys to the north.

The cross section below indicates how the dual use paths along the foreshore will integrate with the environment.



Public Transport

There are several bus services in the locality of Burns Beach providing connections to regional shopping facilities and the railway station in Joondalup. Consultation with the Public Transport Authority regarding the subject land has resulted in agreement to re-routing an existing bus service to generally follow the central boulevard (Refer Plan 7).

The proposed bus route will provide an accessible public transport service for all future residents in Burns Beach which connects to Joondalup Regional Centre and Joondalup Railway Station. The northern railway line provides quick and efficient access to Perth and other major destinations. The extension of the northern railway line will reduce the traffic load on the road network in the area.

In a local context, the bus service will provide comprehensive links between community facilities including the primary school, public open space and the foreshore. The bus service will also provide a link between the development and Kinross College (high school) to the east during morning and afternoon school times.


11.0 COMPLIANCE ANALYSIS

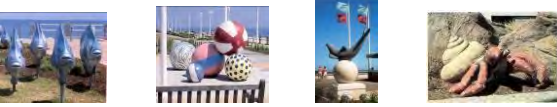
The purpose of this section is to demonstrate how the Structure Plan complies with relevant City of Joondalup policies, particularly Policy 2.6.4 – Environmental, Social and Economic Sustainability.

Section 3.0 outlines how the proposed development at Burns Beach addresses sustainability objectives.

City of Joondalup Policy Objective	Burns Beach Structure Plan Response
<ul style="list-style-type: none"> • Enhance environmental, social and economic sustainability 	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a healthy lifestyle and community well being and to provide access to the beach areas; • Protection of the natural landform where possible; • Creation of a walkable environment to reduce the use of the private car; • Securing public transport services to the area; • Encouragement of social interaction and the creation of a healthy community through the provision of useable parkland spaces, a sports oval and path networks; • Provides a variety of lot sizes to accommodate a range of socio-economic and demographic groups; • Creation of community groups, community projects and community development plans; • Creating local employment opportunities at the school, local shop and cafes and restaurants; • Promotes the efficient use of existing infrastructure including roads, railways and services.

<ul style="list-style-type: none"> • Protect and enhance the natural and human environments for the benefit of present and future generations 	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a healthy lifestyle and community well being and to provide access to the beach areas; • Creation of a walkable environment to reduce the use of the private car; • Securing public transport services to the area; • Encouragement of social interaction and the creation of a healthy community through the provision of useable parkland spaces, a sports oval and path networks; • Creation of community groups, community projects and community development plans; • Creating local employment opportunities at the school, local shop and cafes and restaurants;
<ul style="list-style-type: none"> • Minimise, as far as practicable, any adverse environmental impacts 	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a healthy lifestyle and community well being and to provide access to the beach areas; • Ensure public transport routes service the site

<ul style="list-style-type: none"> • Take advantage of and maximise environmentally beneficial opportunities 	<ul style="list-style-type: none"> • Facilitating the controlled access and management of a large bushland conservation reserve (144 hectares) and the foreshore reserve to eliminate uncontrolled human access; • Implement Water Sensitive Urban Design; • Retention of the natural landform where practical.
<ul style="list-style-type: none"> • Adopt appropriate management practices to facilitate sustainability 	<ul style="list-style-type: none"> • Foreshore Management Plan to ensure sustainable use and management of the foreshore reserve; • Community development initiatives will be supported and facilitated by Peet & Company contribute to social sustainability.
<ul style="list-style-type: none"> • Increase the sense of safety and security for open space and protect public property through surveillance of public space 	<ul style="list-style-type: none"> • The Structure Plan facilitates and maximises the outlook and casual surveillance of areas of open space through road frontage, lot orientation towards parkland areas and visually permeable fencing requirements. 
<ul style="list-style-type: none"> • Encourage the provision of leisure services in making a contribution to the quality of life of residents 	<ul style="list-style-type: none"> • Equitable distribution of quality public open space throughout the development encouraging both active and passive recreational pursuits; • Provision of numerous pedestrian walkways and cycle paths throughout the whole development and particularly along the foreshore and fronting the Parks and Recreation reserve; and • Provision of a large formal active recreation space in the south of the site, to be shared with the primary school, further encourages community participation in active leisure pursuits;

	<ul style="list-style-type: none"> Natural character of the area encourages active community participation in leisure pursuits, maximise social benefit, contribute positively to health and well being and foster a sustainable community.
<ul style="list-style-type: none"> Develop and promote cultural identity through the implementation of artworks in public spaces 	<ul style="list-style-type: none"> Public art will be planned for and encouraged at Burns Beach as it is a significant contributor to the development of a sense of place and pride in the local community; Public art is proposed in a number of the more high profile parks for public enjoyment and possible interpretation of local natural and historic topics; and Public art must reflect the local area and be constructed of suitable materials to withstand the local coastal environment and public attention. Proposals will be sought from professional art groups in WA <div style="text-align: center;">  </div>
<ul style="list-style-type: none"> Provide a variety of public open spaces which fulfil the community's recreational and environmental needs 	<ul style="list-style-type: none"> The Structure Plan provides a variety of open space areas, which incorporate both active and passive recreational opportunities as well as environmental protection in a large 144 hectare bushland conservation area. Open spaces have been located and designed to accommodate some natural vegetation.

12.0 SERVICING INFRASTRUCTURE

12.1 Siteworks

There is likely to be pockets of limestone encountered on the site due to its coastal location. If any limestone is encountered, it will be broken up prior to use as structural fill. The majority of limestone encountered should be broken up by bulldozers.

Towards the west of the site, Calcareous Sand of the Safety Bay Unit is present. This sand is often poorly cemented and very low strength but if reconstituted, can provide a suitable foundation material.

Earth working of the site may require areas of insitu rock to be ripped and relocated and compacted in deeper fill areas.

Sand will be used to fill required areas. In areas of cut, this will require over excavation of rock and replacement with sand.

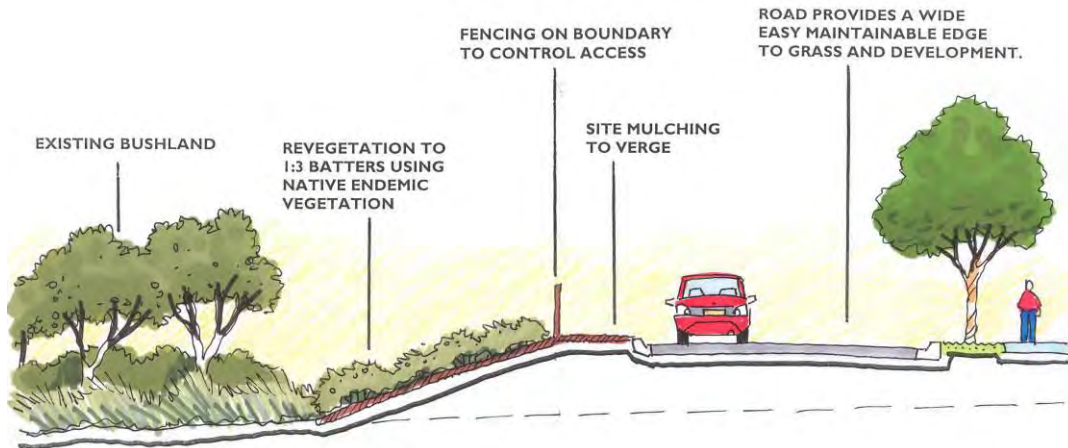
Earthworking of the site will be required to create level lots for dwelling construction with changes in elevation being accommodated by the construction of retaining walls. The height of retaining walls will vary depending on the natural topography, as the general landform will remain, though benched. Retaining walls across the development will be limited in height as much as possible. Within the Northern Residential Precinct retaining walls are necessary to realise the desire to retain the general landform and create a terraced product that has a point of difference to Beach and the majority of coastal developments in Perth. The retaining walls will have a maximum height of 4 metres dependant on the adopted provisions detailed in Part 1.

Retention of existing vegetation will be possible in some of the POS areas. A stand of Christmas Trees at the south-east corner of the site have been identified for retention and this will be accommodated in the bulk earthworks design. Existing stands of trees at the top of the ridgeline in the Northern Residential Precinct have also been specifically identified for retention within POS 2A. The proposed terracing of the lots in this precinct using retaining walls at the rear of lots has enabled the retention of these mature trees.

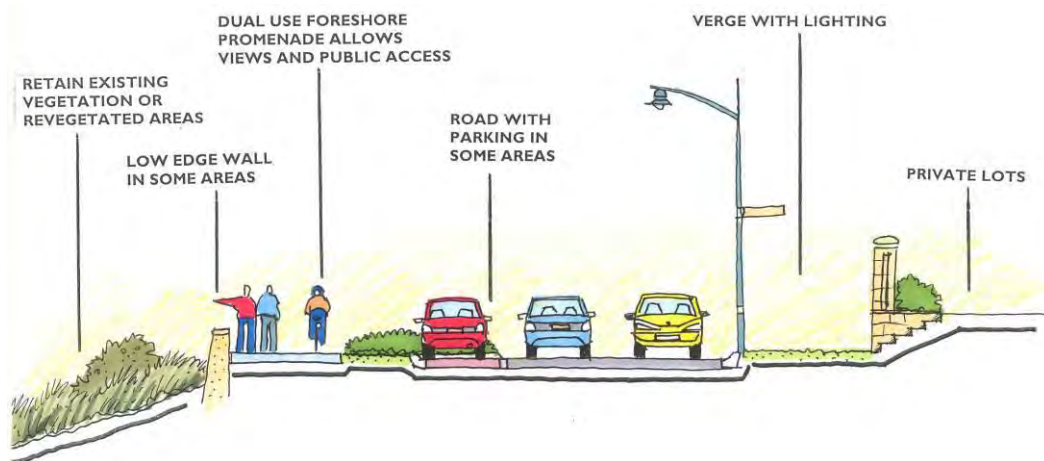
12.2 Roadworks

All roads within the development will be constructed to City of Joondalup engineering standards. The roads will generally be black asphalt, however some sections will be constructed with red asphalt in areas where special treatment or traffic calming are required. Intersection thresholds and other areas where aesthetic appeal is desired will utilise brick paving treatments. Road reserve widths have been discussed in Section 9.8.

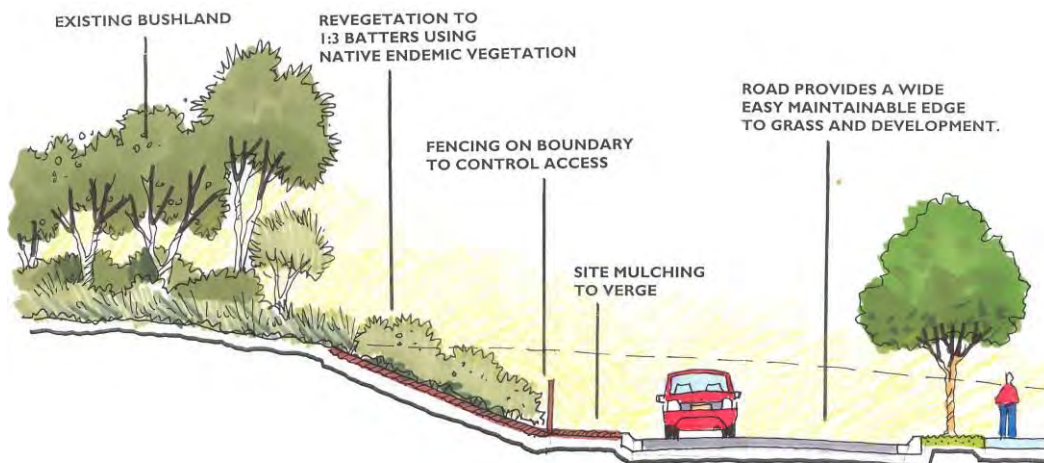
The vertical alignment of the roads abutting the foreshore reserve and Regional Open Space has been sensitively designed to minimise batter impacts on these areas. The cross sections provided on the following page indicate how this interface is likely to be treated.



TYPICAL CONSERVATION ZONE BOUNDARY – IN FILL



TYPICAL FORESHORE PROMENADE



TYPICAL CONSERVATION ZONE BOUNDARY – IN CUT

12.3 Service Infrastructure

Sewer Reticulation

The Water Corporation has sufficient capacity in the surrounding sewer network installed to the south and east of the site to cater for the proposed development of the site. All lots within the proposed development will be provided with a gravity sewer connection installed in accordance with Water Corporation requirements.

The western portion of the site will discharge via a gravity sewer to the existing Burns Beach Pump Station No. 5 located in Burns Beach Road adjacent to the foreshore. The remainder of the site (portion adjacent to Marmion Avenue) will discharge to two existing gravity sewers. One is located within Edinburgh Drive (extended to the west side of Marmion Avenue) and the other terminates in the eastern verge of Marmion Avenue immediately north of Burns Beach Road. The latter connection point will require a sewer pipe to be bored underneath Marmion Avenue. Earthworks in the north-east area of the site will be required to achieve gravity flow from this area.

Water Reticulation

Water supply planning has allowed sufficient capacity in the surrounding water reticulation network installed to the south and east of the site to cater for the proposed development. All new lots constructed will be provided with scheme water supply in accordance with Water Corporation requirements.

The surrounding water reticulation network includes a 700mm main in Marmion Avenue and a 300mm main in Burns Beach Road. New mains to be constructed within the proposed development will generally be up to 250mm diameter. Subject to detailed design, there may be a requirement for a short section of a larger diameter main that connects to the 700mm pipe. If this is required it would be considered a prefunded item.

Stormwater Drainage

All stormwater drainage generated from new road construction will be contained on site in accordance with City of Joondalup criteria.

Water sensitive urban design principles in the management of stormwater and the design of open space areas will be implemented at Burns Beach. This is an environmentally and aesthetically superior solution to the traditional drainage sumps as the stormwater infiltrates into the ground at source.

Drainage design will embrace best practise water sensitive design principles to ensure adequate management of first flush stormwater events and treatment of drainage waters particularly adjacent to foreshore areas to meet the objective of being consistent with the protection of natural drainage; treatment processes; and conservation of biodiversity. Implementation of water sensitive urban design and best management practices will reduce the risk of polluting the groundwater and assist to remove nutrients.

Conceptual design has been carried out for the purpose of calculating land area requirements for drainage. To ensure that the land requirement was not underestimated, Tabec assessed drainage requirements based on providing for 1 in 10 year events in maximum 0.9m deep shallow sided basins, designed in accordance with City of Joondalup criteria (being 1 in 8 side slopes). This approach is considered to be the option that has the greatest land requirement. Of the area required for the shallow sided basins, a 50% POS credit has been assumed.

Future detailed design of POS areas may necessitate that deeper fenced basins are appropriate, particularly in areas where shallow sided basins would consume a large portion of a POS (eg. POS 1, 3 and 10). In these instances, the area required for the deeper fenced basin would be less than 50% of the area required for a shallow sided basin. As such, there will be no reduction in effective (creditable) POS area. Typically, shallow swale type basins consume 3 to 4 times the land area that a deep basin consumes.

It is noted that the basin located in POS 15 could be constructed as a deeper fenced sump if a shallow basin can not be constructed without impacting significantly on the existing vegetation, particularly the Christmas trees.

Of the total POS provision of 16.0651 Ha, 14.3921 Ha is claimed as POS with an area of 1.6730 Ha not credited. Of this non-credited area 1.3601 Ha is used for drainage. Should the nature of the drainage basins be changed from shallow to deep, the provision of 14.3921 of POS would not be reduced. The land area required for the deep basins would originate from the 1.3601 Ha area that has not been credited as POS.

Drainage reserves will be provided of sufficient area to accommodate deeper fenced basins in accordance with Council policy.

In all cases, the detailed design of both shallow and deep basins will be carried out in accordance with City of Joondalup criteria.

All roads will be kerbed and drainage water will be collected in a network of pits and pipes. The drainage networks have discharge points in basins constructed in open space areas.

Minor roads that abut public open space may utilise flush kerbing to allow direct infiltration rather than collecting stormwater and discharging to the drainage basins.

Power, Gas and Telecommunications

Existing high voltage mains in Marmion Avenue and Burns Beach Road can be utilised to supply power to the proposed development. Initial stages of development will require the installation of both high and low voltage underground power. It is proposed that the overhead powerlines along Burns Beach Road will be placed underground.

To assist in the visual amenity of the development, street lighting from Western Power 'Streetvision' range will be utilised.

Gas and communications services are available in adjacent existing development to the south and east of the site. Both of these services will be extended to include the proposed development. The services from the development at Beaumaris to the south will be extended into the development Burns Beach. These services will include access to Broadband.

Discussions have been held with Broadcast Engineering Services who operate a MATV communications and data cabling system in the adjacent suburb of Iluka. The system includes access (via underground cabling) to high speed Internet, free to air local television, a limited selection of free to air satellite stations and pay TV (Foxtel or similar).

The headworks infrastructure for these facilities are already installed at Iluka therefore access is provided by additional underground cabling. There would be no requirement for any new telecommunication towers, aerials or the like as part of the system.

13.0 TIMING & STAGING

Amendment No.21 to the City of Joondalup Town Planning Scheme, which will rezone the land to Urban Development Zone, has been adopted by the City of Joondalup. The Amendment has now been forwarded to the Western Australian Planning Commission. Accordingly it is expected that the Amendment will be finalised and endorsed by the Minister for Planning and Infrastructure before the end of 2004.

The proposed Local Structure Plan is also anticipated to be approved by the end of 2004. Accordingly, subdivision of the subject land is expected to commence in early 2005 with the initial stage adjacent to the coast and the existing Burns Beach townsite. It is anticipated that the Estate will be developed over a period of 10 years.

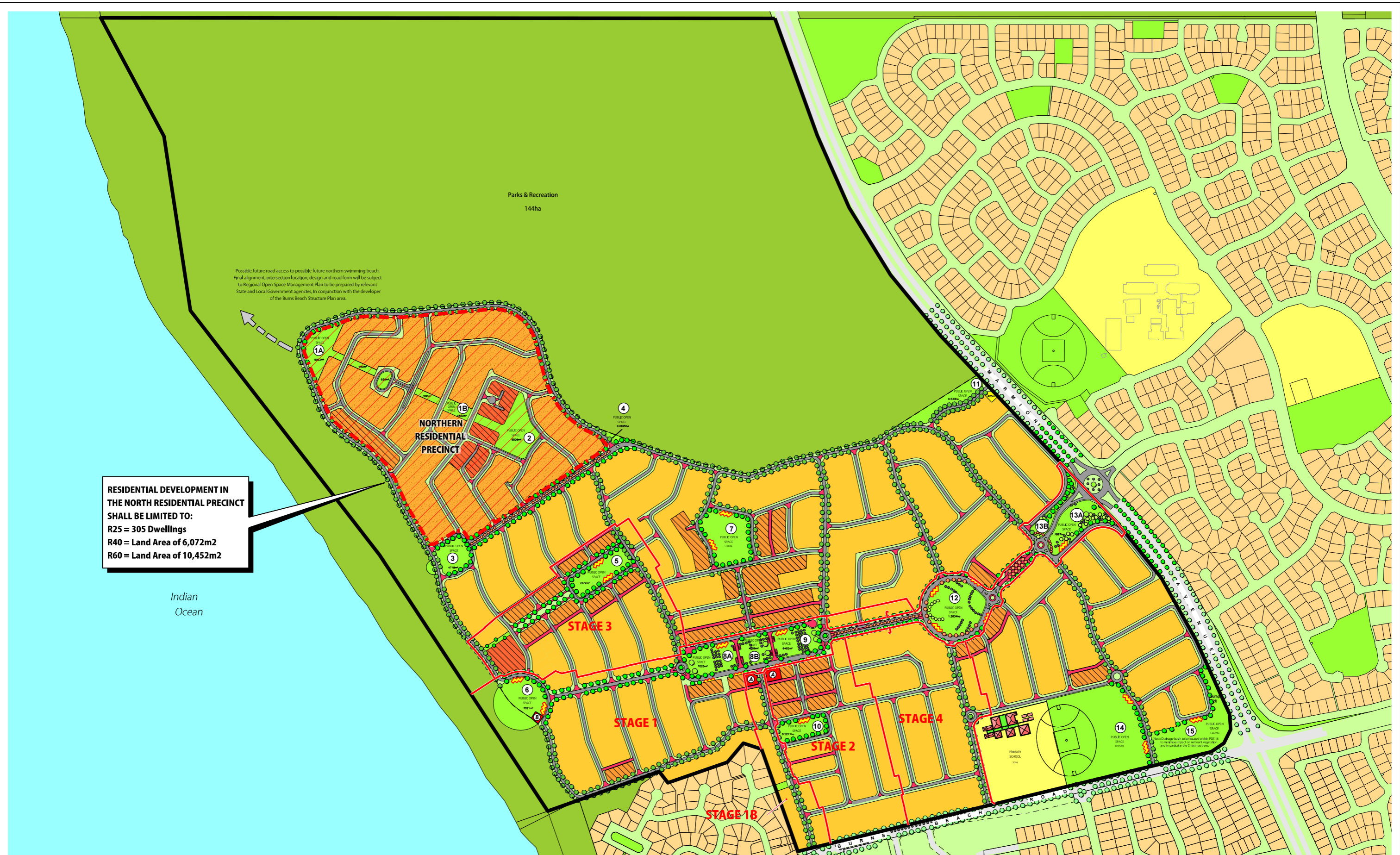
14.0 CONCLUSION

The proposed Structure Plan provides for the creation of a quality, well planned and integrated residential community. The proposed design will facilitate the creation of a vibrant coastal community that is physically and visually well connected to the coast and its natural setting and facilitates a vibrant coastal community. Significant community facilities and areas are proposed including a large bushland conservation area (144 hectares), a foreshore reserve, a primary school, the formal active recreation space, varied areas of landscaped public open space, beachside activity node and local convenience shopping. The centrally located boulevard together with strong north-south and east-west road linkages provides for an estate which is fully connected with the ocean and has a strong sense of place and identity.

The Burns Beach project as proposed in this Structure Plan will result in the creation of a premier coastal settlement. Burns Beach will be a landmark, leading edge Estate that embraces sustainability principles.

The Structure Plan has evolved from a comprehensive consultation process and now enjoys broad stakeholder support.

It is now requested that the City of Joondalup and the Western Australian Planning Commission endorse the Local Structure Plan for Lot 9017 Burns Beach Road.



PLAN 1 STRUCTURE PLAN

BURNS BEACH



LEGEND:

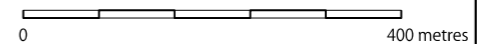
- Subject Site
- R20 Residential
- R25 Residential
- R40 Residential
- R60 Residential
- Subject to design guidelines
- Staging Boundary
- Local shop site
- Lunch bar/ Restaurant/ Cafe site
- Car Parking embayments (Location and number of bays subject to approval at subdivision)

Whilst every care has been taken with the preparation of this plan, its final configuration is subjected to further engineering, survey, detail design and approval by relevant authorities.

NORTH



Scale 1:8000 @ A3



COMPILED: DPS	DRAWN BY: NM
DATE: 7/5/2012	REVISED: 4/02/2014
GRID: PCG 94	DATUM: AHD
DRAWING NUMBER: PACBB143h	JOB CODE: PACBBMS
FILE ID: M:\PACBB\BASE\PACBB143h.dgn	



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 www.dpsplanning.com.au

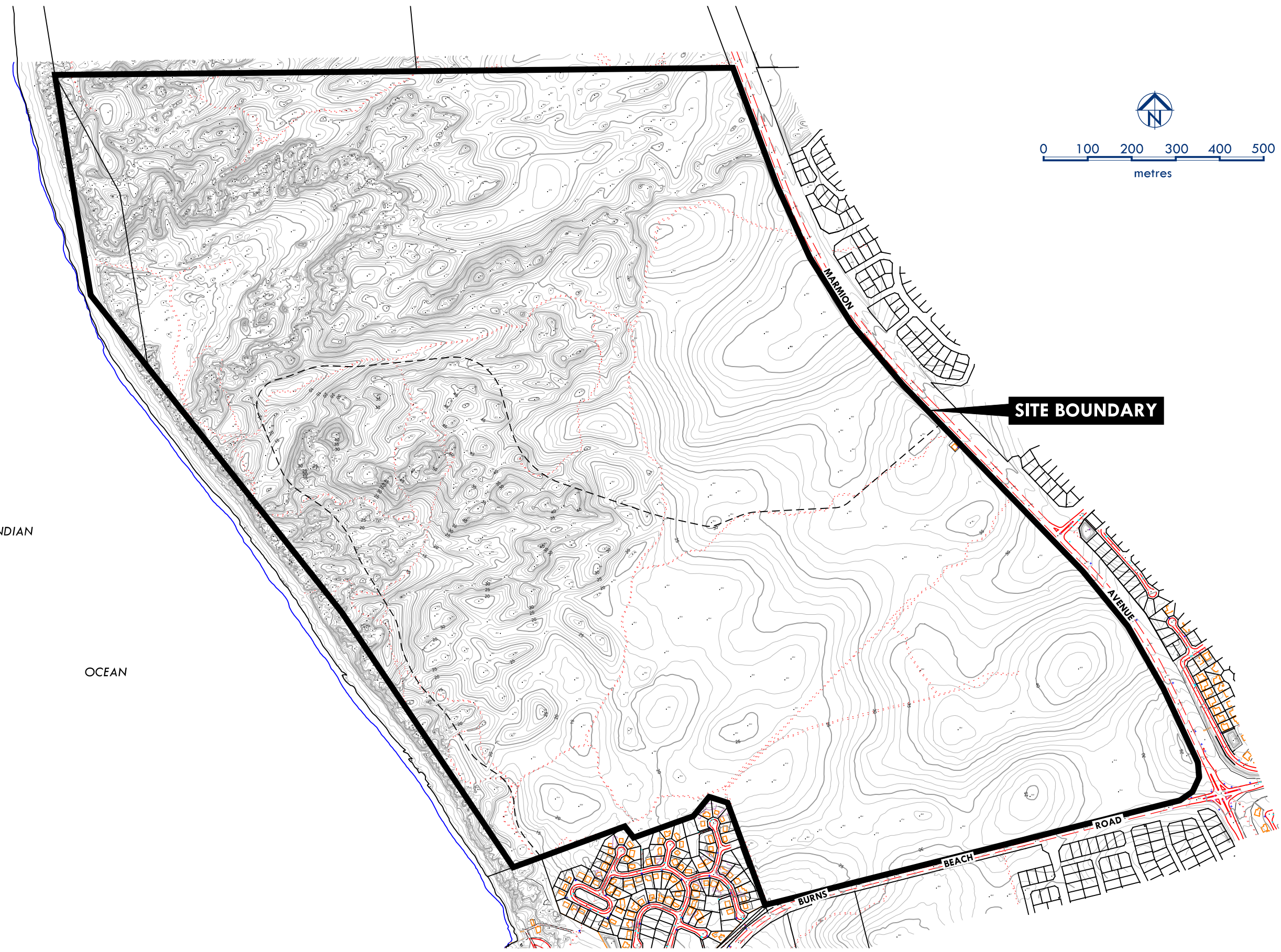


LOCATION PLAN

BURNS BEACH

PLAN 2

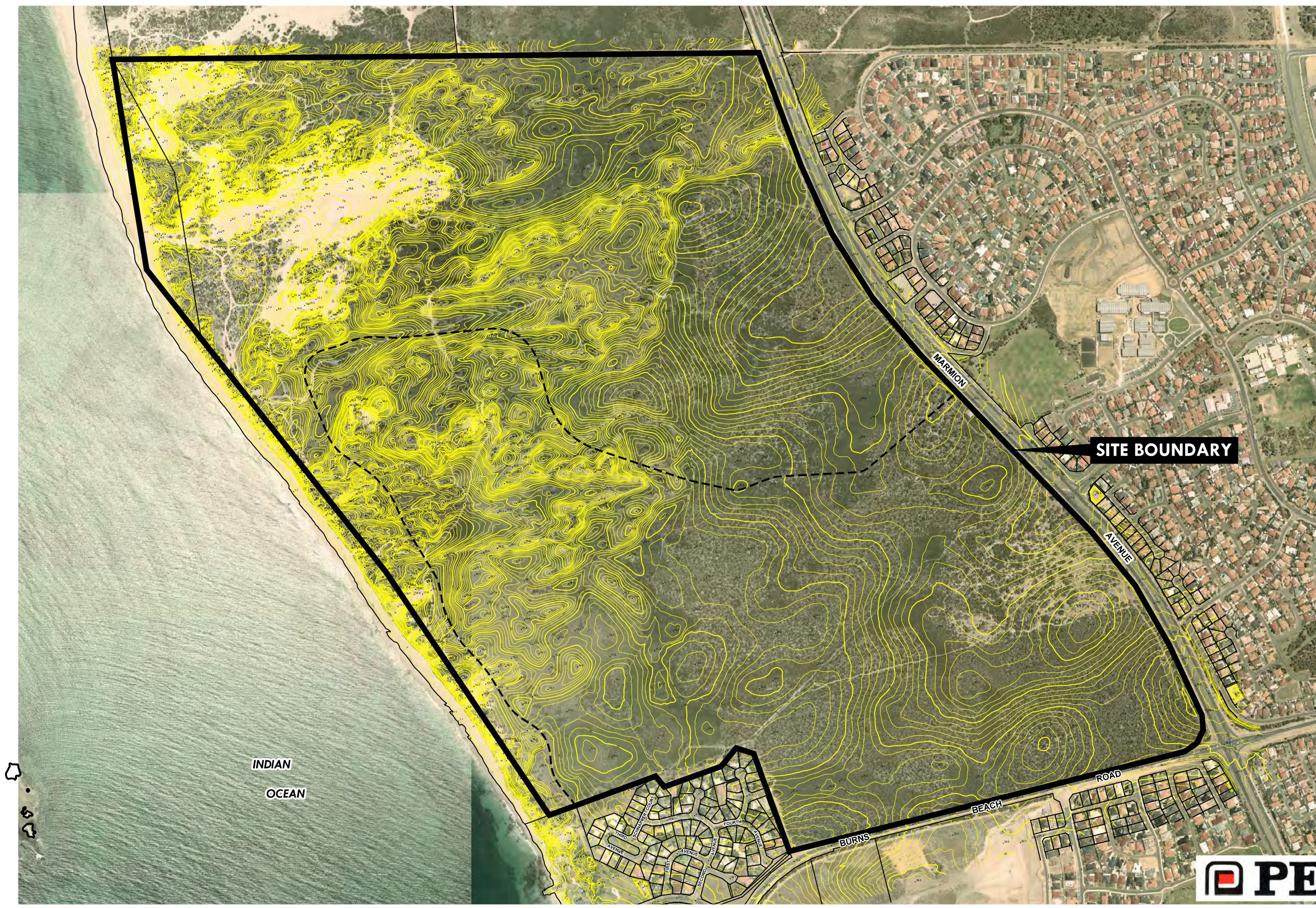




SITE PLAN
BURNS BEACH

PLAN 3

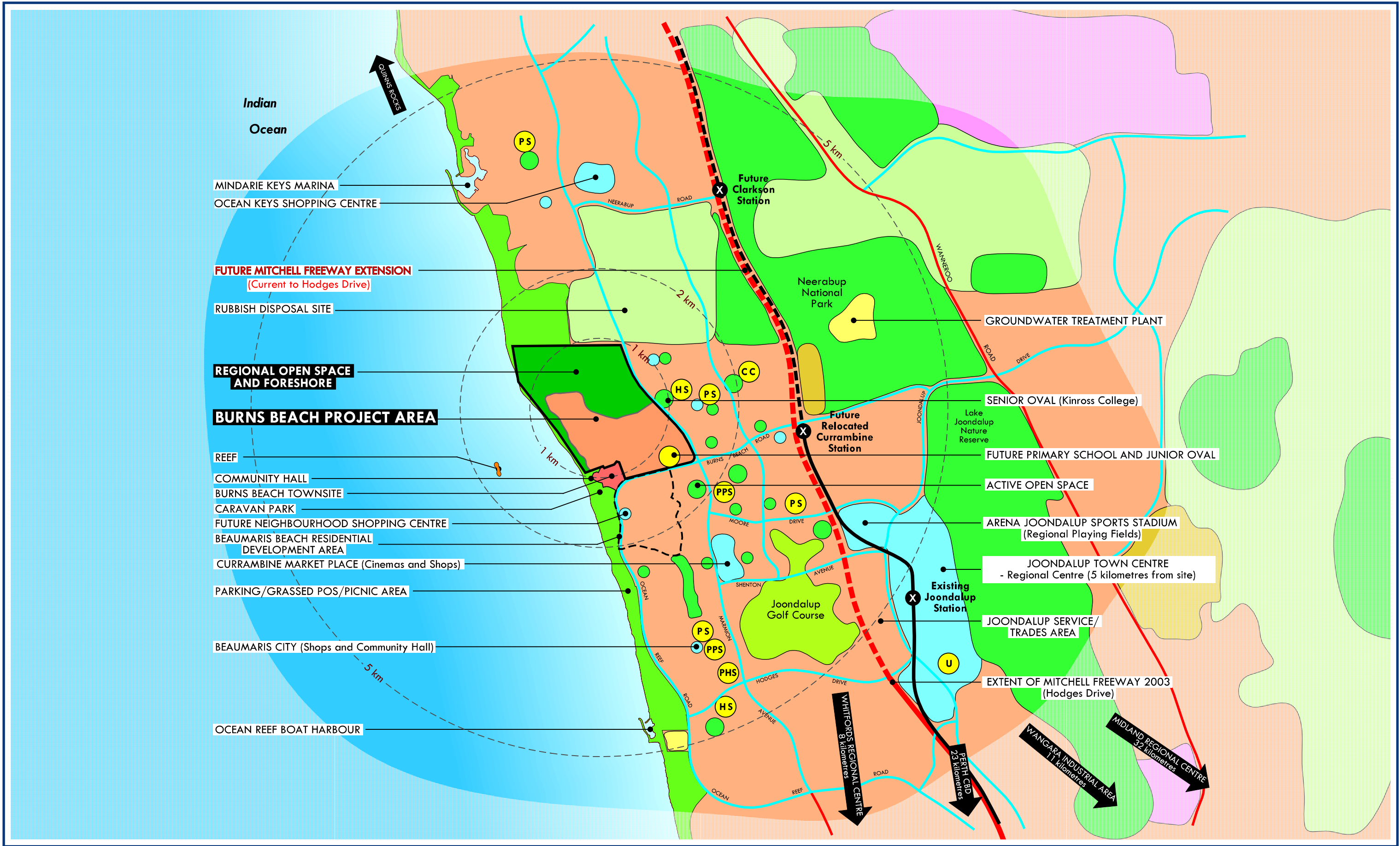




ORTHOPHOTO (January 2003)
BURNS BEACH

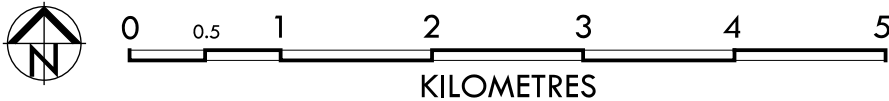
PLAN 4






CONTEXT PLAN
BURNS BEACH

PLAN 5



LEGEND

 SUBJECT SITE

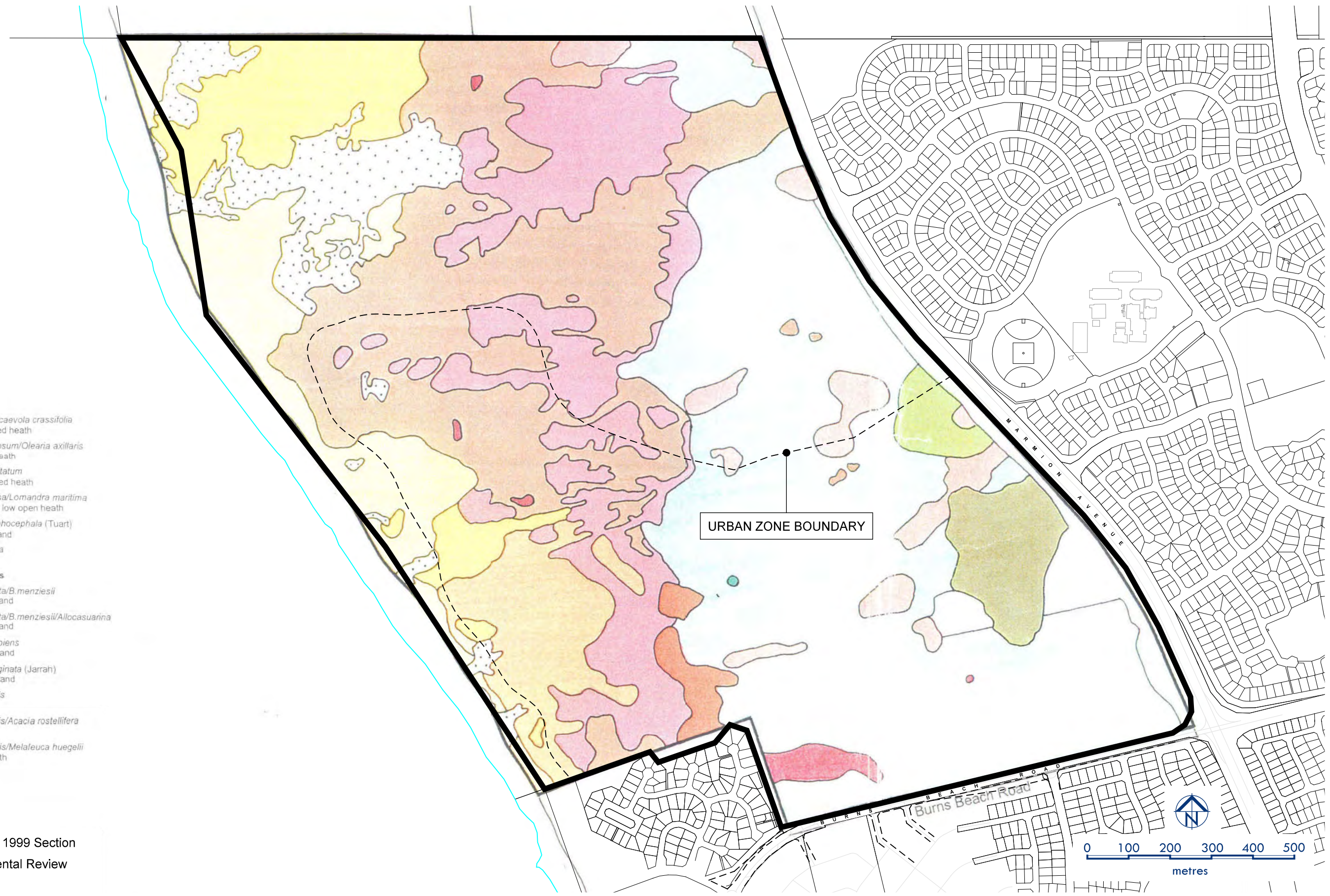
Quindalup Vegetation Units

-  *Olearia axillaris/Scaevola crassifolia*
Low open to closed heath
-  *Spyridium globulosum/Olearia axillaris*
Open to closed heath
-  *Pelargonium capitatum*
Low open to closed heath
-  *Melaleuca acerosa/Lomandra maritima*
Low shrubland to low open heath
-  *Eucalyptus gomphocephala* (Tuart)
Low open woodland
-  *Acacia rostellifera*
Closed heath

Spearwood Vegetation Units

-  *Banksia attenuata/B.menziesii*
Low open woodland
-  *Banksia attenuata/B.menziesii/Allocasuarina*
Low open woodland
-  *Eucalyptus decipiens*
Low open woodland
-  *Eucalyptus marginata* (Jarrah)
Low open woodland
-  *Dryandra sessilis*
Closed heath
-  *Dryandra sessilis/Acacia rostellifera*
Closed heath
-  *Dryandra sessilis/Melaleuca huegelii*
Low closed heath
-  Bare sand
-  Cleared

SOURCE: HGM 1999 Section
48A Environmental Review



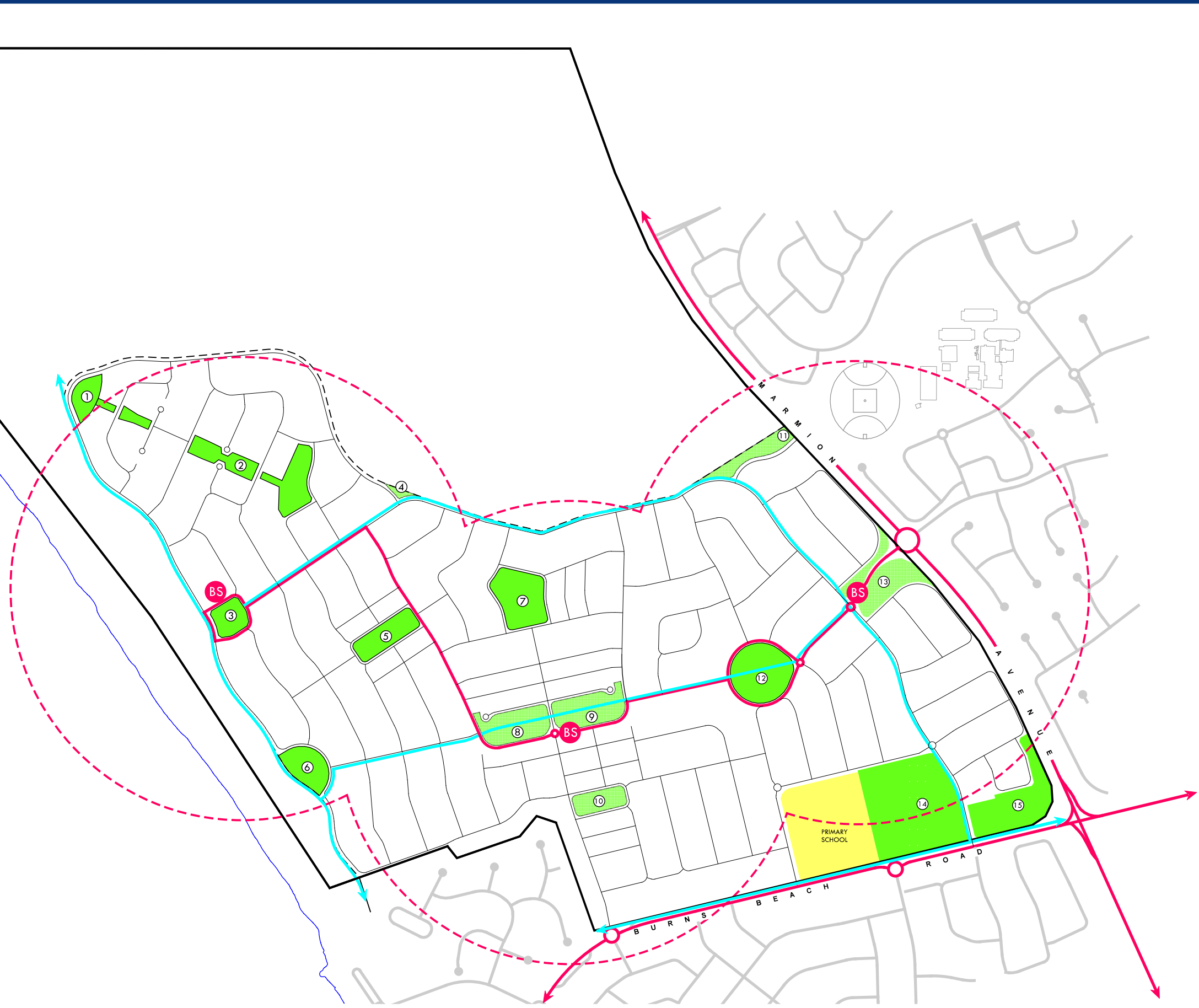
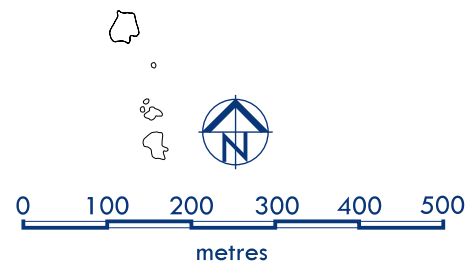
VEGETATION PLAN

BURNS BEACH

PLAN 6



INDIAN OCEAN



BUS ROUTES AND DUAL USE PATHS

BURNS BEACH

LEGEND

- BUS ROUTE (Existing & Proposed)
- BUS STOPS and 500 METRE CATCHMENT
- DUAL USE PATHS
- SUBJECT SITE

PLAN 7



APPENDIX 1
CERTIFICATE OF TITLE

APPENDIX 2

VEGETATION UNITS

Quindalup Vegetation Units

1. *Olearia axillaris/Scaevola crassifolia* Low to Open Heath. This vegetation unit occurs on the west of the subject site and is mostly protected by the foreshore reserve.
2. *Spyridium globulosum/Olearia axillaris* Open to Closed Heath. One large and three small associations of this vegetation unit occur in the area, also to the west.
3. *Pelargonium capitatum* Low Open to Closed Heath. This vegetation unit occurs to the south of site, close to the current Burns Beach townsite. *Pelargonium capitatum* is a introduced species and is indicative of disturbance.
4. *Melaleuca acerose/Lomandra maritima* Low Shrubland to Low Open Heath. The vegetation unit occurs along the boundary of the Burns Beach townsite and in a larger block to the north of the site.
5. *Eucalyptus gomphocephala* (Tuart) Low Open Woodland. Two small pockets of tuart woodland are identified within the north of the site.
6. *Acacia rostellifera* Closed Heath. *Acacia rostellifera* vegetation unit is scattered along the interface of the Quindalup and Spearwood Dune System, extending west.

Spearwood Vegetation Units.

7. *Banksia attenuata/Banksia menziesii* Low Open Woodland. The majority of the eastern portion of the site contains this vegetation unit. It is the dominant vegetation association of the Spearwood Dune System
8. *Banksia attenuata/Banksia menziesii/Allocasuarina fraseriana* Low Open Woodland. A small pocket of this vegetation type exists on the eastern boundary of the site. Only a small portion of the vegetation unit will be impacted by development
9. *Eucalyptus decipiens* Low Open Woodland. One small pocket of this vegetation unit exists within the middle of the site.
10. *Eucalyptus marginata* (Jarrah) Low Open Woodland. A small pocket of this vegetation type exists on the eastern boundary of the site.
11. *Dryandra sessilis* Closed Heath. Ten small pockets of the vegetation unit are represented on the site. Approximately four of the pockets of vegetation will be impacted by development.

12. *Dryandra sessilis*/*Acacia rostellifera* Closed Heath. A small area of the vegetation unit begins at the Burns Beach townsite and extends north.
13. *Dryandra sessilis*/*Melaleuca huegelii* Low Closed Heath. One small area of the vegetation unit exists to the east of the Burns Beach townsite.

APPENDIX 3

FORESHORE MANAGEMENT STRATEGY

APPENDIX 4
SECTION 18 CLEARANCE & ABORIGINAL HERITAGE
INFORMATION

APPENDIX 5
TRAFFIC REPORT

APPENDIX 6
COMMUNITY CONSULTATION REPORT

119W

WESTERN



AUSTRALIA

REGISTER NUMBER 9017/DP40143	
DUPLICATE EDITION 1	DATE DUPLICATION ISSUED 27/5/2004

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 2565
FOLIO 138

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

RS Roberts
REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 9017 ON DEPOSITED PLAN 40143

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PEET & CO LTD OF 200 ST GEORGE'S TERRACE, PERTH

(AF 1890516) REGISTERED 27 MAY 2004

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 7033/1940.
2. *F715827 CAVEAT BY BANK OF WESTERN AUSTRALIA LTD LODGED 31.10.1994.
3. *H904959 CAVEAT BY WESTERN AUSTRALIAN PLANNING COMMISSION LODGED 22.10.2001.
4. *I744798 CAVEAT BY WESTERN AUSTRALIAN PLANNING COMMISSION AS TO PORTION ONLY. LODGED 29.12.2003.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP40143.
PREVIOUS TITLE: 2561-973.
PROPERTY STREET ADDRESS: 300 BURNS BEACH RD, NEERABUP.
LOCAL GOVERNMENT AREA: CITY OF JOONDALUP.

APPENDIX 2

VEGETATION UNITS

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Spearwood Vegetation Units.

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8. *Banksia attenuata/Banksia menziesii/Allocasuarina fraseriana* Low Open Woodland. A small pocket of this vegetation type exists on the eastern boundary of the site. Only a small portion of the vegetation unit will be impacted by development
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10. *Eucalyptus marginata* (Jarrah) Low Open Woodland. A small pocket of this vegetation type exists on the eastern boundary of the site.
11. *Dryandra sessilis* Closed Heath. Ten small pockets of the vegetation unit are represented on the site. Approximately four of the pockets of vegetation will be impacted by development.

12. *Dryandra sessilis*/*Acacia rostellifera* Closed Heath. A small area of the vegetation unit begins at the Burns Beach townsite and extends north.
13. *Dryandra sessilis*/*Melaleuca huegelii* Low Closed Heath. One small area of the vegetation unit exists to the east of the Burns Beach townsite.

Burns Beach Western Cell Development Foreshore Management Strategy

1. PURPOSE

The aim of the Foreshore Management Plan is to provide a practical and prescriptive framework to restore, rehabilitate and provide controlled access and recreation within the foreshore at Burns Beach. The FMP will be prepared as a condition of subdivision following approval of the Structure Plan and rezoning and require the approval of the Department of Planning and Infrastructure (Coastal Planning Section) and the City of Joondalup.

The Foreshore Management Strategy has been developed in conjunction with the Structure Plan to provide a basis for the preparation of the Foreshore Management Plan. It aims to develop the high-level strategic objectives of the FMP and outline the principles of community use within foreshore area at Burns Beach Western Cell. This foreshore management strategy has been prepared to accompany the advertising of the Structure Plan and is intended to provide the community and City with:

- Details on the constraints and opportunities within the foreshore;
- The context of the FMP; and
- The overarching principles and objectives that will need to be followed in the FMP.

2. PRINCIPLES AND OBJECTIVES OF FORESHORE MANAGEMENT PLAN

Vision: A sustainably managed foreshore reserve that is treasured by the Burns Beach community for its environmental, recreation and social values.

Objectives:

- Create a context from which detailed management and rehabilitation plans can be progressively prepared and implemented.
- Provide pedestrian and emergency access through the foreshore to the coast and along the coast.
- Provide designated recreation nodes and entry points to the foreshore.
- Provide access and facilities to the northern swimming beach.
- Protect, enhance and rehabilitate coastal vegetation.
- Educate and manage foreshore users using interpretative signs.
- Provide functional facilities to maximise the sustainable use of the foreshore and coast by the community.
- Encourage the involvement and participation of the community in foreshore/bushland management.

3. LOCATION AND AREA

Lot 2 Burns Beach is located approximately 30 kilometres north of Perth. Urban development of Kinross and Iluka are to the east and south of the subject land. The 'old' Burns Beach town site is immediately to the south. Lot 17, which includes Tamala Park Landfill site is to the north extending east across Marmion Avenue, which forms the eastern boundary. The Indian Ocean lies to the west. To the south and north of Lot 2 several existing Crown Coastal Reserves have been established along the coast extending from Mindarie Keys to Ocean Reef and Hillarys marinas.

4. ENVIRONMENT

The coastline is subject to dynamic processes of erosion (removing sand) and accretion (storing sand). A coastal dune and shoreline stability analysis was carried out as part of both previous Environmental Protection Authority assessments. This analysis revealed that the coastline of the site has been relatively stable over the last 46 years, showing no consistent, significant erosional processes.

Geologically, the foreshore supports a number of dune formations including an accretionary cusped foreland and perched dune fields and dune blowouts. The nature of the geological formations leads to steep primary dunes and deep swales. The soils of the area consist of shallow quartz sands over limestone with numerous limestone outcrops. Coastal vegetation is typical of southwest Western Australia.

4.1 FORESHORE CONSTRAINTS

- Approximately 35% of the foreshore contains vegetation in excellent condition. It will be necessary to protect these areas from degradation and inappropriate access (**Figure 1**).
- Approximately 65% of the foreshore vegetation is subject to some form of degradation. This degradation and coastal instability has the potential to escalate with increased use pressure. It will be necessary to stabilise, restore and rehabilitate these areas, and restrict inappropriate access (**Figure 1**).
- Two dune blowouts in the foreshore have developed over many years and are unstable dunal areas. They form an attractive area for sand boarding, beach access and represent a public risk liability. These dune blowouts could rapidly expand if extreme storm events and/or human disturbance occur. These areas require protection, recontouring and rehabilitation.
- The primary dune system of the foreshore consists of steep dunes and deep swales. The ease of access to the beach is greatly impeded by the dune formations in the area and it will be necessary to create safe and controlled access through the dunes. A north-south dual use path will need to be sensitively designed using dune topography and existing tracks.

- The swimming beach in the area is to the north of the Structure Plan area (100-300 metres). This beach is within the Regional Open Space and outside the foreshore immediately west of the development. Given this beach will create a natural attraction to the community particularly those who wish to swim, boogie board and surf controlled access and facilities will need to be provided. The exact nature and scale of facilities at this swimming beach will need to be discussed further with the City of Joondalup, Department of Planning and Infrastructure and Department of Conservation and Land Management.

4.2 FORESHORE OPPORTUNITIES

- The coastline is stable and not accreting or eroding.
- Offshore limestone reefs/ricks reduces wave energy and potential for coastal damage.
- The majoring of the foreshore is well vegetated and relatively stable.
- The foreshore reserve is more than 100 metres wide and therefore provides adequate buffer for coastal protection and opportunities for recreation facilities.
- Clearing of native vegetation within the development will provide a ready supply of seed, topsoil, brush and mulch for rehabilitation purposes.
- Existing tracks through the foreshore can be consolidated and improved to provide designated access to the coast and along the foreshore reserve.
- Rehabilitation of degraded areas will increase the conservation value of the foreshore.

5. MANAGEMENT ISSUES

Based on the constraints and opportunities discussed above, a number of management issues arise that will be further expanded and form the basis of the FMP.

The major issues to be addressed in the FMP are:

- Pedestrian access to beach.
- Pedestrian (dual use) and emergency access along and through the foreshore reserve.
- Dune recontouring, rehabilitation and restoration.
- Weed control and fire control.
- Recreation nodes.
- Fencing, signage, art, seating, lookouts, rubbish bins, shelter, toilets, car parking, landscaping (formal) and drainage.
- Commercial opportunities (eg beachside café).
- Development – foreshore interface (eg. batters, retaining walls and fencing).

- Access and facilities at the swimming beach to the north.

6. FORESHORE MANAGEMENT STRATEGY

The overall strategy is to prepare and implement an integrated FMP, which addresses the management and restoration of foreshore while allowing community access, use and enjoyment.

6.1 CONSTRUCTION

It is essential to reduce the potential effects of adjacent development on the foreshore reserve while still allowing practical access. To arrest the degradation of the area, management controls can be implemented as well as restoration of disturbed areas.

Strategy

- Define and delineate areas that require management, restoration and rehabilitation.
- Restore dune blowouts and rehabilitate to natural state.
- Protect landscape features where practical, regionally and locally significant vegetation and vegetation linkages and other environmental values.
- Taking into account the ongoing operation and development of site, develop a staging plan that prioritises specific areas for action over time.
- Create sensitive active recreation nodes within foreshore reserve.
- Minimise road batters in foreshore, rehabilitate batters to natural state and shape or use retaining walls where appropriate.
- No drainage from the sub-division to be directed into the foreshore reserve.
- Use differential rating to allow for long term management of the foreshore reserve.

6.2 ACCESS

Unrestricted access to the foredune has resulted in a number of uncontrolled access tracks to the beach (Figure 1). The unnecessary tracks will require rehabilitation to return to a stable vegetation community.

Strategy

- Develop and control access from development to nodes, beach and along foreshore reserve.
- Fence areas for conservation and rehabilitation to industry standards.
- Alignment of Dual Use Path to follow natural topography and existing tracks where possible.
- Research and develop lookout areas.
- In consultation with CALM, Department of Planning and Infrastructure, City of Joondalup and community explore and document opportunities for access and facilities at north swimming beach.

6.3 REHABILITATION

The vegetation of coastal areas plays a significant role in dune stabilisation, however it can be readily stressed by human uses such as recreation and significant erosion by strong winds can occur. Vegetation naturally occurring on foredunes has adapted to the harsh coastal environment. A succession of vegetation communities is found in these areas reflecting the changing environment from the foredune to the leeward side of dunes and through the secondary and tertiary dune systems.

Rehabilitation on foredunes historically requires access control, control of erosion and revegetation. It has been estimated that the site is disturbed on more than 65% of the foreshore area due to lack of active management and grazing and rehabilitation in differing degrees of intensity should be applied to all degraded areas.

Strategy

- Develop and implement a weed control programme to reduce the invasive weeds within the foreshore.
- Develop and implement a seed collection programme within the development to maintain genetic diversity in the area.
- Use only provenance species in the rehabilitation programme.
- Mulch or break up vegetation from clearing programme for use in rehabilitation works.
- Develop interpretative signage to educate on foreshore processes and rehabilitation.
- Restrict access through vegetation and rehabilitation using appropriate fencing.
- Restore dune blowouts and rehabilitate.

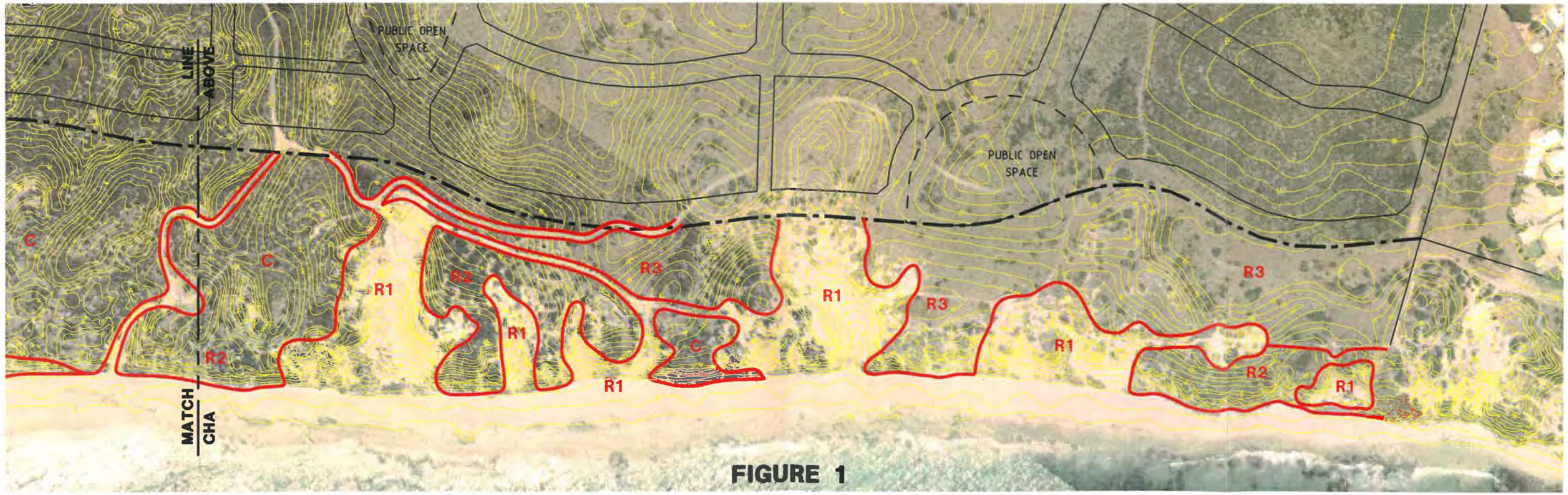
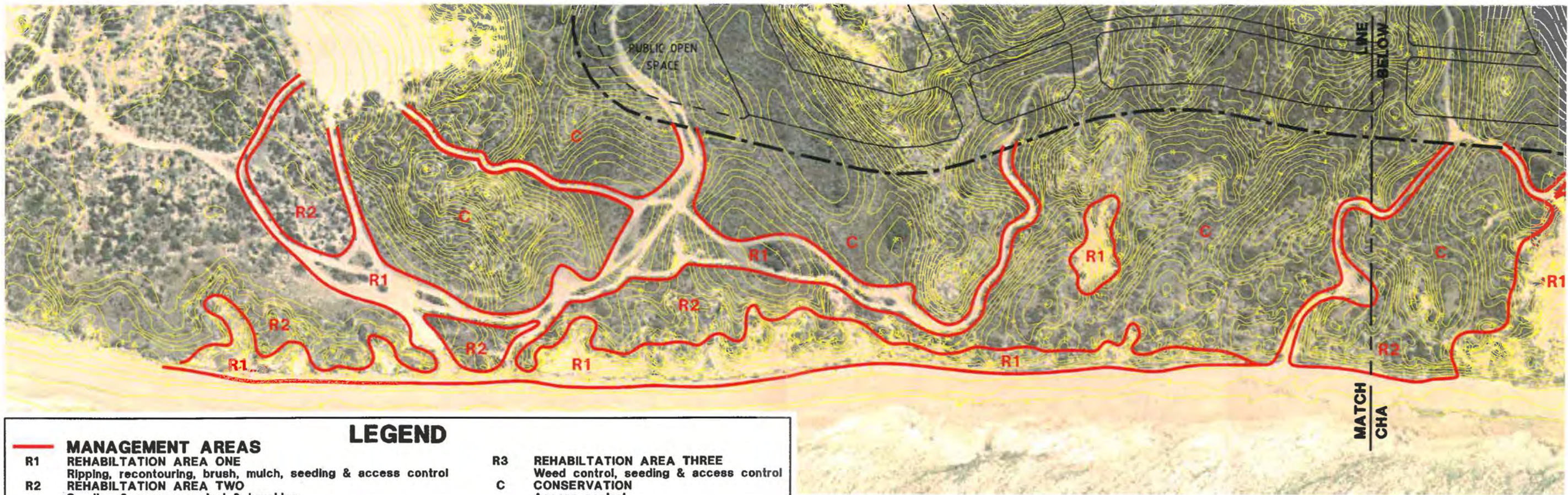


FIGURE 1

DATE	BY	ACTIVITY - REVISION DESCRIPTION	ISS	REV	CHKD	APPD
20/07/04	A	URBAN FORM REDESIGNED	AV		SP	

PROJECT BURNS BEACH
DRAWING TITLE FORESHORE REHABILITATION & CONSTRAINTS
PRINCIPAL BURNS BEACH PROPERTY TRUST

This drawing has been prepared in accordance with the BSD Quality Management System. It remains the property of BSD Consultants Pty. Ltd. and shall not be used without permission. This drawing shall be preliminary only and/or not for construction until signed approval.



SCALE 1:2500

CONSULTANTS **BSD**

CONSULTING ENGINEERS TOWN PLANNERS PROJECT MANAGERS ENVIRONMENTAL CONSULTANTS	BSD Centre 2 Dwyer Road P.O. Box 105 Subiaco Western Australia 6004 Telephone (08) 9273 3000 Facsimile (08) 9086 3031	Project Number V01011 Designed ASV Drawn SP Local Authority	Drawing Number V125-SK11 Checked ASV Approved ASV CITY OF JOONDALUP	Revision A Date 20.07.04 Sheet CF
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HON KEVIN PRINCE LL.B MLA
MINISTER FOR ABORIGINAL AFFAIRS: HOUSING
MEMBER FOR ALBANY

Our Ref: 00009622

Your Ref: CD:sb:01-068KN

Ms Cerina Delegaspi
Project Manager
Burns Management Pty Ltd/Peet & Co Ltd
C/- 7th Floor
200 St George's Terrace
PERTH WA 6000

Dear Ms Delegaspi

SECTION 18 NOTICE - BURNS BEACH KINROSS PROJECT AREA

I refer to your Notice dated 30 November 1994 seeking consent to disturb the remnants of the southwest corner of site S2471, for the purpose of developing the Burns Beach, Kinross project area for residential housing.

In accordance with my powers under Section 18 (3) of the *Aboriginal Heritage Act 1972-1980*, and following consideration of the recommendations from the Aboriginal Cultural Material Committee, I hereby grant consent to Burns Management Pty Ltd to disturb that portion of site S2471 located on the west of Marmion Avenue which lies within the proposed development area.

Yours sincerely,

A handwritten signature in cursive script that reads "Kevin Prince".

KEVIN PRINCE LL.B.MLA
MINISTER FOR ABORIGINAL AFFAIRS

24 February 1995



DEPARTMENT OF INDIGENOUS AFFAIRS

Register of Aboriginal Sites

Report run on September 7, 2004 2:38 PM

Page 1

RPGSR V1.57

Reference No: IQ-RPGSR-6531

Selection Criteria	Legend			
Registered Site Query Site Id: 3567 Site Number: S02471 - Site Name: MINDARIE WAUGAL Status: Permanent Register - Access Type: Closed Site Attributes: M, ART	Status	Access	Site Types	
	I Interim Register	C Closed	C Ceremonial	M Mythological
	P Permanent Register	O Open	RP Repository / cache	BUR Skeletal material/Burial
	S Stored Data	V Vulnerable	S Man-Made Structure	F Fish Trap
	Restriction	Reliability	T Modified Tree	P Painting
	F Female Access Only	R Reliable	E Engraving	Q Quarry
	M Male Access Only	U Unreliable	ART Artefacts / Scatter	MD Midden / Scatter
	N No Gender Restrictions		HIST Historical	G Grinding patches / grooves

Map coordinates (Latitude / Easting & Longitude / Northing) are based on the GDA94 datum. Coordinates are indicative locations and may not necessarily represent the true centre of sites, especially if access to specific site information is tagged as "Closed" or "Vulnerable". The metric grid on Site Search Maps are for a specific MGA zone, and does not cater for MGA metric coordinates for a different MGA zone.

Site Id	Status	Access	Restriction	Latitude/ Easting	Longitude/ Northing	Reliability	Site Type	Site Name	Informants	Site No
3567	P	C	N	31°42'11"S	115°43'24"E	R	M, ART	MINDARIE WAUGAL	Date: 15/09/1993 Primary: [**Contact details have been suppressed**] Date: 18/02/1991 Primary: [**Contact details have been suppressed**] Date: 02/12/1988 Primary: [**Contact details have been suppressed**]	S02471
		MGA Zone	50	379020 mE	6491781 mN					

WESTERN AUSTRALIA

Aboriginal Sites Register

Site Search Overview Map

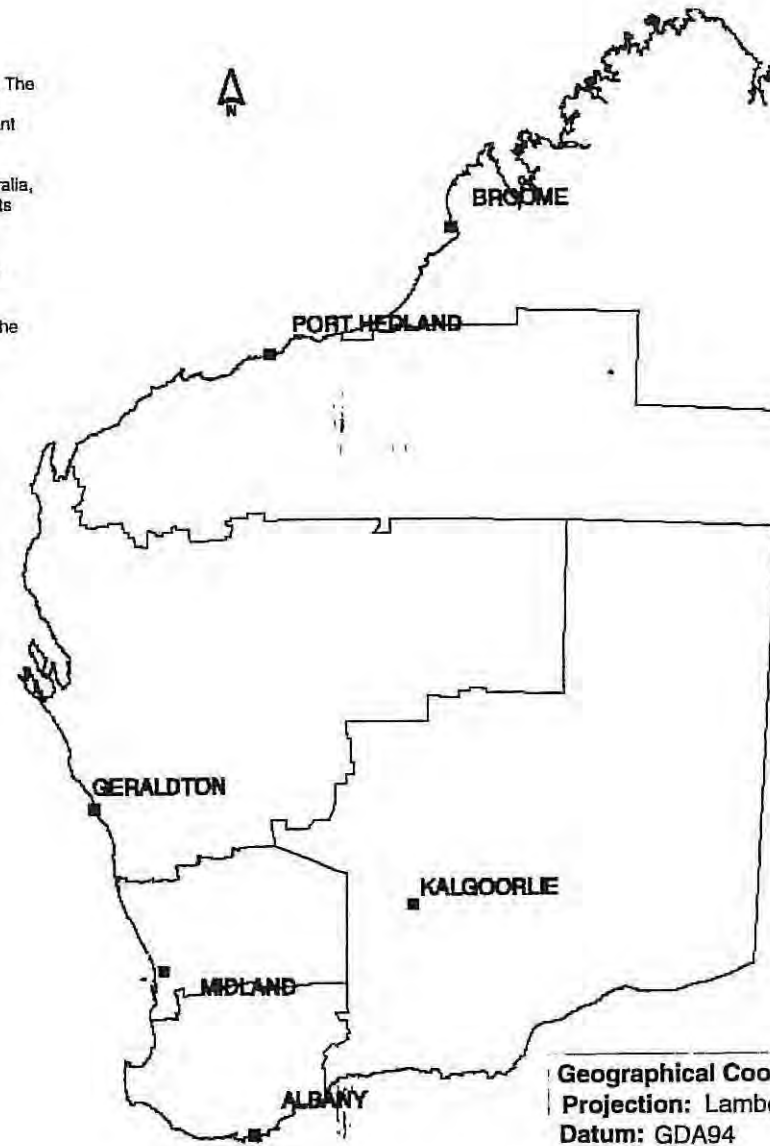
Sites may exist that are not yet entered into the Register system, or are on the Register and no longer exist. The Aboriginal Heritage Act 1972 protects all Aboriginal site in Western Australia whether they are known to the Dept of Indigenous Affairs / Aboriginal Cultural Material Committee or not. On-going consultation with relevant Aboriginal communities is required to identify any additional sites that may exist.

Copyright for Aboriginal Sites Information shall at all times remain the property of the State of Western Australia, under custodianship of the Dept of Indigenous Affairs / Aboriginal Cultural Material Committee. 1999 all rights reserved.

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Legend

-  Selection Area (User Polygon, LGA, Land Claim, ...)
-  Site Search Map
-  Selected Sites

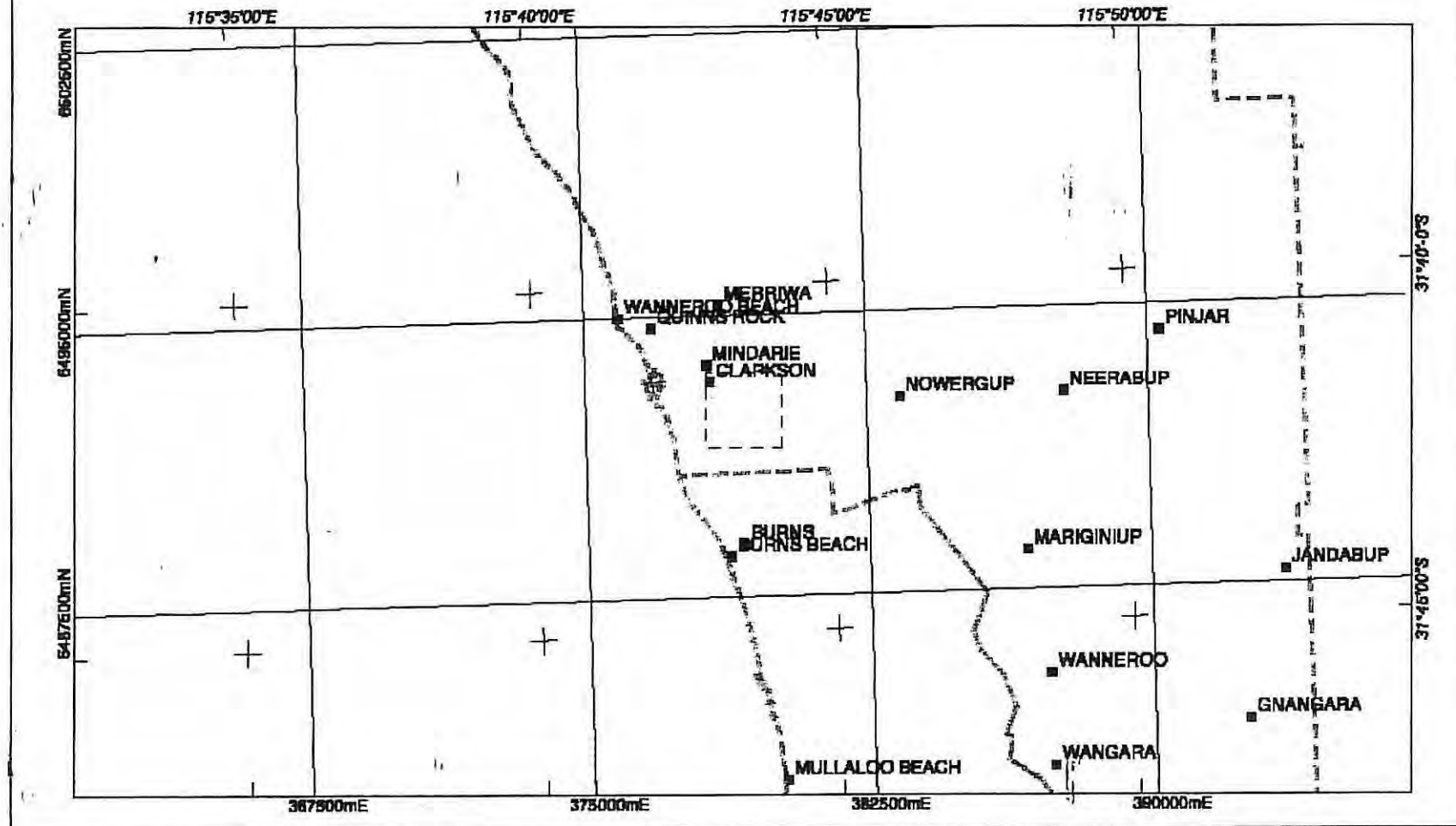


DEPARTMENT OF INDIGENOUS AFFAIRS

Geographical Coordinates
Projection: Lambert
Datum: GDA94

Site Search Map

0.5 Kilometers





DEPARTMENT OF INDIGENOUS AFFAIRS

Gis Site Reports

Report run on: September 7, 2004 2:38 PM

Selection Criteria

Registered Site Query

Site Id: 3567

Site Number: S02471 - Site Name: MINDARIE WAUGAL

Status: Permanent Register - Access Type: Closed

Site Attributes: M, ART

Report Id	Catalogue No.	Title	Author(s)	Old Ref No.
101370	HSR MW 1998 KAU [OWE]	Cultural significance of Aboriginal sites in the Wanneroo area : Final report ; prepared for Elder H	Kauler, Lily Bhavna.	0114 99
103788	HSR MW 1993 DOB	Report on an Ethnographic and Archaeological Survey at Neerabup Reservoir, Pipeline and Access Reserve. Sept 1993.	Dobson, B.	95 027
104170	HSR MW 1997 OCO	Report on an Ethnographic Survey of the Proposed Vodafone Bts Site 6151a at Tamala Park. May 1997.	O'Connor, R	97 091
104278	HSR MW 1990 OCO	Report on the survey for Aboriginal sites lot 10, Marmion Avenue, north west corridor	O'Connor, R	90 064
104314	HSR MW 1989 MUR [OWE]	Report of an archaeological and ethnographic survey for Aboriginal sites Neerabup Wanneroo	Murphy, A.	89 211
104512	HSR MW 1989 SMI	Report of an archaeological and ethnographic survey for Aboriginal sites on the northern suburbs rail line Ocean Reef Road to Burns Beach Road	Smith, J.	89 212
105273	HSR MW 2000 ROB [OWE]	Aboriginal Heritage survey of the Tamala Park Landfill site, Mindarie, Western Australia	Robertson, David	0599 01
105699	HSR MW 2001 MAC [OWE]	Aboriginal Heritage issues and cable crossings : upper Canning River downstream from Nicholson Road traffic bridge adjacent downstream from Canning Bridge and Narrows bridge utilizing internal bridge structure Swan River adjacent upstream to Causeway	Machin, Barrie	0781 01
106995	HSR MW 2003 PAR	Site avoidance survey under the Aboriginal Heritage Act (1972) of proposed land development on Lots 32, 33, & pt. 11 Connolly Drive at the Perth suburb of Butler, Western Australia	Parker, Susan	1313 03
18235	HSR MW 1997 CIT [OWE]	Draft structure plan Lot 17 Marmion Avenue Mindarie / Clarkson / Tamala Park : structure plan no. 26	The Planning Group	0385 00

Total No. of Reports Identified: 10

			Restr		Resolution	Assessment	Site Type	Additional Info	Coordinates	Field Code	Site No.
<u>3567</u>	P	C	N	MINDARIE WAUGAL	95007 (Mult resolns exist)	5(b), 5(c), 39.2(a), 39.2(b)	Mythological, Artefacts / Scatter		31 42'11"S / 115 43'24"E 379020mE / 6491781mN Zone 50 [Reliable]	2.21,.22,.23?, SITE 4	S02471

Site Register No: 003567 Old Site Number: S02471

Access:

Gender Restriction: No Gender Restrictions

Library Report No: 103788; 104170; 101370; 104278; 104314; 104512; 18235; 105273; 105699; 106995

Project : **Burns Beach Kinross Project**

Date Received : **30/11/1994**

Date Commenced : **8/02/0095**

Date Completed : **8/02/1995**

Resolutions

Meeting Date : **8/02/1995**

Resolution Number : **95008**

Resolution Type : **Consent**

Subject : **Burns Beach Kinross Project**

[more details...](#)

Report Id : 103788
Title : **Report on an Ethnographic and Archaeological Survey at Neerabup Reservoir, Pipeline and Access Reserve. Sept 1993.**
Author(s) : **Dobson, B.**
Catalogue Number : **HSR MW 1993 DOB**
Old Ref. No. : **95 027**
Amblib No. : **100504027**
Date Acquired : **1/01/1993**
Field Code. :
[More details...](#)

Report Id : 104170
Title : **Report on an Ethnographic Survey of the Proposed Vodafone Bts Site 6151a at Tamala Park. May 1997.**
Author(s) : **O'Connor, R**
Catalogue Number : **HSR MW 1997 OCO**
Old Ref. No. : **97 091**
Amblib No. : **100504277**
Date Acquired : **1/01/1997**
Field Code. :
[More details...](#)

Report Id : 101370
Title : **Cultural significance of Aboriginal sites in the Wanneroo area : Final report ; prepared for Elder H**

Author(s) : **Kauler, Lily Bhavna.**
Catalogue Number : **HSR MW 1998 KAU [OWE]**
Old Ref. No. : **0114 99**
Amblib No. : **100504659**
Date Acquired : **25/05/1999**
Field Code. : **2.21,.22,.23?**

More details...

Report Id : **104278**
Title : **Report on the survey for Aboriginal sites lot 10, Marmion Avenue, north west corridor**
Author(s) : **O'Connor, R**
Catalogue Number : **HSR MW 1990 OCO**
Old Ref. No. : **90 064**
Amblib No. : **100505404**
Date Acquired : **17/11/1999**
Field Code. :

More details...

Report Id : **104314**
Title : **Report of an archaeological and ethnographic survey for Aboriginal sites Neerabup Wanneroo**
Author(s) : **Murphy, A.**
Catalogue Number : **HSR MW 1989 MUR [OWE]**
Old Ref. No. : **89 211**
Amblib No. : **100505478**
Date Acquired : **1/12/1999**

Date Acquired : 1/12/1999

Field Code. :

More details...

Report Id : 104512

Title : Report of an archaeological and ethnographic survey for Aboriginal sites on the northern suburbs rail line
Ocean Reef Road to Burns Beach Road

Author(s) : Smith, J.

Catalogue Number : HSR MW 1989 SMI

Old Ref. No. : 89 212

Amblib No. : 100505563

Date Acquired : 22/12/1999

Field Code. : SITE 4

More details...

Report Id : 18235

Title : Draft structure plan Lot 17 Marmion Avenue Mindarie / Clarkson / Tamala Park : structure plan no. 26

Author(s) : The Planning Group

Catalogue Number : HSR MW 1997 CIT [OWE]

Old Ref. No. : 0385 00

Amblib No. : 100506110

Date Acquired : 4/09/2000

Field Code. :

More details...

Report Id : 105273
Title : **Aboriginal Heritage survey of the Tamala Park Landfill site, Mindarie, Western Australia**
Author(s) : **Robertson, David**
Catalogue Number : **HSR MW 2000 ROB [OWE]**
Old Ref. No. : 0599 01
Amblib No. : 100506530
Date Acquired : 12/03/2001
Field Code. :
[More details...](#)

Report Id : 105699
Title : **Aboriginal Heritage issues and cable crossings : upper Canning River downstream from Nicholson Road traffic bridge adjacent downstream from Canning Bridge and Narrows bridge utilizing internal bridge structure Swan River adjacent upstream to Causeway**
Author(s) : **Machin, Barrie**
Catalogue Number : **HSR MW 2001 MAC [OWE]**
Old Ref. No. : 0781 01
Amblib No. : 100506827
Date Acquired : 3/09/2001
Field Code. :
[More details...](#)

Report Id : 106995

Title : **Site aviodance survey under the Aboriginal Heritage Act (1972) of proposed land development on Lots 32, 33,& pt. 11 Connolly Drive at the Perth suburb of Butler, Western Australia**

Author(s) : **Parker, Susan**

Catalogue Number : **HSR MW 2003 PAR**

Old Ref. No. : **1313 03**

Amblib No. : **100507731**

Date Acquired : **14/04/2003**

Field Code. :

PEET & CO
Burns Beach
Structure Plan Traffic Report

September 2004



2/2 Shewood Court
Perth WA 6000
08 9225 6774 Phone/Fax
0413 607 779 Mobile

Issued on	17-09-04	Amendments	Date
Version	6	Comments from City of Joondalup	03-09-04
Reference	190		

CONTENTS

- 1.0 EXECUTIVE SUMMARY
- 2.0 THE SITE AND SURROUNDING ROAD NETWORK
- 3.0 TRAFFIC GENERATION AND DISTRIBUTION
- 4.0 DEVELOPMENT TRAFFIC IMPACT
- 5.0 THE INTERNAL ROAD NETWORK
- 6.0 PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT
- 7.0 PARKING

1.0 EXECUTIVE SUMMARY

This structure plan traffic report has been produced for Peet & Co to assist the development of land at Burns Beach. The site is located to the north of Burns Beach Road and west of Marmion Avenue and falls within the City of Joondalup. This report sets out the predicted traffic movements associated with the site and provides advice on traffic and transportation related issues.

The pertinent findings of this report are:

- It is proposed to provide access for the development to Marmion Avenue by the construction of a roundabout at the existing intersection of Edinburgh Avenue. Analysis of the roundabout indicates that Level of Service C can be expected for the peak movement. The Department of Planning and Infrastructure has indicated in principle support for the proposed intersection treatment.
- Traffic volumes produced by the development can be accommodated by the surrounding district and regional road network.
- Good public transport accessibility can be provided to the site. Currambine railway station is 1,500 metres from the site and walking / cycling would be possible and should be encouraged (although kiss and ride trips would be more likely).

...

2.0 THE SITE AND SURROUNDING ROAD NETWORK

Riley Consulting has been commissioned by Peet & Co to provide a traffic and transportation structure plan report for the proposed residential development of Burns Beach.

Figure 1 shows the location of the site in relation to the regional, district and local road network.



Figure 1 Site Location (source UBD)

The development site is bounded by Burns Beach Road to the south and Marmion Avenue to the east. To the north of the site is bush.

Figure 2 shows the concept layout of the proposed development of Burns Beach. Existing roads adjacent to the site are considered below.



Figure 2
Burns Beach Residential Development
Draft Subdivision Plan (refer DPS for detail)

Marmion Avenue

Marmion Avenue is a primary regional distributor road linking the northern suburbs to the western suburbs and the city of Perth. It is constructed as a four lane divided carriageway and would have capacity to pass about 50,000 to 60,000 vehicles per day.

Marmion Avenue is classified as an "other" regional road in the Metropolitan Region Scheme and access is approved through the Department for Planning and Infrastructure and the City of Joondalup. At some future time Marmion Avenue may be classified as a primary regional road and fall under the jurisdiction of Main Roads Western Australia.

Current traffic flows are in the order of 33,000 vehicles per day equally split north / south. Figure 3 shows the current traffic flow profile taken from the SCATs signal loops at the Marmion Avenue / Burns Beach Road intersection. It can be seen that the road experiences a significant peak movement southbound between 7:30 and 9:00am and northbound between 4:30pm and 6:00pm. During the afternoon the local schools also produce a significant increase in traffic movements.

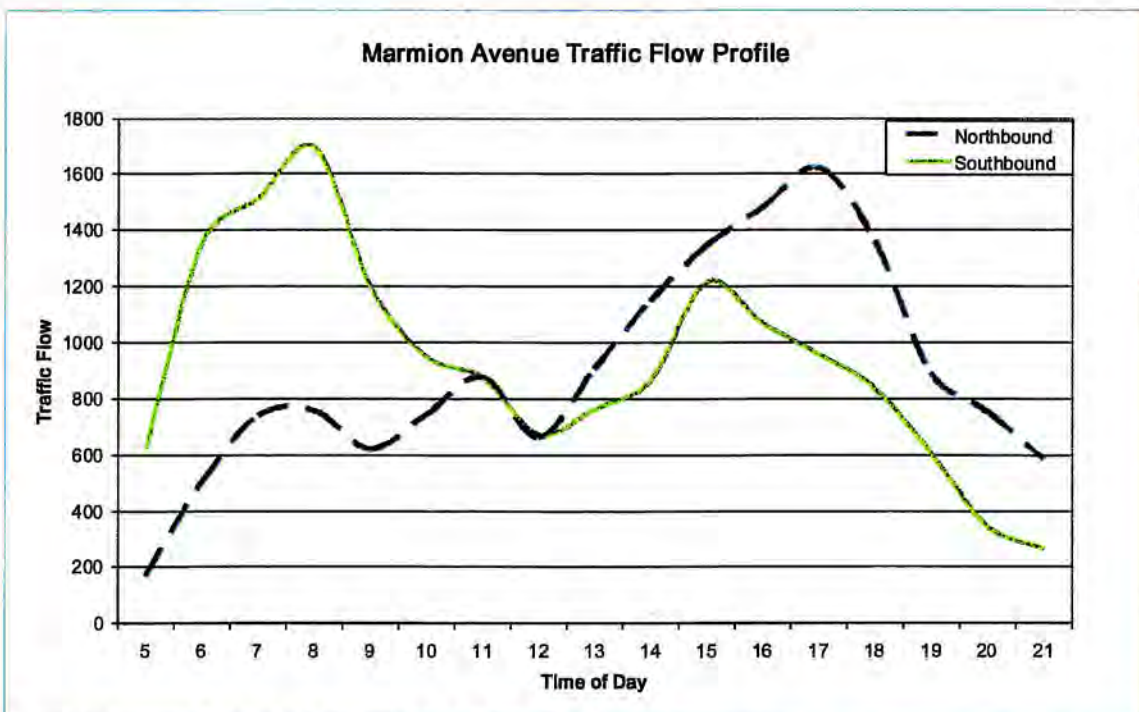


Figure 3 Marmion Avenue Traffic Flow Profile

Marmion Avenue currently provides the primary access road to Mindarie, Brighton and developing suburbs to the north. Traffic growth on this regional connection is likely to be high as development to the north progresses. Ultimately the Mitchell Freeway will be

extended to service these expanding suburbs, along with the district level connection of Connolly Drive. Future modelling undertaken by MRWA¹ indicates that future traffic volumes on Marmion Avenue north of Burns Beach Road could be in the order of 43,000vpd, although it is not known whether full impact of the rail line extension was taken into consideration.

Current peak hour traffic volumes on Marmion Avenue could be expected to reduce with the opening of the Clarkson rail station, which will overcome the requirement of residents to the north of Tamala Park accessing Currambine station. Traffic flows can then be expected to increase as development to the north progresses and then reduce once the Freeway has been extended. For the purpose of this structure plan report the current traffic volumes on Marmion Avenue are used.

Burns Beach Road

Burns Beach Road is currently constructed as a single two lane carriageway road west of Delgado Parade. East of Delgado Parade a slightly higher standard road has been constructed.

The structure planning for Iluka has considered future traffic flows on Burns Beach Road and includes assumptions of the potential traffic generated by the Burns Beach development. Figure 4 reproduces the flow forecasts from the Iluka structure plan report.

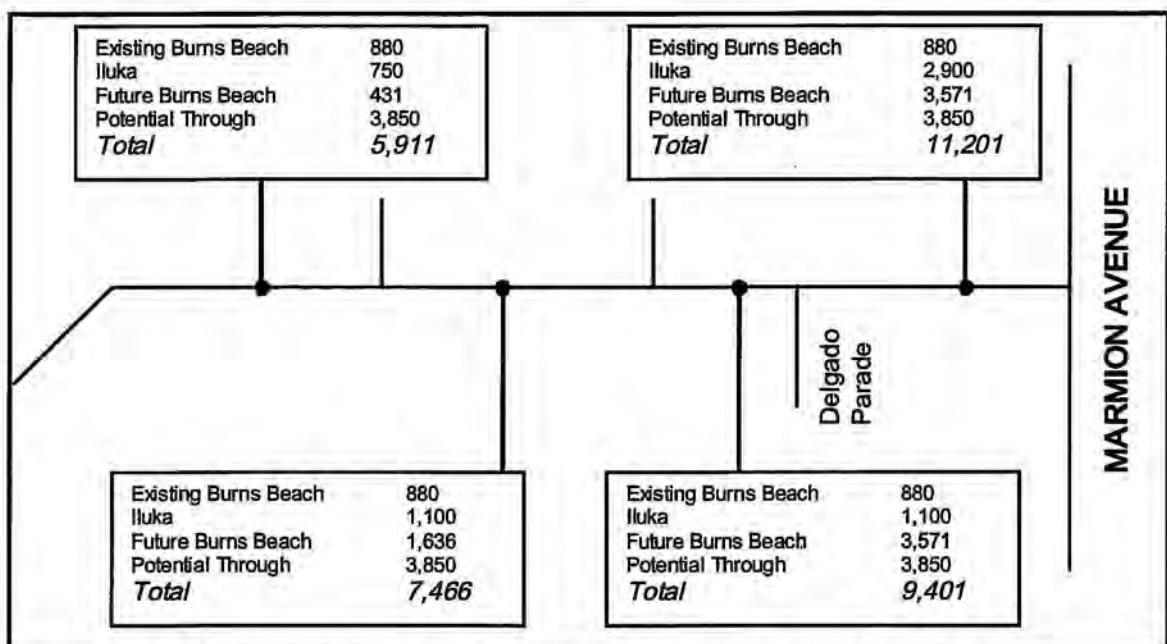


Figure 4 Iluka Structure Plan Daily Traffic Volumes – Burns Beach Road

¹ At the time of the Iluka structure plan

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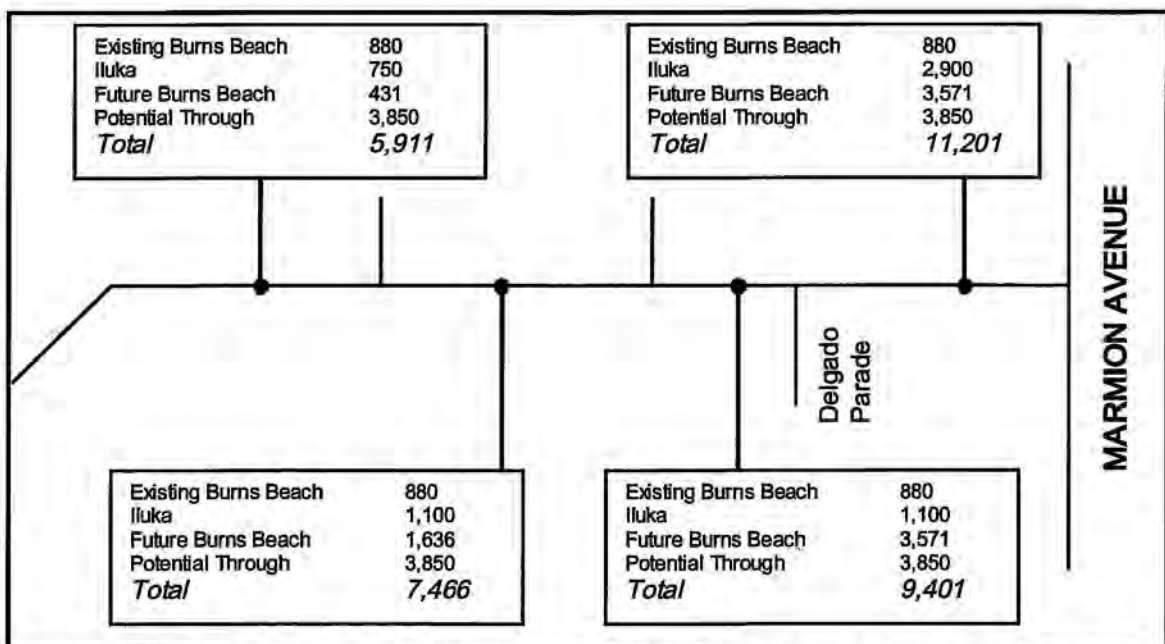


Figure 4 Iluka Structure Plan Daily Traffic Volumes – Burns Beach Road

¹ At the time of the Iluka structure plan

The Iluka structure plan (August 2000) modelled the future traffic volumes on Burns Beach Road and includes for a significant level of through movement. The structure plan therefore considered the maximum potential impact of the future development of Burns Beach. The structure planning of Burns Beach defines the expected lot yield and the assumptions of the Iluka structure plan (Figure 4) can now be updated.

2.0 TRAFFIC GENERATION AND DISTRIBUTION

The development provides for a lot yield of about 1,580 lots of varying density. A primary school is proposed and a commercial facility (such as café) located on the beach front.

The land uses are estimated to be the most likely maximum development potential of the site and are in no way a precise definition of the future development. Undertaking analysis of the maximum potential of the site will provide a robust assessment of impact and allow greater opportunities should market forces change the development proposal.

Residential Land Uses

A daily trip rate of 9 trips per day per residential lot has been agreed with the City of Joondalup for the structure planning of Burns Beach. Based on the structure plan lot yield of approximately 1,580 residential lots and units, the daily traffic generation will be 14,220 vehicles per day.

The residential trips are distributed to the local road network by trip purpose derived from the 1986 Perth Metropolitan Travel surveys as indicated in Table 1 below.

Table 1 Composition of Residential Trips

Purpose of trips	% of Total	Total Trips
Home Based Work	27%	3,839
Home Based Education	5%	711
Home Based Other	34%	4,835
Home Based Evening	20%	2,844
Non-Home Based	14%	1,991
		14,220

Where home based trips originate from home and non-home based are trips having a destination to the home (such as deliveries).

Local Beach Centre

The development site includes a focal beach front café area that may provide for local shopping facilities, such as newspapers and milk etc. It is unlikely that this facility would attract significant levels of traffic from external sources on a daily basis as other local facilities do exist for external residents. The café is located within an easy walk of the local community and a similar facility is currently located on the beach front in old Burns Beach. For the purpose of structure planning no traffic is assumed to be associated with this land

use. It is acknowledged that there will be some attraction to the café and the beach at Burns Beach, but this will not be an every day occurrence. It would be inappropriate to design the local road network to a higher standard, which would be likely to result in higher traffic speeds, to cater for occasional higher traffic flows attracted to the beach.

Primary School

Adjacent to Burns Beach Road a site has been identified for a local primary school. A trip attraction of 0.35 trips per residential lot has been used to determine the traffic associated with this land use. It is assumed that the school will cater for about 400 children and would be expected to attract 600 trips per day using the standard attraction rate of 1.5 trips per child per day.

Distribution

The distribution assumptions used for Burns Beach are based on the assumptions agreed with the City of Joondalup for the Iluka development to the south of Burns Beach Road. The distribution assumptions are shown in Table 2 below. These assumptions have been provided to the City of Joondalup for comment.

Table 2 Distribution

	North	East	South	South (Freeway)	West	Internal
Work Trips	15%	30%	20%	35%	0%	0%
Education Trips	20%	0%	80%	0%	0%	0.35/lot
Home based Other	15%	35%	20%	15%	10%	0%
Home Based Evening	15%	35%	20%	15%	10%	5%
Non Home Based	10%	60%	0%	30%	0%	0%

The generated traffic has been distributed to the internal road network using the road network distance and speed. This method will determine the attraction to each access based on the shortest route (the model predicts demand flows). The distributed traffic is shown in Figure 5.

Assumptions Used in the Modelling

The structure plan provides a long term forecast of traffic movement associated with the future ultimate development of Burns Beach and it is necessary therefore to make various assumptions to derive the future traffic flows, which are set out below.

- The structure plan area is fully developed and occupied
- Marmion Avenue retains an 80kph speed limit
- Burns Beach Road has a 60kph speed limit
- Internal connectors are 50kph
- Internal streets (residential streets) have an average operating speed of 40kph²

² 50kph is the posted speed but accounting for intersection delays an operating speed of 40kph is realistic.

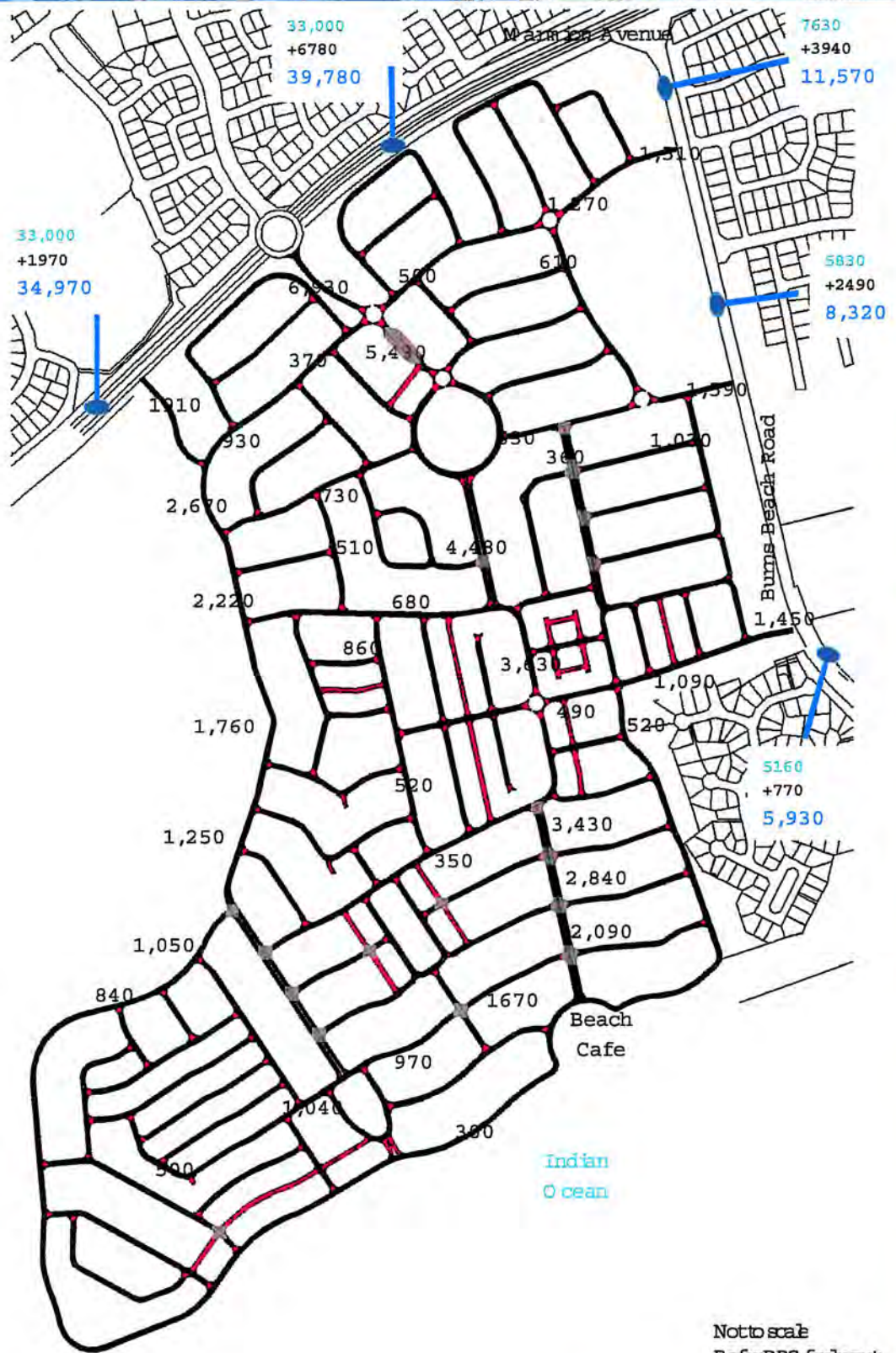


Figure 5
Burns Beach Structure Plan
Forecast Daily Traffic Flows (>300vpd)
 Northern access left in left out

4.0 DEVELOPMENT TRAFFIC IMPACT

Figure 5 shows the anticipated traffic volumes on internal road and the forecast increases to external roads. It can be seen that the highest increases are expected on Marmion Avenue, where up to 6,830 vehicles per day (vpd) could be expected. Combined with the existing daily traffic flow, Marmion Avenue would be expected to have typical daily traffic flows of (33,000 + 6,780) say 39,800vpd.

Although quite a significant increase, there is sufficient capacity to cater for the projected demand.

Marmion Avenue has adequate daily capacity to cater for the Burns Beach development.

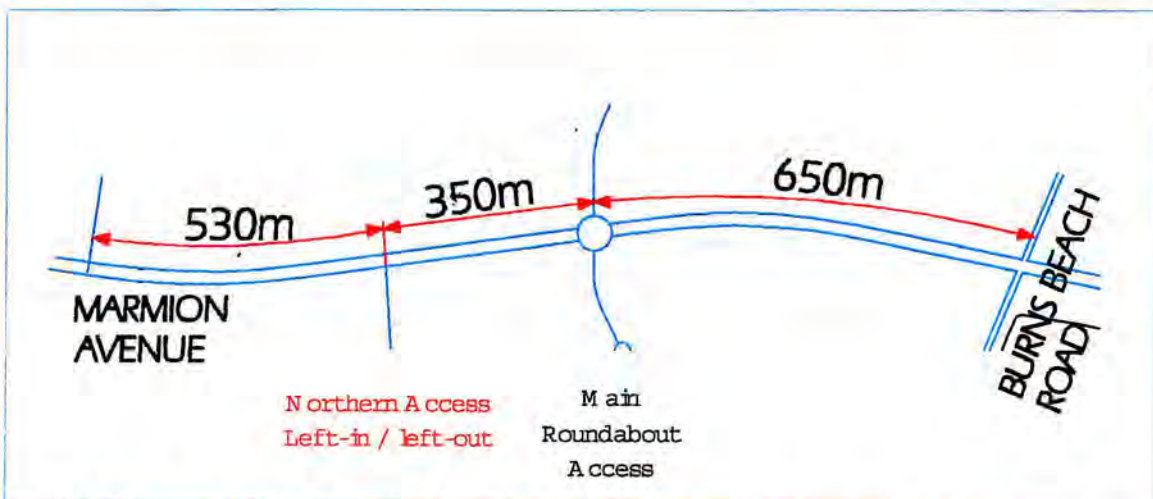


Figure 6 Marmion Avenue Intersection Spacing (Spacing subject to detail design)

Current planning guidelines suggest that a minimum intersection spacing of 300 metres to 1,000 metres should be used on primary distributor roads. The intersection spacing shown in Figure 6 accords with current planning guidelines.

Main Access

The main access to Burns Beach will be taken from Marmion Avenue at the existing intersection of Edinburgh Avenue. As an existing intersection, appropriate visibility is already provided and intersection spacing requirements conform to current standards. It is proposed to modify the existing intersection to provide a four-way roundabout controlled intersection. The roundabout will be designed to current Austroads Standards and in liaison with the City

of Joondalup. It is likely that a treatment similar to the existing roundabout at Marmion Avenue / Shenton Avenue would be appropriate.

Initial discussions with the DPI indicate that the introduction of a roundabout in the location proposed is acceptable in principle.

An assessment of the proposed roundabout operation has been undertaken using SIDRA for the morning peak hour, which is the busiest period on Marmion Avenue. Existing traffic flows on Marmion Avenue have been used for the assessment. As previously discussed the introduction of the northern suburbs rail line extension to Clarkson in September 2004 would be expected to reduce morning peak hour movements on Marmion Avenue.

The operation of the roundabout is provided as Appendix A and summarised in Table 3 below.

Table 3 Proposed Marmion Avenue / Burns Beach Access Roundabout Operation

Approach	Delay	V/C	LoS
AM PEAK HOUR			
Marmion Avenue Northbound	13.9	0.406	A
Edinburgh Avenue	38	0.475	A
Marmion Avenue Southbound	19.7	0.807	C
Burns Beach Access	21.7	0.334	A

The delay is indicated as the average delay in seconds per vehicle.

V/C is the volume / capacity ratio as a percentage, where 90% is practical capacity beyond which significant queues and delays would be expected.

LoS = Level of Service (Highway Capacity Manual delay method) where A= Excellent and F= Poor. MRWA currently accept LoS D for peak hour urban operation.

Indicative analysis shows that the proposed roundabout on Marmion Avenue to provide access to Burns Beach will operate with an acceptable Level of Service during the morning peak hour.

The proposed main intersection to Marmion Avenue has been shown as a roundabout and is based on discussions with officers at Main Roads and the Department for Planning and Infrastructure. The final form of this intersection will require further analysis at the time of subdivision to ensure appropriate operation in the long term.

Northern Access

The northern access will be located approximately 530 metres south of the existing Kinross Avenue intersection and approximately 350 metres north of the existing Edinburgh Avenue intersection. Indicatively this intersection is considered to be left-in / left out only, but accords with current planning guidelines to be considered for a full movement intersection. As a full movement intersection a minimum 120 metre right turn lane would be required.

Burns Beach Road

Burns Beach Road bounds the southern side of the Burns Beach site and access is proposed as shown in Figure 7. Access locations conform to current intersection spacing requirements for Burns Beach Road (district distributor type B). The vertical profile of Burns Beach Road has been assessed and it is indicated that all accesses have visibility appropriate for the 60kph speed limit on Burns Beach Road.

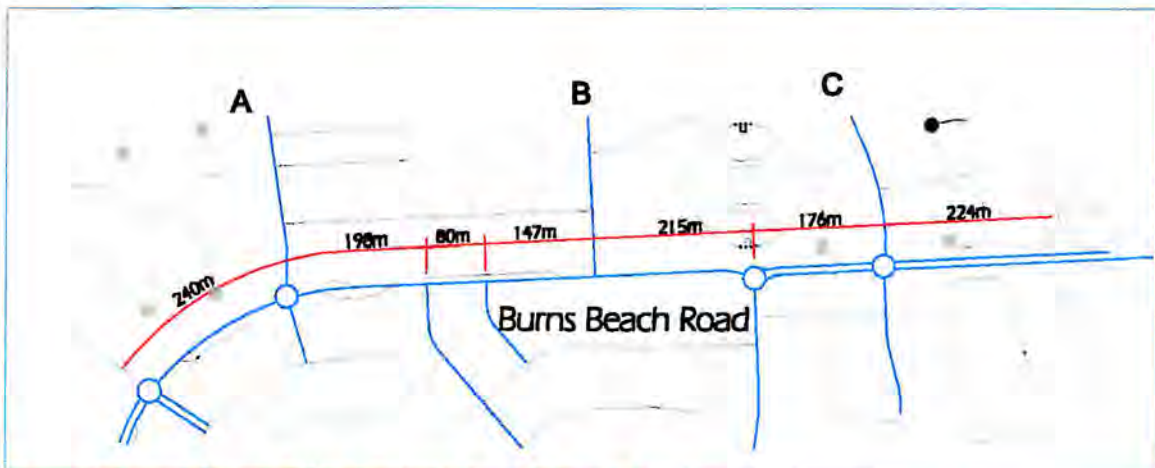


Figure 7 Burns Beach Road Intersection Spacing

The future traffic volumes on Burns Beach Road are shown in Figure 5 and replace the original traffic flow predictions of the Iluka structure plan volumes shown in Figure 4.

Access A

Access A provides a secondary point of access for local residents accessing the neighbourhood centre in Iluka (intersection of Burns Beach Road / O'Mara Boulevard). Indicative traffic volumes show 1,450 vehicles per day using this access giving way to 5,870 on Burns Beach Road. Due to its location opposite access to Beaumaris Beach to the south of Burns Beach Road, it is proposed to control this intersection with a small roundabout. The roundabout should be designed similar to the existing roundabout at the intersection of Burns Beach Road / Delgado Parade.

Appendix B reproduces Figure 38.1 from *Roads and Traffic in Urban Areas* (UK) and is a convenient guide to the operation of intersection treatments based on the daily traffic flows. It can be seen that with the expected traffic volumes the roundabout would be expected to operate with a Level of Service A.

Access B

Access B is a local access providing connectivity for the surrounding residential lots and access to the primary school. Daily traffic flows are shown to be in the order of 1,590 vehicles per day and reference to Appendix B indicates that LoS B would be the expected operation. This is an acceptable Level of Service. During the peak period 90 vehicles would be expected to use the access, indicating that right turning traffic on Burns Beach Road could be in the order of 50 to 75 movements in the peak hour. It would be recommended that a standard urban right turn lane be provided.

Access C

Access C is a higher order connection linking to Burns Beach Road and daily traffic flows are indicated to be in the order of 1,510 vehicles. Discussions with the City of Joondalup indicate that a full movement intersection at this location would be undesirable and thus would not be supported. It is proposed therefore that this intersection will operate as left-in / left-out only. As a four-way intersection it was expected that this intersection would operate at LoS A, as a left-in / left out operation LoS A would still apply.

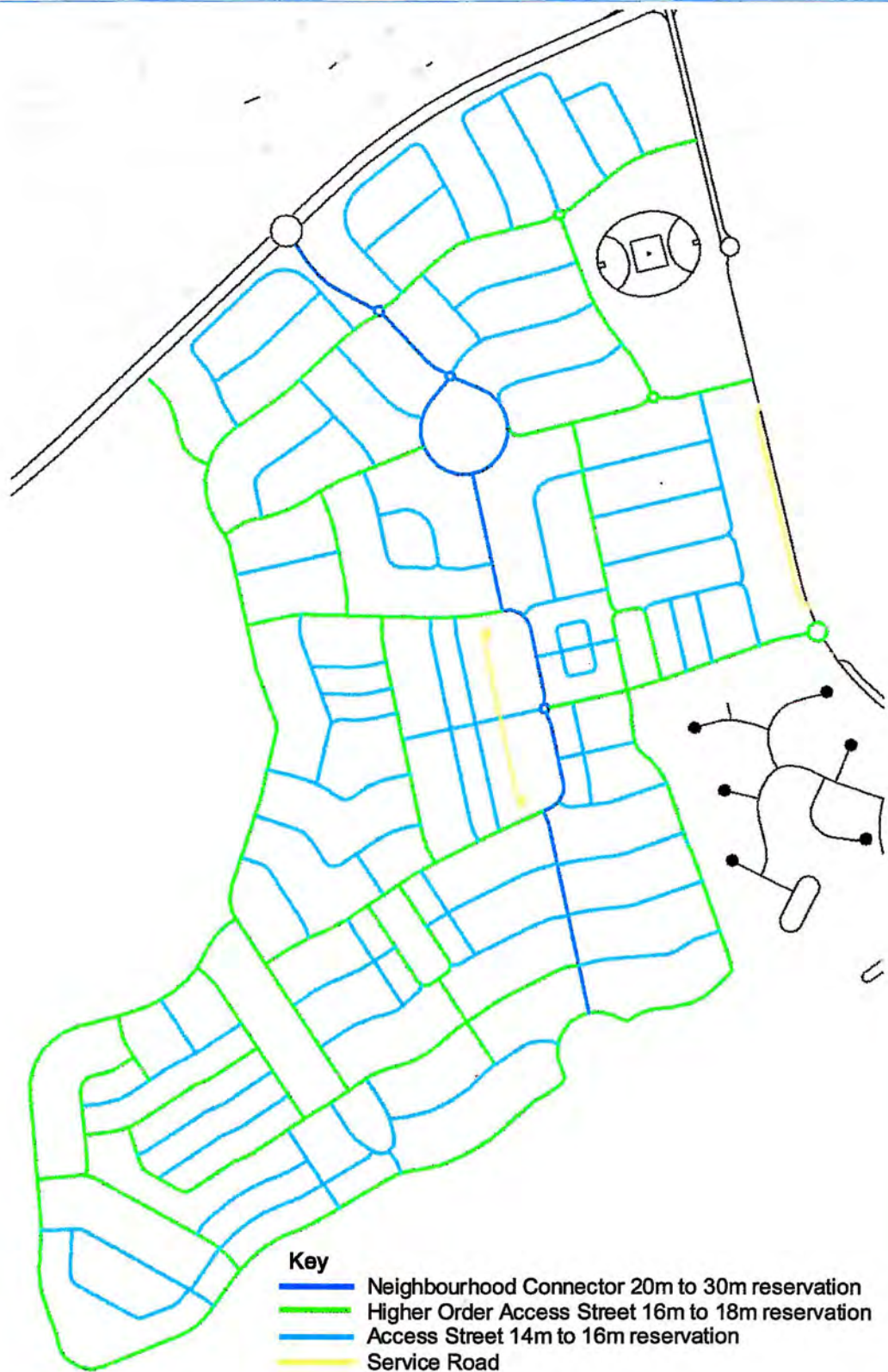


Figure 8
Burns Beach Structure Plan
Internal Road Hierarchy

5.0 THE INTERNAL ROAD NETWORK

Figure 5 shows the anticipated traffic movements that could be expected with the full development of Burns Beach as indicated in the structure plan (Figure 2). Predicted traffic volumes are shown on key streets and on access points. The hierarchy shown in Figure 8 is based upon advice contained in *Liveable Neighbourhoods* (Edition 2), reproduced in Table 4 below.

Table 4 *Liveable Neighbourhoods* Road Hierarchy

Indicative Daily Traffic Flow*	Designation	Street Characteristics
< 1,000 vpd	Access Street	Narrower access streets (5.5 to 6m) may be appropriate in locations further away from centres and activity where traffic flows are less than 1,000 vpd and a low on-street parking demand exists.
1,000 vpd to 3,000 vpd	Higher Order Access Street	Wider access streets (7 to 7.5m) cater for higher traffic volumes and are located closer to neighbourhood centres.
3,000 vpd to 7,000 vpd	Neighbourhood Connectors	Generally 2-lane undivided. These are 'special' streets and their design needs to have regard to context, function and adjacent land uses.
7,000 vpd to 20,000 vpd	District Distributor Type B	Typically will have 1 clear lane of travel in each direction and a parking / manoeuvring lane.
15,000 vpd to 35,000 vpd	District Distributor Type A	Typically have service roads and development frontage with ample on-street parking to support a mixture of land uses. Direct vehicle access from adjoining property should be limited where no service roads are provided.

* Function of streets needs to be considered as well as traffic volume.

Burns Beach Road

Previous structure planning for Beaumaris Beach (Iluka) has indicated that Burns Beach Road is classified as a district distributor type B road. A road reservation of 38 metres as shown in Figure 9 has been agreed with the City of Joondalup. Based on the current reservation of 20.0 metres, an additional 9.0 metres will be required from the land parcels to the north and south of Burns Beach Road (assuming that service roads as indicated are utilised).

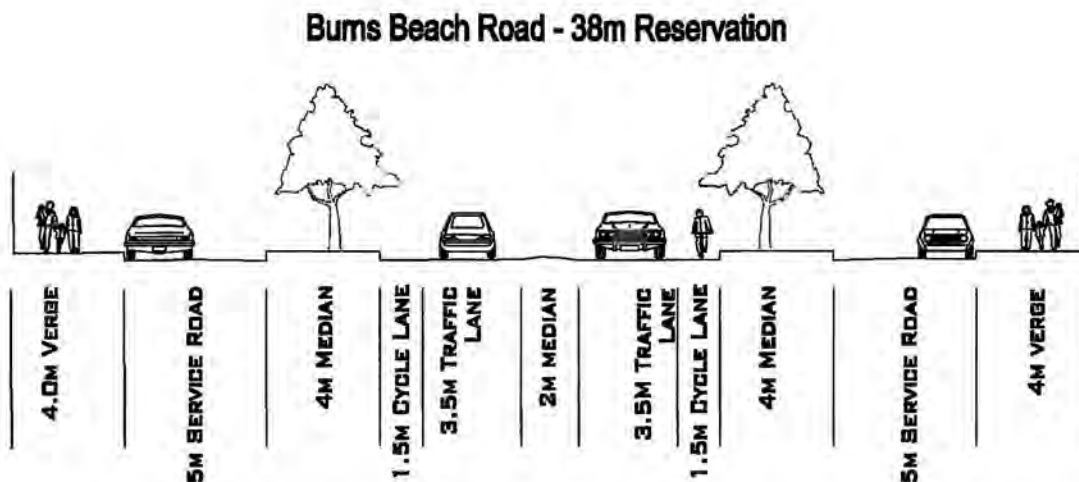


Figure 9 Burns Beach Road Cross-Section

Internal Streets

The following section provides guidance on the suggested hierarchy with regard to reserves and cross-sections. The cross-sections indicated are the minimum widths suggested for the various street types. The philosophy of providing constrained streets is to encourage a slower speed environment. However, wider reservation widths may be used to suit the character of the development and increase the opportunity for landscaping and frontage activity.

Figure 8 shows the suggested road hierarchy for Burns Beach.

Neighbourhood Connectors

Liveable Neighbourhoods provides the following comment on Neighbourhood Connectors:

Neighbourhood connectors link neighbourhoods and towns, are carefully designed to calm traffic, limit noise and facilitate pedestrian use. They have frequent local street connections. They should not attract substantial long distance through traffic, but

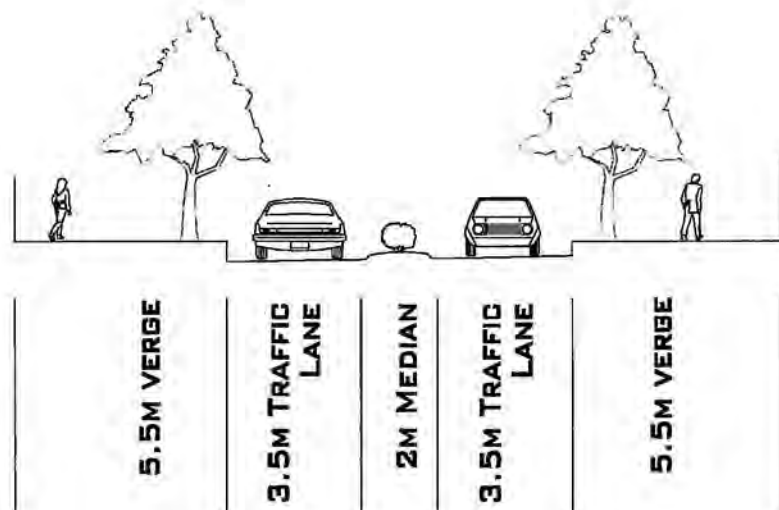
provide for safe and convenient local travel to and from arterial routes, usually at signal controlled intersections.

Roads shown blue in Figure 8 are considered as neighbourhood connectors as they provide the primary access to the structure plan area. Daily traffic flows on these roads are below 7,000 vehicles and a simple 7.2 metre carriageway (7.4m if bus route) would be sufficient to pass this level of traffic flow.

At intersections median islands would be desirable to provide safer pedestrian crossing points and to highlight the intersection.

An indicative cross-section based on a 7.2 metre carriageway and the provision of median islands at appropriate locations is shown below.

A minimum 20.0 metre cross-section is suggested for neighbourhood connector roads.



Example of typical neighbourhood Connector in 20 metre road reservation

Where no median is provided a single 7.2 metre carriageway should be used and the verge increased to 6.4metres.

Central Access Road (Neighbourhood Connector)

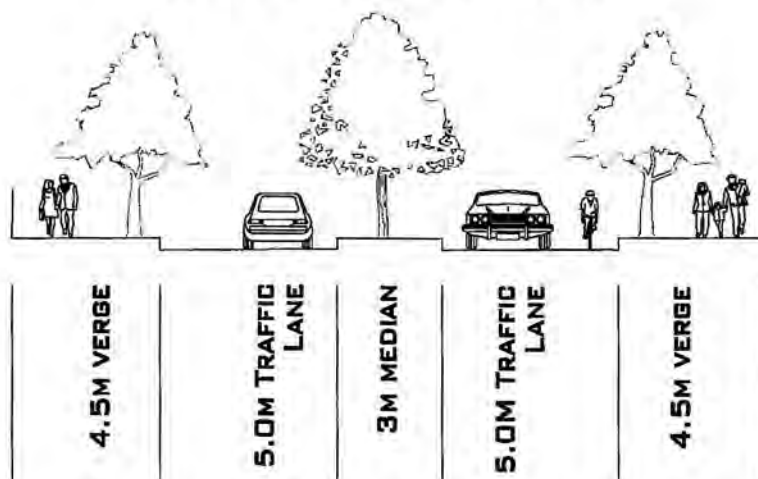
Within Burns Beach the central access street is proposed as typically a boulevard style road between Marmion Avenue and the Ocean. The cross-section for this street will vary as it passes through the site and examples of how it may look are provided below. The predicted

volumes on this central spine are generally less than 5,000 vehicles per day and direct lot access would be acceptable.

Ocean to Central Park

Between the Ocean and the central park, adjacent residential lots front side streets and there will be no requirement for direct lot access. The following example indicates how this section of street may look.

Boulevard - 22m Reservation



Example of Boulevard Treatment approaching the coast (lots fronting side streets)

Central Park

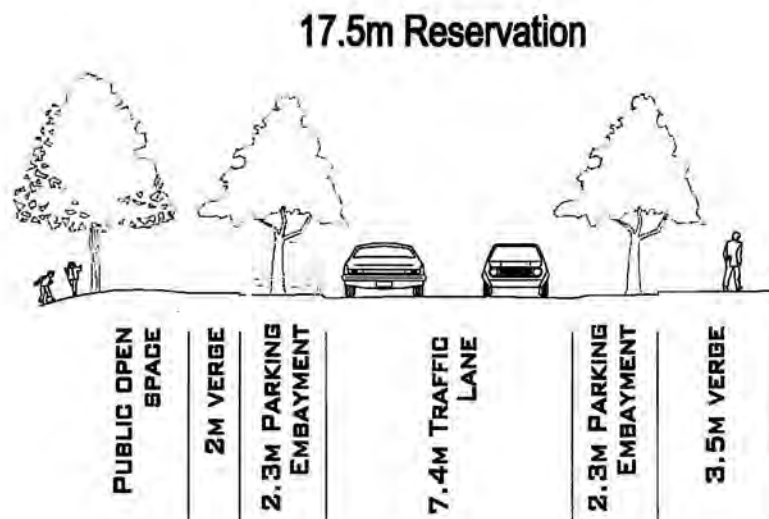
The neighbourhood connector to the south side of the central park has been designed with speed limiting bends at each end. A slow speed environment adjacent to the park is highly desirable and a roundabout has been provided at the mid point to further check speeds on this street. The street layout adjacent of the park will consist of a 7.4 metre carriageway suitable for buses and parking embayments to service adjacent residential land uses, the local café/shop and the park.

Roundabout control at each end has been considered but, dismissed due to the requirements of buses making right turns. This would increase the size of the roundabouts reducing their speed limiting potential for cars. Further the traffic volumes do not suggest that control is required.

The following photographs show how the tee intersections may look once constructed.

The access streets joining the street on the outside of the bend would be provided with an entry treatment to indicate a lower order street that is primarily designed for local traffic only (although any vehicle would be permitted to use this street). The concept is based on a staggered tee intersection treatment on the north-south street, but to allow better recognition of the main east-west movement the southern tee is re-aligned.

The following example indicates how this section of street may look.

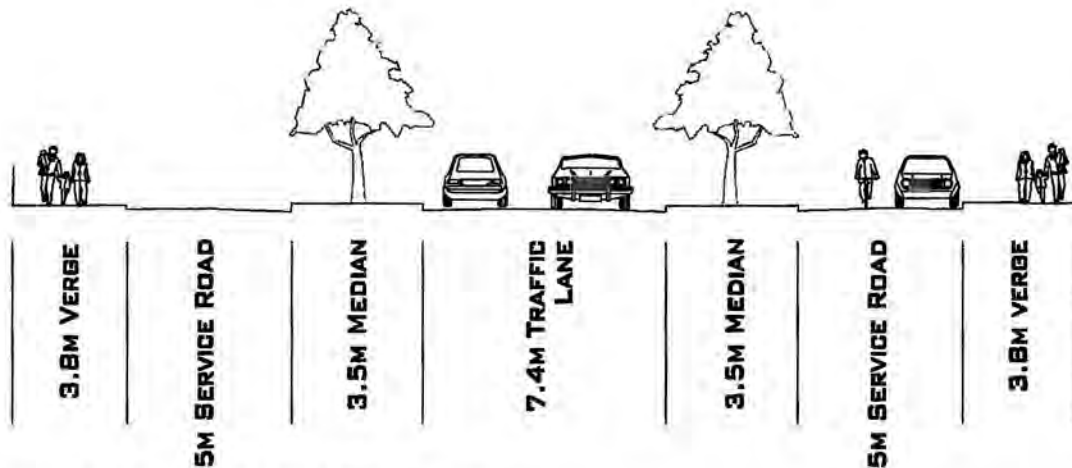


Example of Central Spine Road Adjacent to park (cycling on DUP to north of park)

East of Central Park

East of the central park the structure plan indicates that lots may front the central spine road. In this instance on-street parking would be required and service roads would also be expected to service residential lots. The following shows an example of the typical road reservation required in this instance.

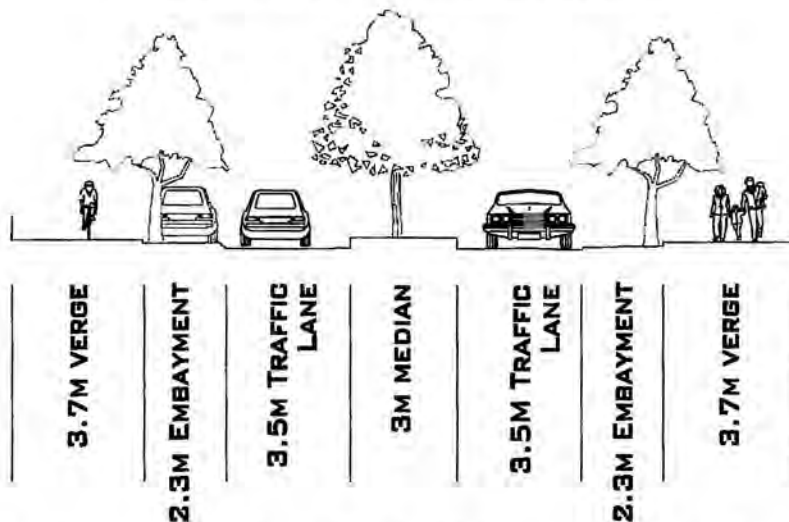
Central Spine 32m Reservation



Example of boulevard with service roads

However, if at the time of subdivision a rear-laneway is proposed, then a reduced road reservation can be used and an example is shown below.

Boulevard - 22m Reservation



Example of boulevard east of Central Park with laneway access to fronting lots

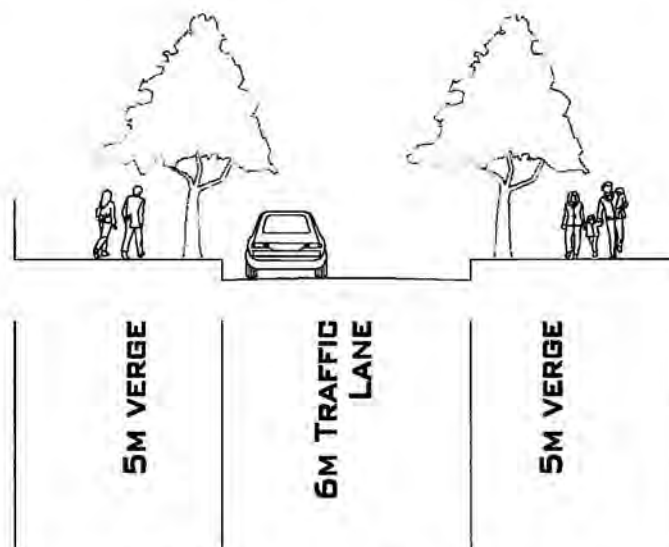
The cross-sections are indicative of the suggested treatment of the central spine road between Marmion Avenue and the coast. Further assessment of the cross-section will be required at the time of subdivision to ensure that appropriate access to fronting lots and adequate verge width for services is provided.

Access Streets

Access Streets are the main residential streets within the development and provide direct lot access. A typical access street would be provided with a 6.0 metre to 7.0 metre carriageway depending on bus routes and Local Government requirements. It is recommended however, that the minimum carriageway width be provided to encourage a slower speed environment. The City of Joondalup has a policy of a 6.0 metre minimum carriageway width, which will assist in achieving a more appropriate 40kph typical travel speed.

A suitable cross-section for access streets, which are shown green in Figure 8 is shown in the example below.

A minimum 16.0 metre cross-section is recommended for higher order access streets.

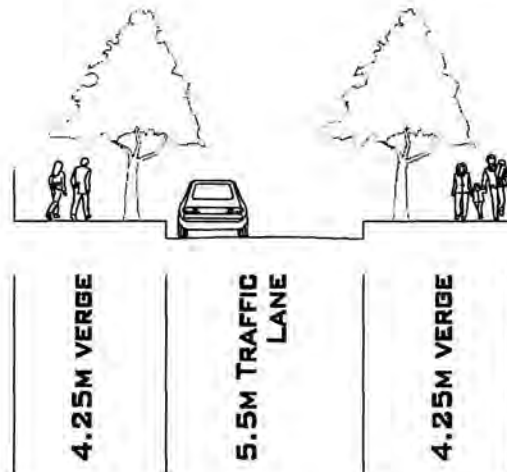


Example of access street with 16.0 metre road reservation

Access streets with less than 300 vehicles per day are quiet residential streets and could be attractive for children to play. A narrow road pavement is recommended for these streets to provide a visual constraint to the road and encourage a slower speed environment. Figure 13 indicates a suitable cross-section for these streets. A 5.5 metre wide carriageway would be suited to these roads, but will require approval by the City of Joondalup.

A 14 metre road reservation is the practical minimum road reservation that can be utilised for access streets. Occasional on-street parking can be accommodated to cater for visitors without significant impact to traffic movement. Such road reserves should only be used where the access street provides no major linkage to other access streets.

Access Streets can be provided with a 14 metre reservation where on-street parking is not expected



Example of access street with minimum 14 metre road reservation <300 vpd

Where a 6.0 metre carriageway is used the verge should be reduced to 4.0 metres or a 15 metre reservation used.

The above road reservation requirements identify the minimum recommended width to be provided. The road reserves may be wider to provide additional landscaping.

Public Open Space

Adjacent to public open space (POS) it is possible to reduce the verge abutting the POS to 2.0 metres. Typically this would reduce the road reservation by about 2.0 metres.

Frontage Access

Current planning guidelines suggest that where traffic flows exceed 3,000vpd direct lot access should be controlled. Figure 8 shows streets where frontage treatments should be considered. There are several alternative methods to achieve appropriate control as set out in Development Control policy 2.6 (WAPC). Appropriate controls include:

- Providing a boulevard (flows up to 7,000vpd)
- Providing service roads (5,000 vpd to 7,000vpd)
- Increased setbacks, shared driveways (up to 5,000vpd)
- Laneway access

The road reservation requirements of the above treatments vary, and are typically in the order of:

- Boulevard – 25 metres
- Service roads 26.2metres (absolute minimum service roads both sides)
- Increased setbacks/ shared driveways – as per Local Government planning scheme
- Laneway access – 6 metre rear lane plus standard road reserve (min 17.2 metres for parking on-street)

Traffic Management

Figure 10 shows the traffic management of the development and it would be desirable to provide a traffic calming feature to the northern side of the structure plan area to limit the speed of traffic using this street. Terminating roads can be easily identified.

All streets are of relatively short lengths and high traffic speeds would not be expected. Further, the narrower carriageway widths proposed in low traffic residential streets will assist in reducing the attraction for speeding making a safer environment for local children.

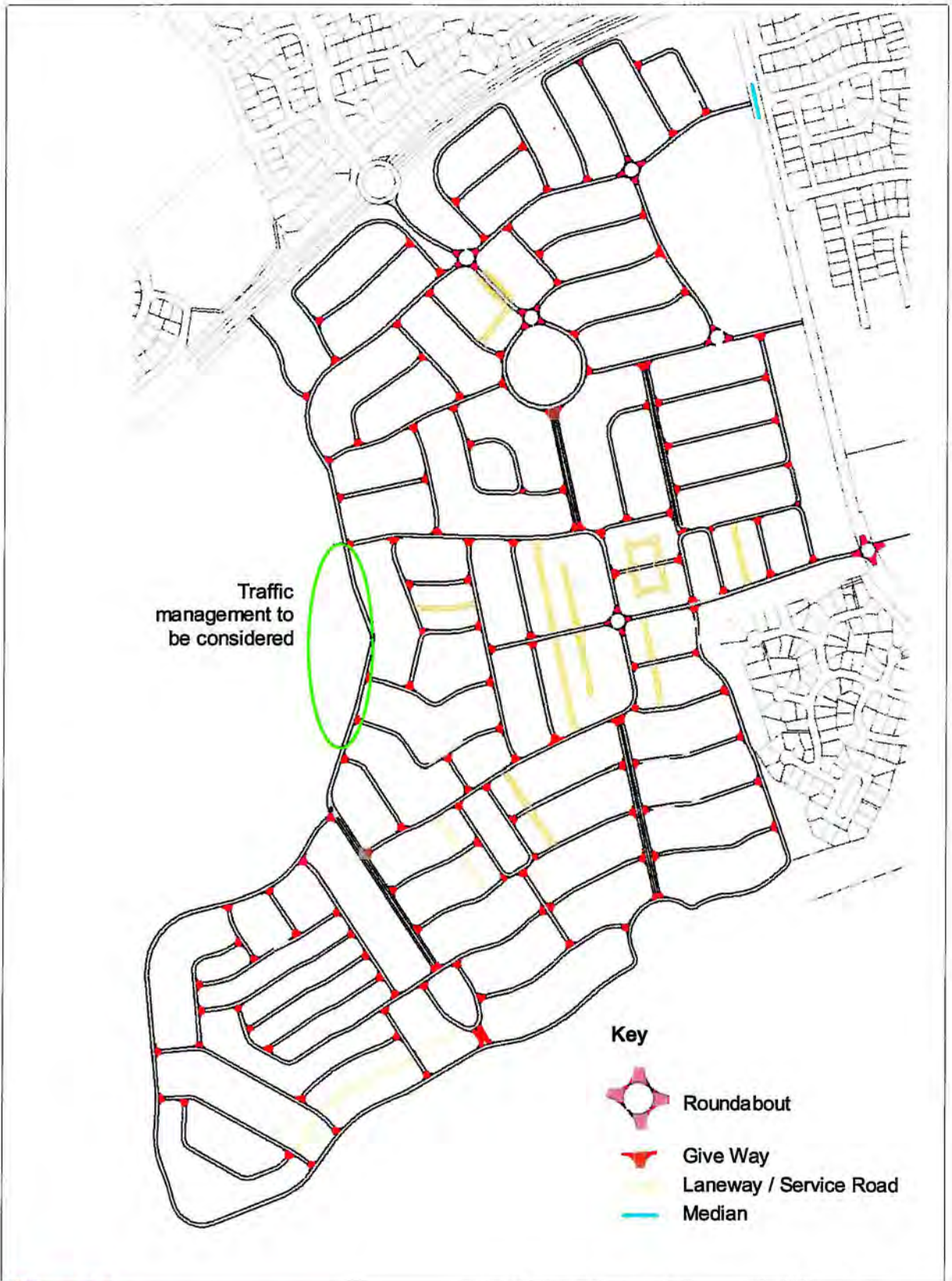


Figure 10
Bums Beach Structure Plan
Traffic Management

6.0 PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT

Burns Beach is well located to access the existing train service to Perth at Currambine. By September 2004 the Northern Suburbs rail line will be extended to Clarkson, relieving the demand for parking at Currambine and also reducing peak period traffic volumes on Burns Beach Road east of Marmion Avenue. Currambine station is about 1,500 metres from the site and it is unlikely to attract walking trips. Cycling would be possible to the station but presently bicycles are not permitted on peak hour train services. **Figure 11** indicates the location of the Burns Beach development to Currambine railway station.

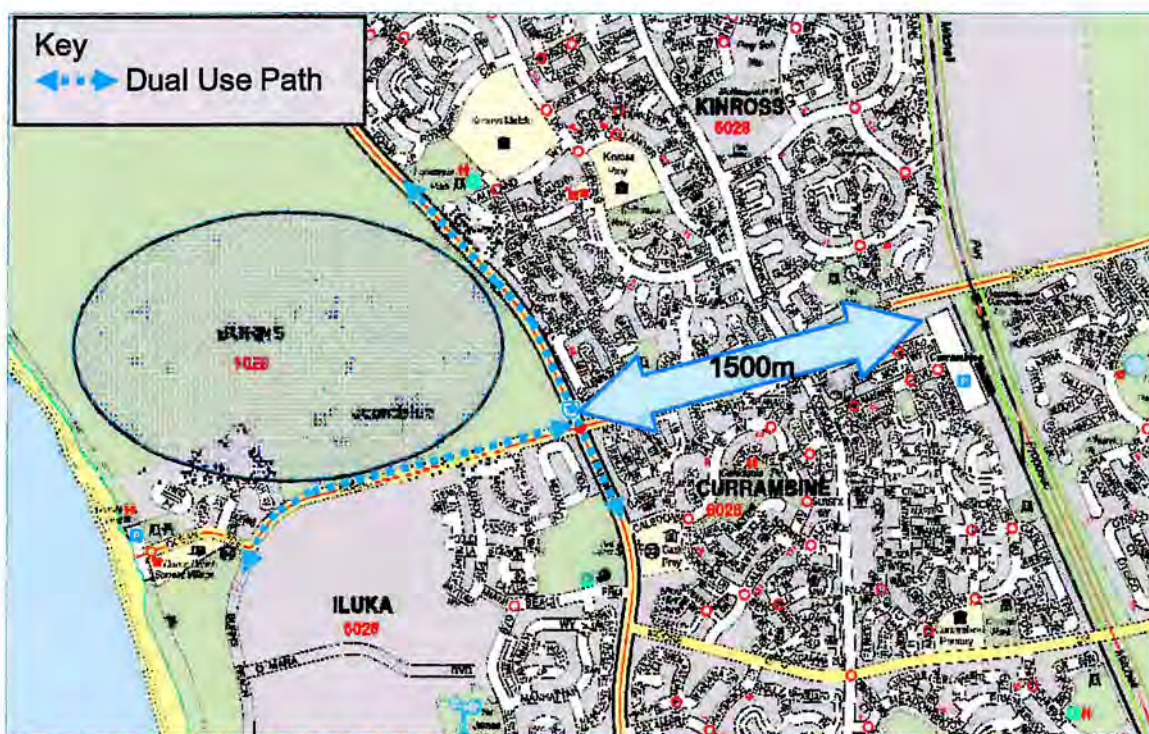


Figure 11 Burns Beach Accessibility

Pedestrians

Walking is encouraged in Burns Beach and appropriate footpaths are to be provided commensurate to current planning guidelines. Footpaths are not required in streets where the daily forecast traffic flow is less than 300 vehicles. The design of Burns Beach limits the attraction of residential streets to be used by extraneous movements and thus many of the local streets do not require a footpath. **Figure 12** shows the structure plan area and indicates the roads that require footpaths. The plan ensures that footpaths are located to provide safe access to the proposed primary school.

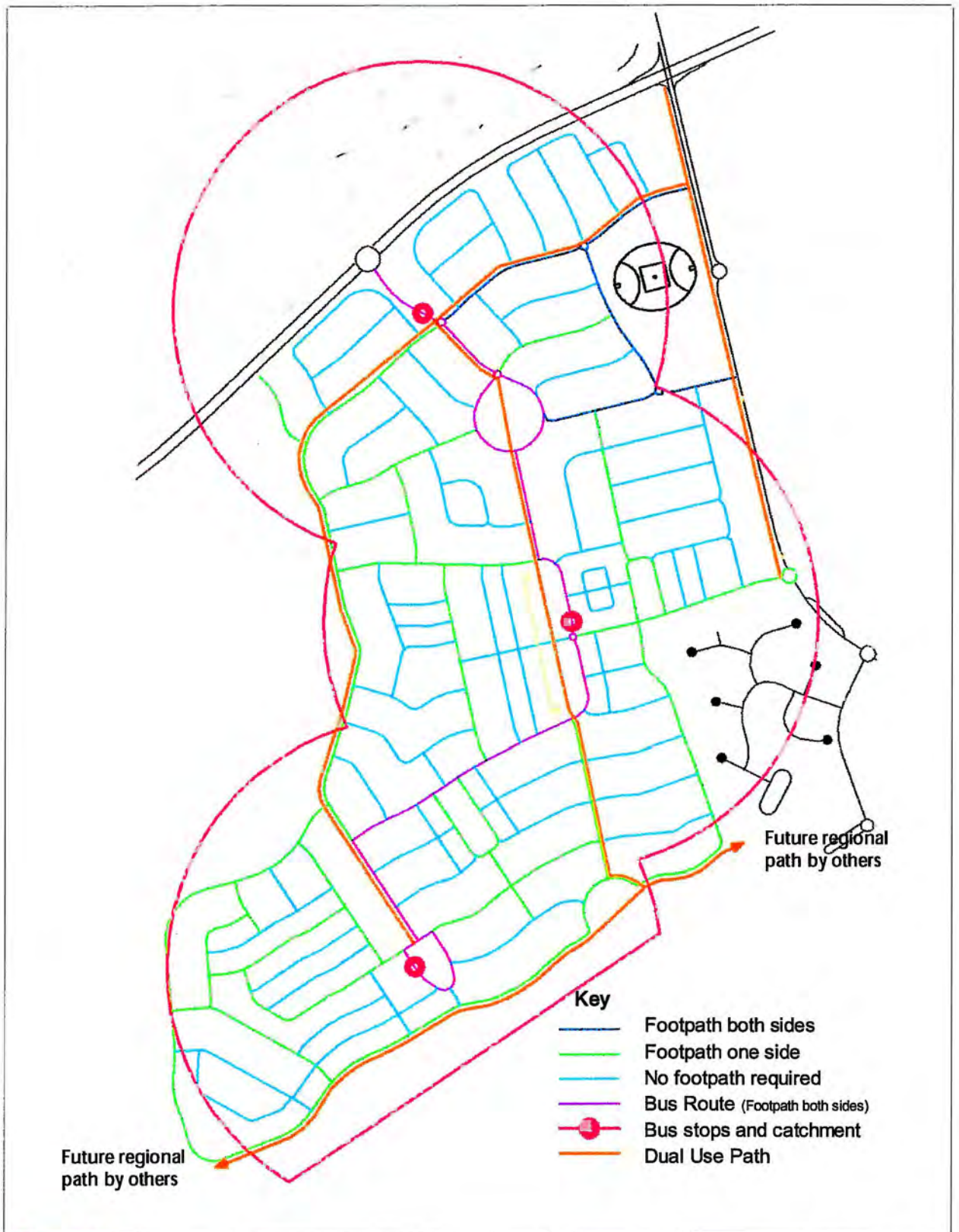


Figure 12
Burns Beach Structure Plan
Pedestrians, Cycles and Public Transport

Cycling

Good cycle routes exist to the south through the Iluka development and on the ocean front adjacent to Burns Beach Road. There is also an off-road recreation cycle path south of Burns Beach adjacent to the ocean that would be extended along the Burns Beach frontage. There is the opportunity for this link to be extended to the north to join Mindarie, but this will be within land that has been ceded as bush and will be controlled by State Government. The construction of this connection is therefore the responsibility of State or Local Government.

Cycling on-street is appropriate where traffic flows are less than 3,000 vehicles per day (*Liveable Neighbourhoods*). There are few streets in the structure plan area that have daily traffic flows in excess of 3,000 vehicles and therefore cycling would be acceptable on almost all roads. Figure 12 indicates the Dual Use Path Network around and through the site to provide a safe cycling environment, particularly for children.

Public Transport

There are several bus services in the locality of Burns Beach as indicated below.

- **Route 481**
Quinns Rocks to Joondalup. This is a half hourly service using Marmion Avenue and Burns Beach Road (east) to Joondalup town centre
- **Route 485**
Ridgewood to Joondalup. This is a half hourly service using Marmion Avenue and Burns Beach Road to Joondalup town centre
- **Route 470**
Iluka to Joondalup. This is an hourly service using Delgado Parade and Burns Beach to Joondalup town centre

Bus services in the northern suburbs provide a reasonable connection to local railway stations and regional shopping facilities. Figure 12 indicates those streets in Burns Beach that would be appropriate for bus services. The bus route indicated has been discussed and endorsed by the Public Transport Authority.

6.0 PARKING

As an ocean front suburb Burns Beach may attract a level of vehicle trips associated with access to the beach. A car park is currently provided at the old Burns Beach town site that provides a total of 70 car parking bays. 13 bays are provided in front of the Café Del Sol (and obscure the view of the ocean) and 57 in the car park to the north (of which 2 bays are designated Disabled).

It is proposed that the Burns Beach development will provide an opportunity for a café or restaurant facility. The City of Joondalup TPS parking standards for a restaurant suggest the provision of 1 bay per 5m² of seating area. The parking requirement of the TPS is likely to result in an over provision, leaving empty car parks that would be prone to anti-social behaviour. It is recommended therefore, that the parking for the restaurant / café should be provided on-street, or in small car parks highly visible from the foreshore access road.

There are no surveys to accurately determine the potential attraction to the beach and thus determine the appropriate parking demand. However, discussions with the rangers at the City of Joondalup indicate that the current parking supply at Burns Beach is sufficient and rarely are there problems of haphazard parking³. This indicates that the provision of 70 bays adjacent to the beach is an appropriate level of parking (and includes the café parking).

Parking by the foreshore can be provided on-street and based on the road length of 1.1km it would be possible to provide 170 parallel car parking places. Thus it can be deduced that adequate parking can easily be provided for beach users. Figure 13 is an extract from the public open space plan and shows indicatively where access to the beach would be available. The figure also indicates where parking is considered appropriate.

³ Only during the Abalone season (4 weeks) are excessive parking problems encountered.

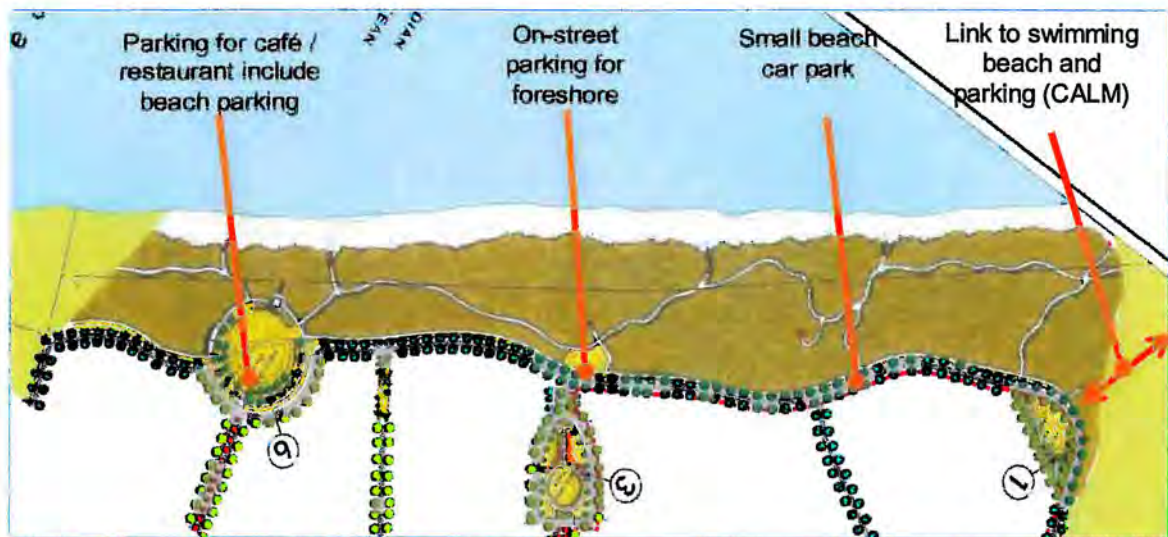
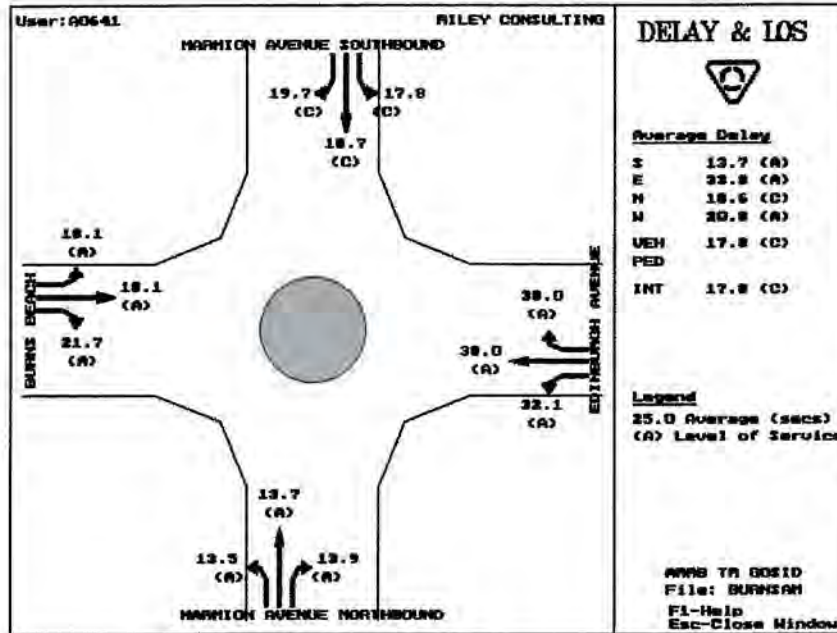


Figure 13 Foreshore Parking

The main issue of parking is the blight that empty parking bays have upon the aesthetic quality of the local area. Typically these bays would remain vacant for 90% to 95% of the time and provide the impression of a wider street, leading to an increase in traffic speeds. It is suggested that on the foreshore access road parking is provided at footway level on a promenade. Parallel parking would be normal during the week, with 90° parking possible at weekends and peak periods. At times when parking is not required the promenade is available for use by pedestrians and cyclists.

APPENDIX A

Marmion Avenue Roundabout Analysis



BURNS BEACH DEVELOPMENT
MARMION AVENUE AM PEAK HOUR
Roundabout

* BURNSAM *

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: MARMION AVENUE NORTHBOUND						
1	L	71	175	0.406	13.5	A
2	T	1201	2966	0.405	13.7	A
3	R	79	195	0.405	13.9	A
		1351	3336	0.406		A
East: EDINBURGH AVENUE						
4	L	114	240	0.475	32.1	A
5	T	11	41	0.268	38.0	A
6	R	32	119	0.269	38.0	A
		157	400	0.475		A
North: MARMION AVENUE SOUTHBOUND						
7	L	71	88	0.807*	17.8	C
8	T	1921	2389	0.804	18.7	C
9	R	20	25	0.800	19.7	C
		2012	2502	0.807		C
West: BURNS BEACH						
10	L	80	514	0.156	18.1	A
11	T	11	71	0.155	18.1	A
12	R	283	847	0.334	21.7	A
		374	1432	0.334		A
ALL VEHICLES:		3894	7670	0.807		A
INTERSECTION:		3894	7670	0.807		A

APPENDIX B

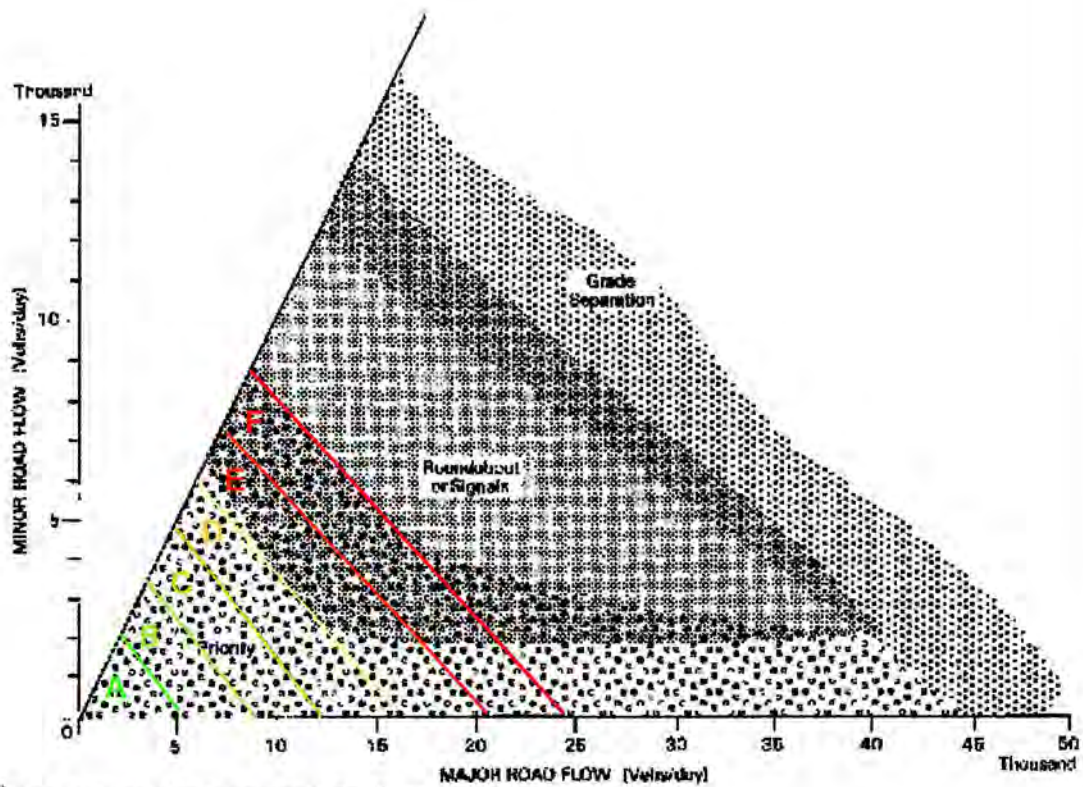


Figure 22.1 Type of junction appropriate for different traffic flow.

Roads and Traffic in Urban Areas –Types of Intersection Based on Traffic Flow

The above figure is reproduced from *Roads and Traffic in Urban Areas* (UK) and provides a convenient guide to the likely intersection treatments required, based on daily traffic flows.

**COMMUNITY CONSULTATION
REPORT FOR THE
BURNS BEACH DEVELOPMENT**

July 2004

Prepared by

Estill
& ASSOCIATES

For Peet & Co

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EXECUTIVE SUMMARY

The Burns Beach Western Cell site is located north of Burns Beach Road and west of Marmion Avenue, immediately north of the existing Burns Beach townsite. The Western Cell is approximately 290 hectares in area and consists of vegetated coastal land and portions of coastal dune ridges and landforms.

Estill and Associates was engaged to conduct the stakeholder consultation program to assist in informing the Western Cell development concept. Estill was engaged by Peet & Co on behalf of the collective owners of the site.

Almost half of the 290 hectare site will be retained for conservation purposes. The proposed western cell development covers 146 hectares and is the subject of this consultation.

Peet & Co recognises the importance of providing stakeholders an opportunity to participate in the preparation of a development concept for the Burns Beach Western Cell site. Providing this opportunity encourages stakeholders to express their views and influence the planning decisions that will ultimately affect them. Decisions reached through a consultative process result in better outcomes for all stakeholders.

The aim of the consultation process was to seek stakeholder input to, and ownership of, a proposed development concept for the site. Extensive stakeholder consultation was conducted and has resulted in a proposed development concept that enjoys broad stakeholder support. The consultation process identified and addressed community issues and priorities in preparing a plan suitable to be submitted for approval to the City of Joondalup.

The consultation process encouraged the community and other stakeholders to actively participate in the consultation process and to provide input to the preparation of the development concept for the Burns Beach Western Cell development site. The consultation process consisted of:

- Awareness raising in the community newspapers and via telephone contact with key stakeholders;
- A meeting with the City of Joondalup to discuss the consultation process;
- Meetings with key stakeholders groups;
- Focus group discussion open to the public and advertised in the local community newspapers;
- The formation of a project Community Reference Group (The Burns Beach Western Cell Community Reference Group) to provide representative stakeholder input to the development plan; and
- Feedback Sheets as means of stakeholder input.

Stakeholder participation was encouraged throughout the consultation process where appropriate. Individual stakeholder meetings were held with the Burns Beach Residents Association, Quinns Rock Environmental Group and Mike Lowry Liberal Party nominee for the Legislative Council in the seat of Mindarie. These stakeholder meetings were used to explain the proposed development site and vision, clarify any

questions regarding the project and identify any stakeholder issues and suggestions regarding the development.

The focus group discussion involved local stakeholder and key interest groups to identify key issues, concerns and preferences regarding the Burns Beach Western Cell development.

The Burns Beach Western Cell Community Reference Group was formed to provide representative involvement as a focal point for ongoing consultation and liaison. The reference group comprised representatives of local stakeholder groups including residents, community groups and business. Three Community Reference Group (CRG) meetings were held as part of a sequential and structured approach to the preparation of the development concept. The first CRG meeting provided information and considered the community's vision for the site. The second CRG meeting consolidated community input and identified preferred options for the site. The third CRG meeting reviewed and finalised the development options for the Burns Beach Western Cell site.

During the consultation process stakeholders identified a total of 54 issues regarding the development of the Burns Beach Western Cell site. All issues addressed throughout the consultation process are discussed in the report. The major issues addressed during the consultation were noted as a desire to:

- Preserve the existing Christmas trees and remnant bushland at the corner of Burns Beach Road and Marmion Avenue;
- Ensure compatibility with the existing neighbouring communities;
- Provide local shopping opportunities rather than a regional shopping centre;
- Preserve the coastal environment and coastal dunes;
- Manage the interface between the proposed development and the conservation bushland to the north in an environmentally appropriate way;
- Recognise the topographical significance of the northern area of the proposed development;
- Ensure drainage is managed within the development;
- Provide improved beach access;
- See a range of lot sizes included in the development;
- Ensure access to local community facilities (shops, safe beaches, etc);
- Locate the proposed school site at a suitable location;
- Deny direct vehicular access from the existing Burns Beach townsite to the new development;
- Provide a beachside dual use path linked to the existing path;
- Underground the existing Burns Beach Road power lines; and
- Minimise impacts on neighbouring residents.

The development concept shown at Figure One enjoyed the support of the CRG with final comment dealing with the following:

- The provision of safe pedestrian crossing opportunities (and in particular for children across Marmion Avenue);

- Providing information to future residents of the development regarding Green smart development and living;
- The provision for adequate and appropriate community facilities;
- Provision for a future bus route servicing the development;
- A preference for a four-way intersection at Burns Beach Road and Cardiff Road;
- Ensuring the foreshore reserve width and conservation measures are adequate to control the effects of coastal erosion over time;
- Maximum use of native coastal vegetation in parks and in the recreation and foreshore reserve and use of endemic species in the development;
- Providing access to a suitable swimming beach in the area to cater for future residents.

Other concept plans discussed and endorsed by the CRG are presented within the report and include:

- Foreshore Management Plan
- Drainage Management Plan
- Public Open Space (POS) Plan
- Coastal Node Plan
- Boulevard Development Concept Plan

The consultation process provided a range of opportunities for stakeholder input and engaged stakeholders in the preparation of a development concept plan. The plan enjoys broad stakeholder support and notes items where different views were expressed.

This consultation report is submitted as part of the proposed Structure Plan for the site.



FIGURE 1 Burns Beach Western Cell Indicative Development Plan

1. INTRODUCTION

Community consultation is an integral component to effective development planning. Development concepts that engage relevant authorities and key stakeholders in the planning process ensure that plans are contextually appropriate and local needs are being met.

Property developers Peet & Co engaged the services of Estill & Associates to manage the public consultation process for the Burns Beach Western Cell site, 28 kilometres north of Perth in the City of Joondalup. The Burns Beach Western Cell land consists of 290 hectares in total of which 144 hectares has been reserved for Parks and Recreation and the remaining 146 hectares has been allocated for residential development. The land is owned by a syndicate of some 640 Perth families whom invested in the syndicate as long as 30 years ago.

The community consultation process engaged local residents, key stakeholder groups and relevant authorities to assist in the development of a plan to build a new community at Burns Beach which will provide valuable lifestyle amenities for both the new residents of Burns Beach and the local community in general. The consultation process was inclusive and flexible to provide local stakeholders with opportunities to participate in the planning process. A variety of methods were used including stakeholder interviews, focus group discussion and Community Reference Group (CRG) meetings. The consultation program identified community issues and priorities and assisted in the preparation of a draft development plan to be submitted for approval to the City of Joondalup.

This document has been prepared to record the activities undertaken, the issues raised and the methods through which the Plan responds to these issues. Therefore, this report summarises the strategies, processes and activities used in consulting and communicating with local stakeholders. This report also presents a summary of the issues that were identified through the consultation process.

2. CONSULTATION OBJECTIVES

The community consultation process aimed to identify stakeholder issues and priorities concerning the Burns Beach Western Cell development site to guide the preparation of a development plan to be submitted for approval to the City of Joondalup. Specifically, the objectives of the community consultation process were to:

- Provide information to assist stakeholders in providing informed input to the proposed development of the Burns Beach Western Cell site;
- Provide participative mechanisms through which stakeholders can provide comment and feedback to a representative CRG;
- Provide a variety of means for all project stakeholders to raise key issues and concerns;

- Provide follow up processes through which stakeholders can be informed and to explain how key issues and concerns have been addressed; and
- Consolidate representative public and local community input and to consider this in the development of the preferred development options for the site.

3. BURNS BEACH WESTERN CELL DEVELOPMENT SITE

The Burns Beach Western Cell site is located north of Burns Beach Road and west of Marmion Avenue, immediately north of the pocket of residences within the existing suburb of Burns Beach. It is approximately 290 hectares in area comprising of vegetated coastal land and portions of coastal dune ridges and landforms. Figure 2 below illustrates the local context of the Burns Beach Western Cell site.



Figure 2 Local context of Burns Beach Western Cell Site.

Metropolitan Regional Scheme amendments in 2004 rezoned the Burns Beach Western Cell site from 290 hectares of 'rural' land to 144 hectares of 'Parks and Recreation' and 146 hectares of 'urban land' for residential development. Figure 3 illustrates the distribution of Residential and Parks and Recreation land at the Burns Beach Western Cell site.



Figure 3 Distribution of Residential land and Parks and Recreation land on the Beach Western Cell site.

4. BACKGROUND

In 1969 the Burns Beach Property Trust acquired the Burns Beach Western Cell land. The property is part of a larger holding owned by the trust. The trust is comprised of 640 investors.

In 1995, the Environmental Protection Authority (EPA) assessed a rezoning application for 290 hectares. The EPA suggested that 55 ha in the southeastern portion of the site was acceptable for development.

In 1998, a Metropolitan Region Scheme (MRS) amendment was proposed which included a mix of development and conservation including 170 ha for development and 120 ha for conservation, ceded free of cost to the Crown. The EPA reiterated its original assessment and suggested that only 55 ha of land be developed.

In 2003, extensive negotiation with Government resulted in the decision to allow residential development on 146 ha with 144 ha of land to be reserved for Parks and Recreation handed over free of charge to the Crown. In December 2003 the Metropolitan Regional Scheme zoning was approved.

The City of Joondalup then initiated a Local Scheme Amendment No. 21 in March 2004 and approved the rezoning of a segment of Burns Beach Road, Burns Beach from 'Rural' to 'Urban Development'.

A development plan for the Burns Beach Western Cell site was prepared during consultations with key interest group and local stakeholder. Further development on the plan is required. This report explains consultation input into the development plan to be submitted to the City of Joondalup for approval by August 2004.

5. CONSULTATION SCOPE AND PURPOSE

This report by Estill and Associates provides community and stakeholder viewpoints about the development options for the Burns Beach Western Cell site. The community consultation process outlined here took place between March and July 2004.

The consultation process consisted of significant community engagement to gauge key interest group and local stakeholder perspectives.

The consultation process consisted of:

- Awareness raising in community newspapers and via telephone contact with key stakeholders;
- A meeting with the City of Joondalup to discuss the consultation process;
- Meetings with key stakeholder groups;
- Focus group discussion open to the public and advertised in the local community newspapers;
- The formation of a project CRG (The Burns Beach Western Cell Community Reference Group) to provide representative stakeholder input to the development plan; and
- Feedback Sheets as means of stakeholder input.

This report seeks to interpret and condense comments expressed by residents and other key stakeholders into a manageable form that will assist Peet & Co develop a draft structure plan to submit for approval to the City of Joondalup.

6. CONSULTATION METHODOLOGY

A consultation plan was developed in conjunction with Peet & Co, and the City of Joondalup to assist with the co-ordination and management of the public consultation process for the Burns Beach Western Cell development plan. A variety of consultative strategies were employed to encourage local stakeholders to actively participate in the project to provide representative stakeholder participation in the development of the Burns Beach Western Cell site.

The methodology applied to consultation with local stakeholders and key interest groups consisted of:

- Face to face meetings and focus group discussions with key stakeholders;
- The formation of a project CRG (The Burns Beach Western Cell CRG) to provide representative stakeholder input to the development plan; and
- Feedback Sheets as an alternative means of stakeholder input.

See below for a chart of the Community Consultation Process:

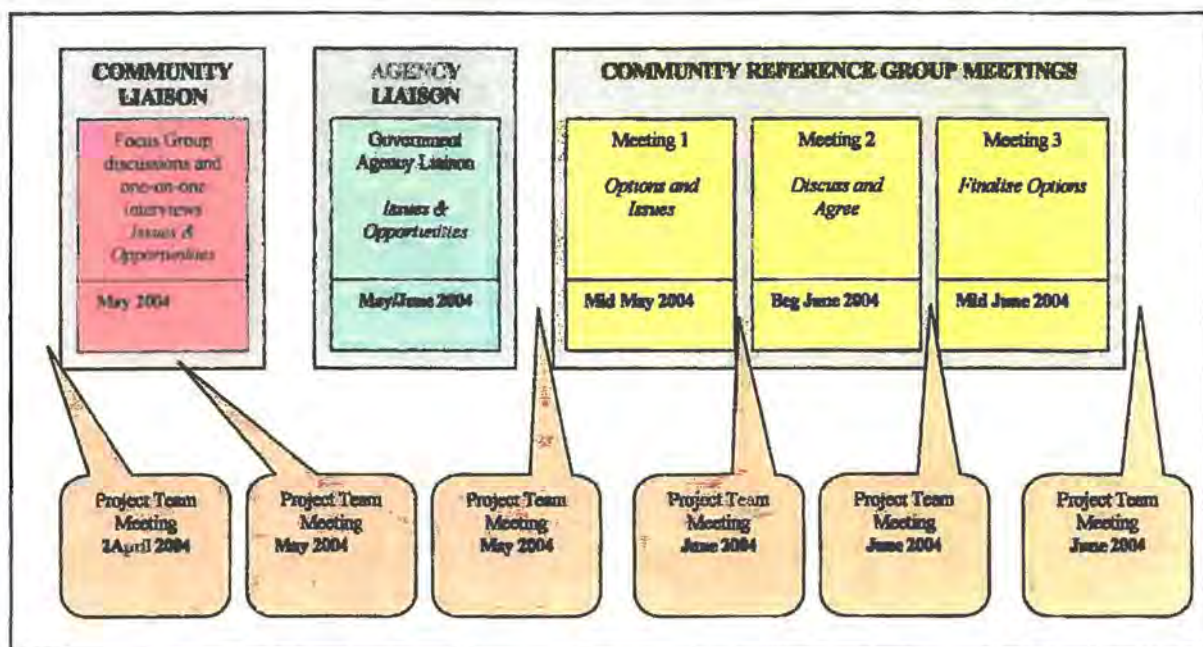


Figure 4 Burns Beach Western Cell Community Consultation Process

A chart illustrating the Community Consultation Process timetable is located in **Appendix A**.

Identification of Project Stakeholders

A newspaper article calling for expressions of interest to participate in the Burns Beach Western Cell focus group discussion and to become a member of the CRG was circulated in three community newspapers. The newspaper advertisement was published for two consecutive weeks in May 2004. These newspapers circulate in the Burns Beach and surrounding suburbs as outlined in **Appendix B**.

An invitation letter was sent to a comprehensive list of community interest groups in the Burns Beach, Kinross, Illuka and Currambine areas listed on the City of Joondalup website (see **Appendix C** for a list of Community Groups invited to participate). An invitation was also sent to residents that attended the Burns Beach Residents Association meeting at Illuka Community Hall on 18th March 2004.

Expressions of interest were received over the telephone and identified the following information for each nominee:

- Contact details and Address,
- List of memberships or affiliations with community clubs, sports and/or any other groups,
- Disclosure of any conflict of interests whether real or perceived, and
- Community interests.

After the final acceptance date for expressions of interest on 3rd June 2004, Estill & Associates assessed all applications and suggested to Peet & Co a representative sample of local stakeholders and key interest groups to join the CRG. CRG members were selected based on geographical representation and community group representation. All unsuccessful CRG nominees were invited to observe the CRG proceedings. All applicants were invited to participate in the focus group discussion.

Stakeholder Meetings

Individual stakeholder meetings were held with the Quinns Rock Environmental Group and Mike Lowry (Liberal Party nominee for the Legislative Council in the seat of Mindarie). Stakeholder meetings were used to clarify any questions regarding the Burns Beach project and identify stakeholder concerns and issues regarding the development.

Focus Group Discussion

All applicants expressing interest via the advertisement in the local newspapers or in response to the invitation letter posted out were invited to participate in the focus group discussion. The discussion was held with local stakeholder and key interest groups to identify issues and priorities regarding the Burns Beach Western Cell development. The focus group discussion was held at Beaumaris Community Hall on 25th May 2004 between 6.00 pm and 8.00 pm. A total of 18 people registered their interest, of these, 13 attended the discussion.

Focus Group discussions were used to explore stakeholder feedback regarding issues and concerns raised at previous public consultations including the Burns Beach Resident's Association Meeting held on 18th March 2004, Stakeholder and City of Joondalup meetings (**see Appendix D**). Any new and emerging issues and concerns were recorded for further consideration at the CRG Meetings. A table listing the main issues and concerns was distributed to focus group participants which asked them to rate the individual issues and concerns on a scale of 1 to 5 where 1 is not all and 5 is extremely important (**see Appendix E**). New and emerging issues were recorded and rated by participants. The full list of issues and concerns were related to the following topics:

- Local Shopping Centre
- Beachfront Conservation & Recreation
- Style of Development
- Public Open Space
- Parks and Recreation
- Transport and Access
- The form of development that Burns Beach should emulate

Comments made when participants were negotiating the rating choices for each issue or concern were recorded and included in the analysis (**see Appendix F** for Focus Group minutes).

Community Reference Group

A CRG was established to engage the community in a way that allows stakeholders to identify the issues that affect them as well as suggesting ways in which these issues can be addressed as possible outcomes. Specialist consultants provided information in response to issues raised and incorporated feedback into the development plan where possible.

The Burns Beach Western Cell CRG consisted of representative involvement that was formed as a focal point for ongoing consultation and liaison. Participants were selected from a list of expressions of interest received through advertisements in local newspapers and letter invitations based on geographical representation and community group representation. The CRG included the following stakeholder groups:

Stakeholder Group	Suburb
Beaumaris Home Owners Association	Illuka
Burns Beach Residents and Ratepayers Association	Burns Beach
Connelly Residents Association	Connolly
Environmental Group	Quinns Rock
Friends of Marmion Park	Connolly
Joondalup Coast Care Forum	Ocean Reef
Kinross Residents Association	Kinross
MLA, Mindarie	Mindarie
Peet & Co	Peet & Co
Resident & Business Owner - Kinross Play Group	Kinross
Resident	Mullaloo
Resident	Burns Beach
Resident	Illuka
Resident	Kinross

Three CRG Meetings were held to promote the active participation of key stakeholders in the community consultation process. The first meeting provided information and considered the community's vision for the site. The meeting dealt with any issues identified during the focus group discussions and one-on-one interviews; established negotiable and non-negotiable items, and developed a set of objectives. The second meeting was used to consolidate community input and identify the community's preferred options for the site. CRG participants were invited to provide input to guide the setting of the agenda for each meeting. The third meeting was used to review and finalise the development plan for the Burns Beach Western Cell site.

CRG One

The first CRG meeting was held on 26 May 2004 at Beaumaris Community Hall between 6 and 9 pm. The purpose of the first meeting was to provide information to project stakeholders and create awareness and understanding of stakeholder issues and development objectives. During the workshop,

information was presented to provide the community with the necessary background information including:

- Site and project background;
- An explanation of the consultation process, consultation objectives and consultation to date;
- Details of the project context and objectives from a Peet & Co and Council perspective; and
- An overview of the project's urban design and sustainability principles.

The third CRG meeting recorded community expectations, issues, layout principles and preferences regarding access and land use on the Burns Beach Western Cell site.

The agenda and minutes for the first CRG meeting is provided at **Appendix G**.

CRG Two

The second CRG meeting was held on 8 June 2004 at Beaumaris Community Hall between 6.30 and 9.30 pm. The purpose of the second meeting was to present a preliminary development plan that incorporated feedback received at the first CRG and seek comment on ideas and opportunities for the development of the site.

Based on the outcomes of the first workshop, a preliminary development plan was presented to workshop participants for review and comment. Presentations were also made on the environmental context of the site, landscaping perspectives and foreshore management.

Following presentations, workshop participants were invited to discuss and provide comment on the major issues relating to the Preliminary Development Plan. Discussion centred around the following four key headings:

- Public Open Space
- Landscaping
- Beach Access, Beach Nodes and Swimming Beaches
- Lot Sizes
- Traffic
- Perimeter Fencing
- Foreshore Management

The agenda and minutes for the second CRG meeting is provided at **Appendix H**.

CRG Three

The third CRG meeting was held on 22 June 2004 at Beaumaris Community Hall between 6.30 and 9.30 pm. The purpose of the third meeting was to present the final Development Plan that had incorporated community feedback and to obtain final comments from the CRG.

The final development plan was presented to the CRG along with the following:

- Feedback received from City of Joondalup, DPI Coastal Division and CALM;
- An engineering perspective regarding the drainage management plan, services and utilities and an underpass; and
- Public Open Space and Foreshore Management were discussed.

Following presentation of the development plan, foreshore, landscaping and drainage plans and feedback received from relevant agencies CRG members were asked to provide final comments on the plan.

The agenda and minutes for the third CRG meeting is provided at **Appendix I**.

Project Team Meetings

Ongoing project team meetings were held throughout the consultation process to plan and discuss the community consultation program. Team meetings were arranged to examine the outcomes of the community consultation processes and incorporate stakeholder feedback where possible. The meetings were also held to explore the implications of the feedback received from stakeholders and address any identified issues and concerns.

The project team members included:

Name	Role	Company
Nelson Hinchcliff	Project Director	Peet & Co
Craig Graham	Project Development	Peet & Co
Graham Meredith	Land use planning/ urban design	Development Planning Strategies
Nigel McAndrew	Land use planning/ urban design	Development Planning Strategies
Chris Bitmead	Engineering	TABEC
Adrian Vlok	Environmental	BSD
Jonathan Riley	Traffic and transport	Riley Consulting
Bob Beardman	Surveying	Whelans
Linton Pike	Consultation	Estill & Associates
Vivian Garde	Consultation	Estill & Associates

7. CONSULTATION OUTCOMES

The themes that emerged from the list of issues and concerns distributed to focus group participants which asked participants to rate the issues on a scale of 1 to 5 where 1 is not all and 5 is extremely important is summarised below.

Local Shopping Centre

The majority of focus group participant's do not want a large shopping centre or mini mart established in the Burns Beach Western cell development. Most

participants would like to see a smaller sized convenience store or deli-newsagent available in the development, with 58% of participants rating a general convenience store as 'very important' or 'important' and, 57% rated a deli-newsagent as 'very important' or 'important'.

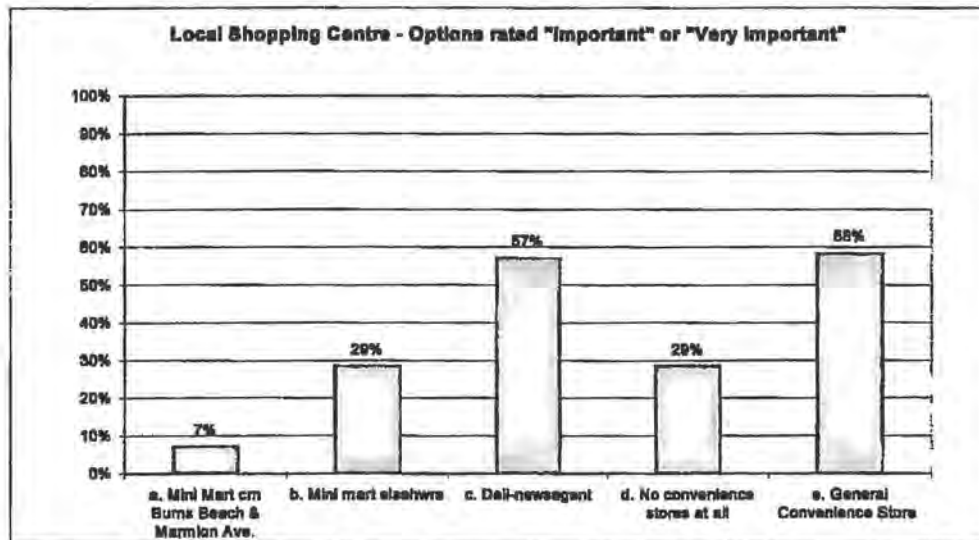


Figure 5 Focus Group Participant's Rating of a Local Shopping Centre at Burns Beach

Beachfront Conservation & Recreation

Focus group participants believe that the conservation of beachfront and provision for recreation along the beachfront is very important. All options relating to the provision for recreation along the beachside and beachfront conservation were rated as 'important' or 'very important' by a minimum of 57% of focus group participants. All participants rated the provision of boardwalks to protect sensitive areas and toilets along the coast as 'important' or 'very important'. Between 92% and 93% of focus group participants rated the provision of cycling and pedestrian paths, the preservation of dunes by managing access, providing access to suitable swimming beaches, and the provision of a dual use path as 'important' or 'very important'. Creation of small beachside parks was seen as 'important' or 'very important' by 86% of focus group participants. The provision of a car park was seen as the least important option for beachfront conservation and recreation with 57% of participants rating it as 'important' or 'very important'.

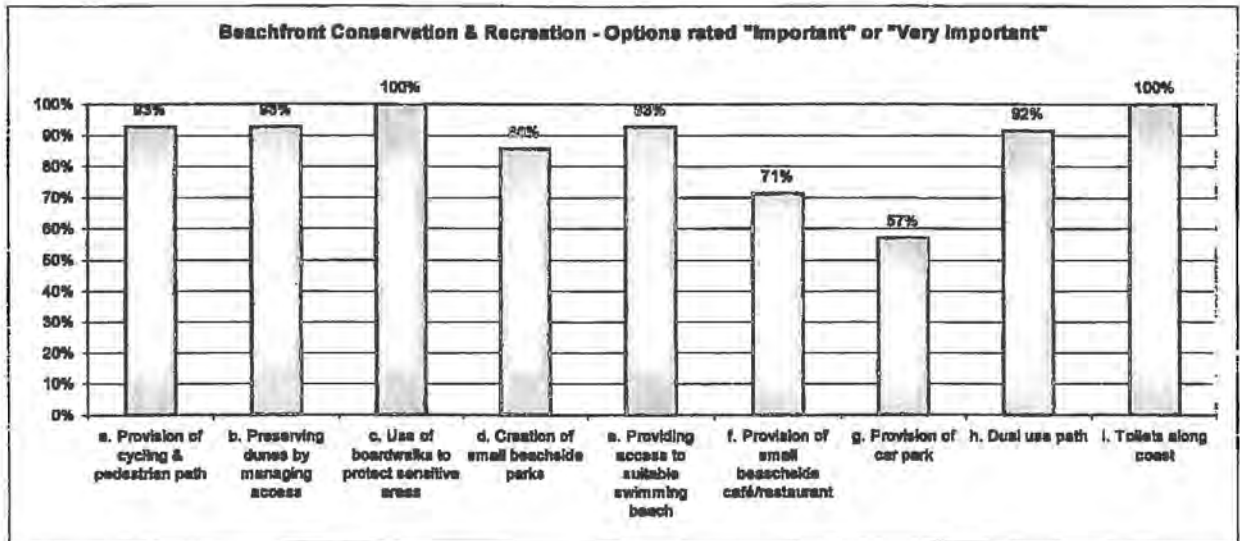


Figure 6 Focus Group Participant's Rating of Beachfront Conservation and Recreation facilities

Style of Development

The majority of focus group participants (93%) would like to see the development of mixed block sizes at Burns Beach. 86% of participants would like to ensure that there is a two-storey limit on the height of houses in Burns Beach. Most participants (62%) do not see it as 'important' or 'very important' to ensure that the development on the perimeter of burns beach is consistent with existing blocks. All participants believe that it is 'important' or 'very important' to establish proper storm water drainage.

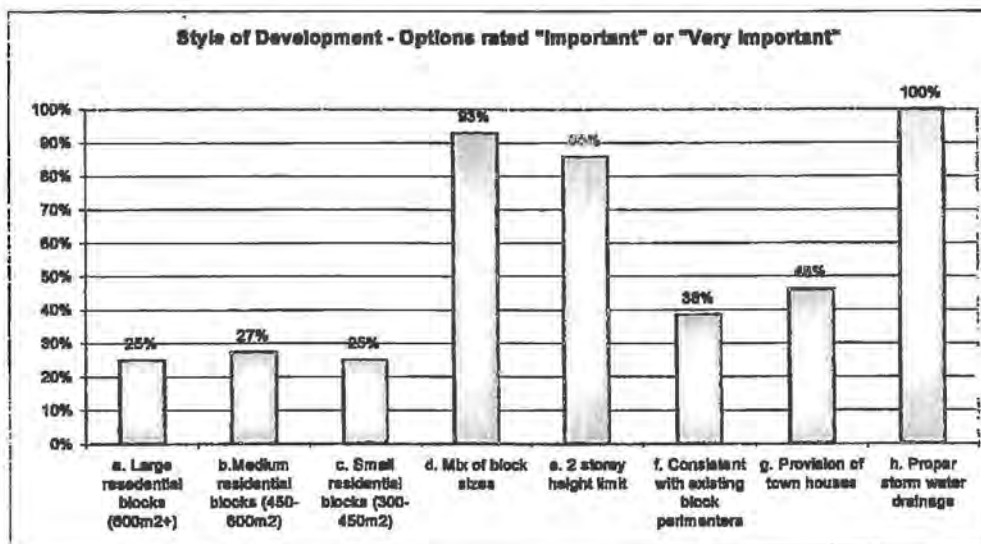


Figure 7 Focus Group Participant's Rating of the Style of Burns Beach Development

Public Open Space

The majority, 93% of participants believe that Burns Beach should retain some natural trees where possible within the public open space. Between 77 and 79% of participants believe that it is 'important' or 'very important' to include community facilities (for example, community hall, barbecue's) and some parkland for passive recreation in the Burns Beach development. 64% of participants believe that it is 'important' or 'very important' to include a playing field for organised sport in the development. Just over half of the focus group participants (57%) believe that formal parkland (landscaped and seating provided) is 'important' or 'very important' and, less than half (43%) believe that it is 'important' or 'very important' to provide facilities for young people (for example, skate park, basketball hoop).

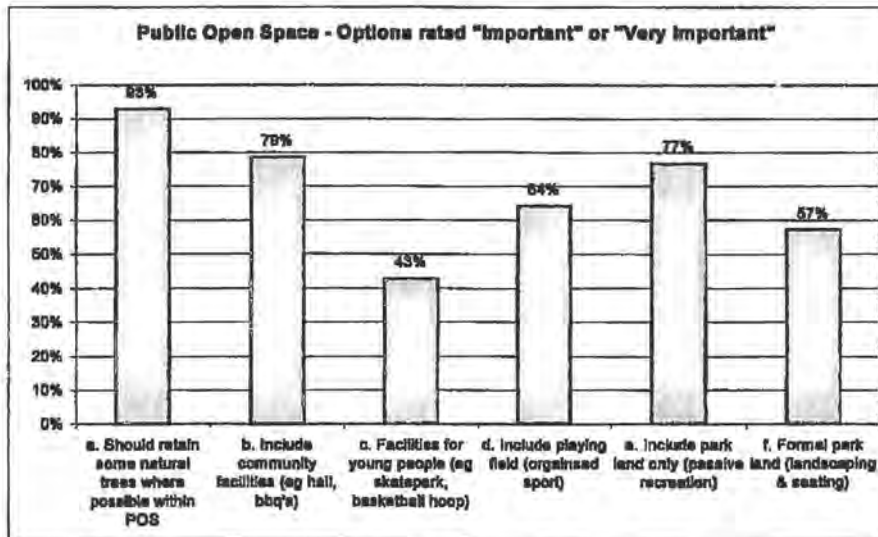


Figure 8 Focus Group Participant's Rating of Public Open Space at Burns Beach

Parks and Recreation

All participants believe that it is 'important' or 'very important' to encourage public access (walking) through the parks and recreation area and to fence the parks and recreation area to protect fauna. Between 92 and 93% of participants believe that access for 4WD and motorbikes should be prevented that a nature trail should be provided through the bushland and that access to parking and better swimming beaches should be provided. 79% of participants believe that it is 'important' or 'very important' to create a sensitive interface between the development and bushland and 71% of participants believe that public access for cycling should be encouraged.

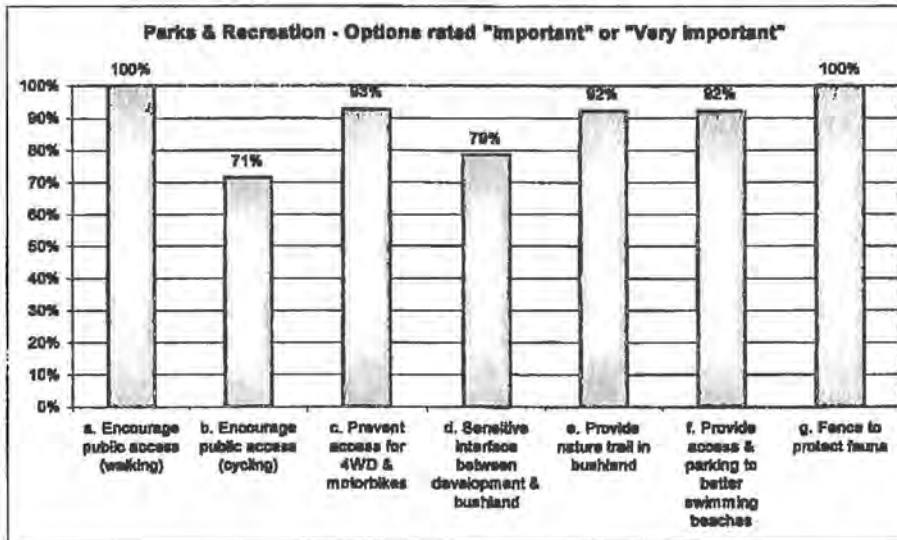


Figure 9 Focus Group Participant's Rating of Parks and Recreation at Burns Beach

Transport and Access

All participants would like to see safe pedestrian access to schools. Between 91 and 92% of participants would like to see a network of local pedestrian and cycling facilities provided in the development and good public transport links within development and to other regional areas. 64% of participants would believe that it is 'important' or 'very important' to have a major access off Marmion Avenue and combined with multiple access opportunities on Marmion Avenue and Burns Beach Road. One quarter of the participants believe that a major access should be provided off Burns Beach Road.

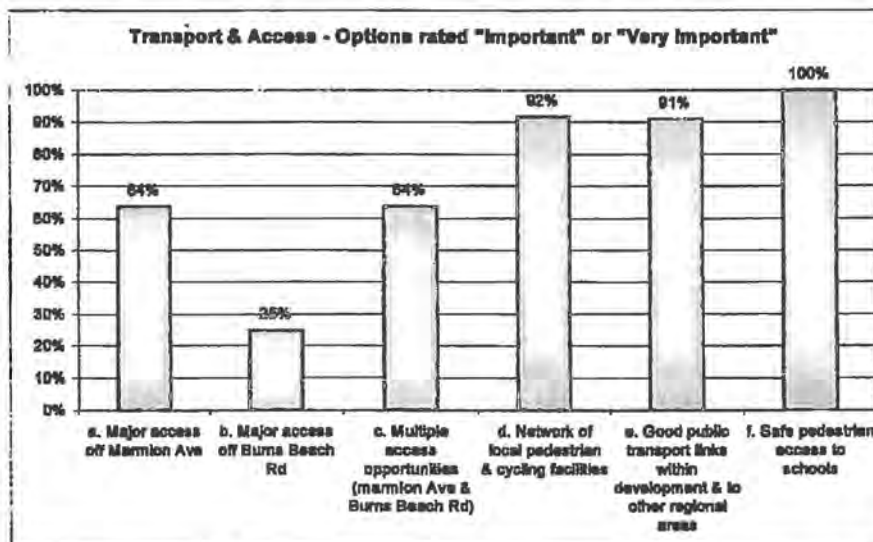


Figure 10 Focus Group Participant's Rating of Transport and Access at Burns Beach

What sort of development should Burns Beach emulate?

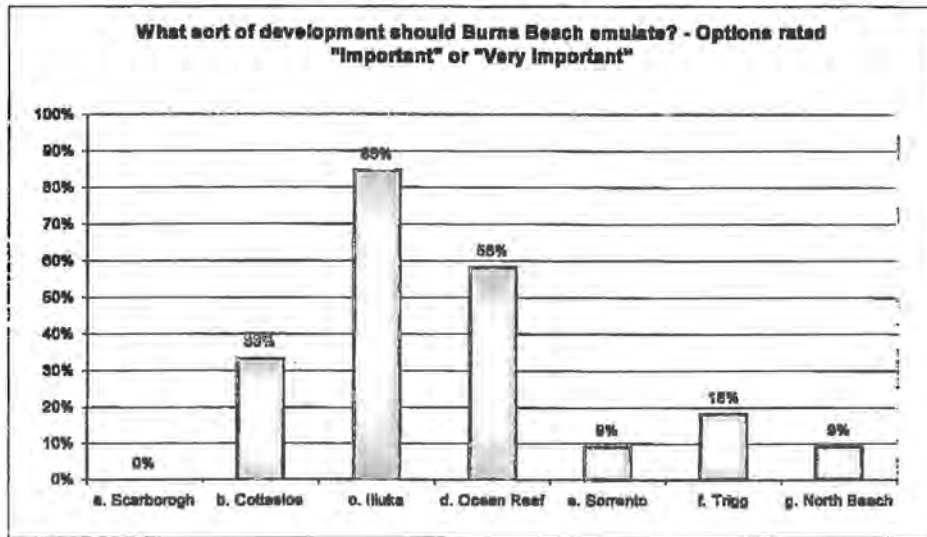


Figure 11 Focus Group Participant's Rating of the Style of Development Burns Beach should emulate

The majority of participants (85%) believe that Burns Beach should emulate the Illuka development and, 58% of participants believe that the development should emulate the Ocean Reef development. 33% of participants believe that the development should emulate Cottesloe and less than 20% believe that the development should emulate Trigg, North Beach or Scarborough.

The issues that emerged from the focus group discussion were presented to the CRG to be further considered and addressed. All issues addressed throughout the consultation process were addressed and recorded.

Overview of outcomes emerging from all community consultation processes

During the consultation process stakeholders identified a total of 54 issues regarding the development of the Burns Beach Western Cell site. The major issues raised during the consultation were noted as a desire to:

- Preserve the existing Christmas trees and remnant bushland at the corner of Burns Beach Road and Marmion Avenue
- Ensure compatibility with the existing neighbouring communities;
- Provide local shopping opportunities rather than a regional shopping centre;
- Preserve the coastal environment and coastal dunes;
- Manage the interface between the proposed development and the conservation bushland to the north in an environmentally appropriate way;
- Recognise the topographical significance of the northern area of the proposed development;
- Ensure drainage is managed within the development;
- Provide improved beach access;

- See a range of lot sizes included in the development;
- Ensure access to local community facilities (shops, safe beaches, etc);
- Locate the proposed school site at a suitable location;
- Deny direct vehicular access from the existing Burns Beach townsite to the new development;
- Provide a beachside dual use path linked to the existing path;
- Underground the existing Burns Beach Road power lines;
- Minimise impacts on neighbouring residents;
- Balance between beachfront conservation and recreation
- Community consultation in the planning process
- Sustainable development

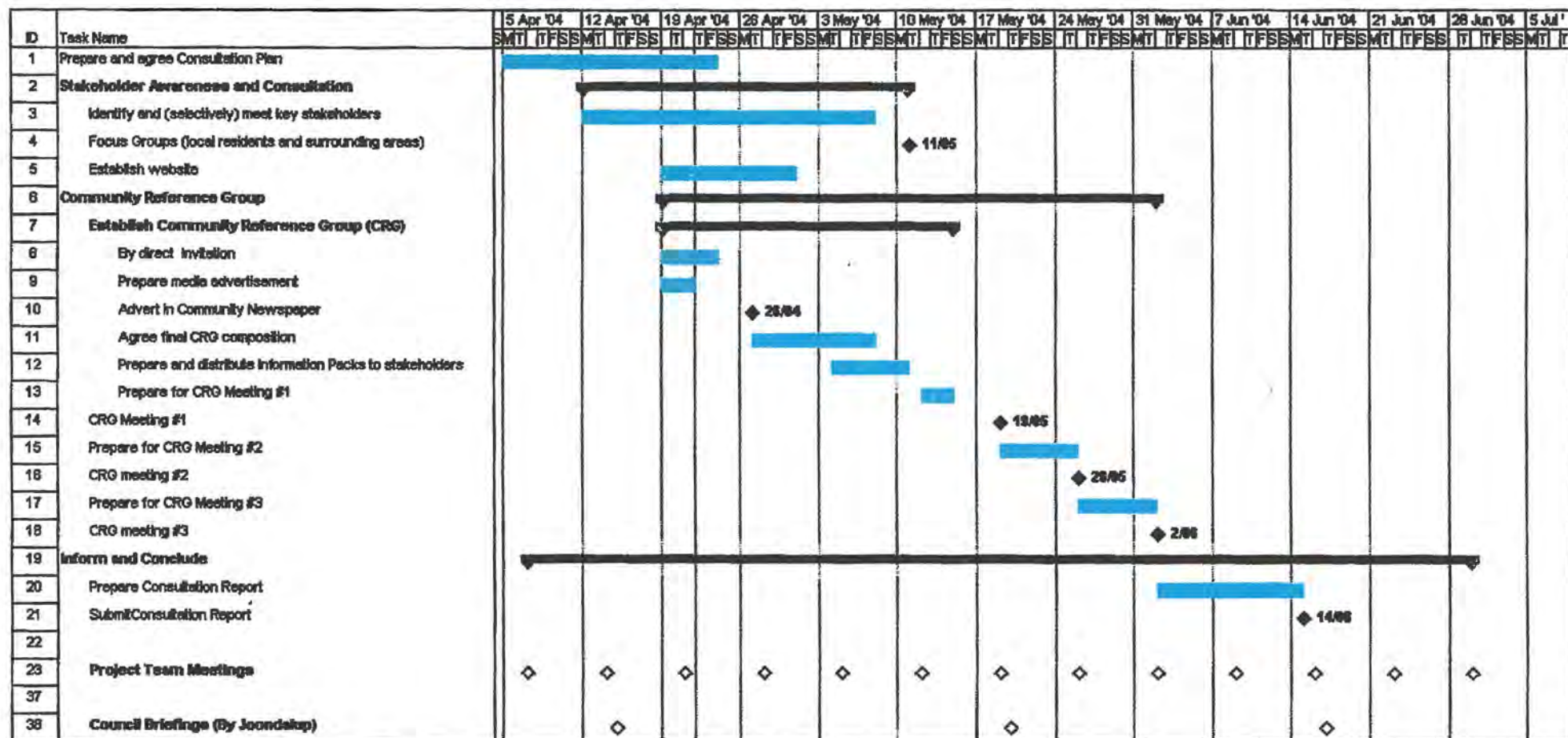
- Compliance with statutory requirements
- Provision of Schools
- Provision of Sporting Ovals
- Impact of potential new road transport links from existing to new development
- Access to telecommunication facilities
- Coastal set-backs

A summary of the outcomes of the consultation process is presented below. A full list of the issues and priorities raised throughout the consultation process is presented in **Appendix J**.

The development concept shown at Figure 1 and the Foreshore Management, Drainage Strategy, Public Open Space, Coastal Node and Boulevard Plans (shown in **Appendix K, L, M, N and O** respectively) enjoyed the support of the CRG with some members making the following final comments dealing with the need to:

- Provide for safe pedestrian crossing opportunities (and in particular for children across Marmion Avenue);
- Provide information to future residents of the development regarding Green smart development and living;
- Provide vehicular access between existing Burns Beach and new Burns Beach estate;
- Make provision for adequate and appropriate community facilities;
- Make provision for a future bus route servicing the development;
- Allow for a four-way intersection at Burns Beach Road and Cardiff Road;
- Ensure the foreshore reserve width and conservation measures are adequate to control the effects of coastal erosion over time;
- Maximise the use of native coastal vegetation in parks and in the recreation and foreshore reserve and use of endemic species in the development;
- Provide access to a suitable swimming beach in the area to cater for future residents.

APPENDIX A: BURNS BEACH WESTERN CELL COMMUNITY CONSULTATION TIMETABLE



APPENDIX B: CIRCULATION OF COMMUNITY NEWSPAPERS

Newspaper	Circulation areas		
Joondalup/Wanneroo Times (88 214 total)	Alexander Heights Banksia Grove Beldon Burns Carramar Clarkson Connolly Craigie Currambine Duncraig Edgewater Girrawheen Greenwood Heathridge Hillarys	Hocking Illuka Joondalup Kallaroo Kingsley Kinross Koondoola Landsdale Madeley Marangaroo Marmion Mariginiup Merriwa Mindarie Mullaloo	Ocean Reef Padbury Pearsall Quinns Rocks Ridgewood Sinagra Sorrento Tapping Two Rocks Wangara Waneroo Warwick Woodvale Yanchep
Wanneroo Times (75 523 total)	Alexander Heights Banksia Grove Beldon Carramar Connolly Craigie Currambine Duncraig Edgewater Girrawheen Greenwood Heathridge	Hillarys Hocking Illuka Joondalup Kallaroo Kingsley Koondoola Landsdale Madeley Marangaroo Marmion Mariginiup	Mullaloo Ocean Reef Padbury Pearsall Sinagra Sorrento Tapping Wangara Waneroo Warwick Woodvale
North Coast Times (12 902 total)	Burns Butler Clarkson Kinross	Merriwa Mindarie Quinns Rock	Ridgewood Two Rocks Yanchep

APPENDIX C: LIST OF COMMUNITY GROUPS

CommInfo Administration

Report

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<p>Joondalup Community Coast Care Forum Inc (ph: 9307 8558 Sec./ 9448 1978 Chair.)</p> <p>kwpearce@iinet.net.au</p>	<p>Postal: 8 Stockdale Avenue SORRENTO WA 6020</p>	<p>The "Joondalup Community Coast Care Forum" (JCCCF) is a community organisation acting as a reference group for monitoring issues and initiating action relating to the Joondalup Coastal strip, particularly in relation to conservation, recreation, development, education and culture.</p> <p>Those with an interest in the coastal strip and related issues are welcome to join our monthly meetings. There is plenty of opportunity to become involved in a range of issues and activities - your involvement will make a difference! Please ring the nominated JCCCF contacts for more information.</p>
<p>Beaumaris Beach Homeowners' Association</p>	<p>Postal: PO Box 118 JOONDALUP 6918</p>	<p>Provide for high standard of maintenance of the locality of ILUKA. Also community events - newsletters - and other local issues.</p>
<p>Burns Beach Ratepayers , Residents and Community Recreation Association Inc</p> <p>bing@iinet.net.au</p>	<p>Postal: The Secretary C/- 8 Schnapper Court BURNS BEACH WA 6028</p>	<p>The aim of the Burns Ratepayers, Residents and Community Recreation Association Inc is to oversee the care and maintenance of the locality of Burns Beach on behalf of the residents. There is also a social club; ladies coffee morning and ladies craft morning.</p>
<p>City of Joondalup Combined Residents Group (ph: 0407 778 873/9300 1307)</p> <p>dandj15@hotmail.com</p>	<p>Postal: 5 Lytham Mews CONNOLLY 6027</p>	<p>To assist local residents groups, when an 'impasse' is reached in a given situation.</p>
<p>Currambine Community Association Inc.</p>	<p>Postal:</p>	<p>A- to provide a means of communication between the residents of the District of Currambine and the local, state and federal governments. B- to care for the general welfare of the residents of the District in a non-political manner C- to analyse and respond to community needs and encourage the development and maintenance of public facilities and services in the District D- to provide a forum for public opinion in the District E- to provide a communication network between the residents of the District and Private and Public bodies and</p>

		F- to encourage local pride and involvement in community activities. AGM: 10-Mar-2002
Kinross Residents Association (ph: 9222 4666) dboelen@ozemail.com.au	<u>Postal:</u> 53 Kinglake Circle KINROSS WA 6028	The aim of the Kinross Residents Association is to care for the general welfare of the district of Kinross with respect to community affairs. AGM: 2-Sep-2003
Caledonia Park - Currambine (ph: 9400 4288 - bookings)	<u>Street:</u> Caledonia Avenue CURRAMBINE 6028 <u>Postal:</u> 0	Sporting park, toilets, play equipment.
Così Capsule Hire (ph: 9305 3300 / 0423 006 783 (mobile))	<u>Street:</u> 21 Swiftsure Place CURRAMBINE WA 6028 <u>Postal:</u> 21 Swiftsure Place CURRAMBINE WA 6028	Hire of baby capsules, car seats, cots, high chairs, prams.
Currambine Catholic Primary School (ph: 9305 4990)	<u>Street:</u> Petersborough Drive CURRAMBINE WA 6028 <u>Postal:</u> Petersborough Drive CURRAMBINE WA 6028	
Currambine Primary School (ph: 9304 0011)	<u>Street:</u> 28 Ambassador Drive CURRAMBINE WA 6028 <u>Postal:</u> 0	
YMCA Out of School Hours Care Currambine (ph: 0403 347 947/9227 4111)	<u>Street:</u> Currambine Primary School Ambassador Drive CURRAMBINE WA 6028	After school and vacation care.

	<p><u>Postal:</u> P O Box 8505 Perth Business Centre PERTH 6849</p>	
<p>Burns Beach Art Club (ph: 9305 5280)</p>	<p><u>Street:</u> Jack Kickross Hall BURNS BEACH WA 6028</p> <p><u>Postal:</u> 27/35 Ocean Parade ILUKA WA 6028</p>	<p>Painting, various Mediums</p>
<p>Burns Beach Ratepayers , Residents and Community Recreation Association Inc</p> <p>bing@iinet.net.au</p>	<p><u>Street:</u> Burns Beach 6028</p> <p><u>Postal:</u> The Secretary C/- 8 Schnapper Court BURNS BEACH WA 6028</p>	<p>The aim of the Burns Ratepayers, Residents and Community Recreation Association Inc is to oversee the care and maintenance of the locality of Burns Beach on behalf of the residents. There is also a social club; ladies coffee morning and ladies craft morning.</p>
<p>Jack Kikeross Hall - Burns Beach (ph: 9400 4288 - bookings)</p>	<p><u>Street:</u> Ocean Parade BURNS BEACH 6028</p> <p><u>Postal:</u> 0</p>	<p>Hall available for hire for various activities. Capacity 20 seated, kitchen.</p>
<p>Northern Friendship Group Inc. (ph: 9409 4629)</p>	<p><u>Street:</u> Jack Kikeross Hall Ocean Parade & Burns Beach Rd BURNS BEACH 6028</p> <p><u>Postal:</u> C/- Mrs P Hook 10 Shreman Court KINGSLEY WA 6028</p>	<p>THE CLUB IS FULL AT THE MOMENT SO NEW MEMBERSHIP HAS BEEN SUSPENDED. The aim of the group is to provide social activities for singles and couples in a safe and non-pressured environment. Activities include BBQ's, picnics, eating out, cinemas, theatre, bushwalks etc. The group provides for men and women over 45.</p>
<p>Callender Park - Kinross (ph: 9400 4288 - bookings)</p>	<p><u>Street:</u> Callender Avenue KINROSS 6028</p> <p><u>Postal:</u> 0</p>	<p>Sporting park.</p>

<p>Falkland Park - Kinross (ph: 9400 4288 - bookings)</p>	<p>Street: Falkland Way KINROSS 8028</p> <p>Postal: 0</p>	<p>Sporting park.</p>
<p>Jelly Beans Child Care Centre (ph: 9305 5560)</p>	<p>Street: 38 Kinross Drive KINROSS 8028</p> <p>Postal: 38 Kinross Drive KINROSS 8028</p>	<p>Jelly Beans Child Care Centre provides an encompassing service to all children and parents requiring their service. The centre offers child care in a safe, warm, loving and homelike environment.</p>
<p>Kinross Care Centre (ph: 9305 6188)</p>	<p>Street: 71 Kinross Drive Kinross 8028</p> <p>Postal: 71 Kinross Drive KINROSS WA 8028</p>	<p>48 bed Hostel. Respite care with Dementia Specific facilities.</p>
<p>Kinross College - Middle School (ph: 9306 6000)</p>	<p>Street: Kinross Drive KINROSS WA 8028</p> <p>Postal: Falkway Way KINROSS WA 8028</p>	
<p>Kinross Day Club (ph: 9305 6988)</p>	<p>Street: 71 Kinross Drive KINROSS WA 8028</p> <p>Postal: 71 Kinross Drive KINROSS WA 8028</p>	<p>Dementia specific day club. Transport can be provided to those who have no transport. The day club provides both respite for carers and a pleasant safe environment for its members.</p>
<p>Kinross Kids Care Pty Ltd (ph: 9305 6602)</p>	<p>Street: 9 Thornton Retreat KINROSS WA 8028</p> <p>Postal: 9 Thornton Retreat</p>	<p>Childcare</p>

	KINROSS WA 6028	
Kinross Ladies Friendship Group (ph: 9304 8386 (Ann) 9305 5433 (LIA))	<u>Street:</u> 8 Carrick Way KINROSS 6028 <u>Postal:</u> PO Box 19 KINROSS 6028	Informal get togethers for ladies of all ages in the Kinross area and surrounding suburbs. Children are welcome.
Kinross Playgroup Inc (ph: 9304 9178/ 0404 089 178)	<u>Street:</u> MacNaughton Clubrooms MacNaughton Road KINROSS 6028 <u>Postal:</u> C/- 23 Corsock Loop KINROSS WA 6028	Kinross Playgroup Inc provides a playgroup for children up to the age of 4, and a meeting place for mum, dad and carers.
Kinross Primary School (ph: 9305 6022)	<u>Street:</u> Kinross Drive KINROSS WA 6028 <u>Postal:</u> 0	
Kinross Residents Association (ph: 9222 4888)	<u>Street:</u> McNaughton Clubrooms McNaughton Crescent KINROSS 6028 <u>Postal:</u> 53 Kinglassie Circle KINROSS WA 6028	The aim of the Kinross Residents Association is to care for the general welfare of the district of Kinross with respect to community affairs.
MacNaughton Crescent Clubrooms (ph: 9400 4288 - Bookings)	<u>Street:</u> MacNaughton Crescent Kinross 6028 <u>Postal:</u>	Capacity - 100 people Kitchen available
MacNaughton Park - Kinross (ph: 9400 4288 Bookings)	<u>Street:</u> MacNaughton Crescent Kinross 6028	Sports, play equipment, toilets

	<p>Postal: 0</p>	
<p>Mentelth Park - Kinross (ph: 9400-4268 - Bookings)</p>	<p>Street: Mentelth Place, Selkirk Drive Kinross 6028</p> <p>Postal: 0</p>	<p>Play equipment, BMX track.</p>
<p>Thornton Park - Kinross (ph: 9400 4268 - bookings)</p>	<p>Street: Thornton Street KINROSS 6028</p> <p>Postal: 0</p>	<p>Sporting park.</p>
<p>YMCA Out of School Care Kinross (ph: 0403 347 954/8227 4111)</p>	<p>Street: Kinross Primary School Kinross Drive KINROSS WA 6028</p> <p>Postal: P O Box 8505 Perth Business Centre PERTH 6849</p>	<p>After School and Vacation Care.</p>
<p>Beaumaris Bowling Club Inc (ph: 9304 0400)</p>	<p>Street: 8 Miami Beach Promenade ILUKA 6028</p> <p>Postal: PO Box 157 LJONDALUP 6819</p>	<p>Lawn bowls, Bingo.</p>
<p>Beaumaris Sports Association (ph: 9304 0400)</p>	<p>Street: Miami Beach Promenade Iluka 6028</p> <p>Postal: 0</p>	<p>The Beaumaris Sports Association provides sporting facilities for local clubs including lawn bowling, cricket and rugby. Social facilities include 2 sized function rooms available for hire. The large room can accommodate 330 people and has a dance floor and an inbuilt sound system. The smaller function room can accommodate 60 people. There are also two general purpose meeting rooms available for hire. There is a licensed bar on the premises, a kitchen and parking for up to 200 cars. A bond is applicable, and fees will be determined upon application.</p>

<p>Iluka Foreshore Park (ph: 9400 4268 - Bookings)</p>	<p><u>Street:</u> Shenton Avenue Iluka 6028</p> <p><u>Postal:</u> 0</p>	<p>Picnic shelter, BBQ</p>
<p>Joondalup Brothers Rugby Union Football Club - Junior Division (ph: 9304 3996)</p>	<p><u>Street:</u> Iluka Sporting Complex Marrion Ave & Miami Beach Parade ILUKA 6028</p> <p><u>Postal:</u> 28 Lindemann Heights RIDGEWOOD WA 6030</p>	<p>To promote, support and foster the ongoing growth and long term development and success of Junior Rugby Union. Home ground : Iluka Sporting Complex (9304 0400) - additional facilities include showers, mothers change rooms, bistro, full bar facilities. Childminding available.</p>
<p>Joondalup Brothers Rugby Union Football Club (Inc.) (ph: 0412 355 120)</p>	<p><u>Street:</u> Beumaris Sports Association 8 Miami Beach Promenade Iluka 6028</p> <p><u>Postal:</u> 15 Fantail Pass JOONDALUP WA 6027</p>	<p>To promote, support and foster the ongoing growth and long term development and success of Rugby Union. Home ground : Beumaris Sports Association(9304 0400) - additional facilities include showers, mothers change rooms, bistro, full bar facilities. Childminding available. Disabled facilities, BBQ's.</p>
<p>Joondalup Encore Theatre Society Inc. (ph: 9304 0931)</p>	<p><u>Street:</u> 102 Naturaliste Boulevard ILUKA 6028</p> <p><u>Postal:</u> 102 Naturaliste Boulevard ILUKA WA 6028</p>	<p>To create an outlet for local artists, actors, singers, directors, comedians etc of all ages.</p>
<p>Sir James McCusker Park - Iluka (ph: 9304 1015 bookings (Iluka Sales Office))</p>	<p><u>Street:</u> Silver Sands Dr, Naturaliste Blvd. ILUKA 6028</p> <p><u>Postal:</u> 0</p>	<p>Amphitheatre, water features, bbq and picnic shelter, play equipment.</p>

APPENDIX D: FOCUS GROUP DISCUSSION AGENDA

**BURNS BEACH WESTERN CELL DEVELOPMENT
 FOCUS GROUP DISCUSSION**

Tuesday 25th May 2004

Beaumaris Community Hall – Constellation Drive, Ocean Reef

6.00pm – 8.00pm

` AGENDA `

Time	Task
6.00	Meeting Open
6.00 – 6.15	Introduction <ul style="list-style-type: none"> • Estill & Associates (Vivian Garde & Bryn Coldrick) • Peet & Co (Nelson Hinchcliff) • Burns Beach Development • Objectives of the Focus Group Discussion • Overview of the Focus Group Discussion
6.15 – 7.00	Community Priorities <ul style="list-style-type: none"> • Assessment of existing issues • Additional issues
7.00 – 7.45	Sustainability <ul style="list-style-type: none"> • Community Values
7.45 – 8.00	Where to next? <ul style="list-style-type: none"> • Consultation Process • Development
8.00	Meeting Close <ul style="list-style-type: none"> • Feedback sheets • Further contact

APPENDIX E: FOCUS GROUP DISCUSSION – ISSUES AND CONCERNS RATING SCALE

SCALE				
1	2	3	4	5
Not at all Important	Not very Important	Neutral	Important	Very Important

Issue/Concerns	Options	Scale					Preference
Local Shopping Centre	a. Mini mart corner of Burns Beach Road and Marmion Avenue	1	2	3	4	5	
	b. Mini mart elsewhere	1	2	3	4	5	
	c. Deli-newsagent	1	2	3	4	5	
	d. No convenience store at all	1	2	3	4	5	
Beachfront Conservation & Recreation	a. Provision of cycling and pedestrian path	1	2	3	4	5	
	b. Preserving dunes by managing access	1	2	3	4	5	
	c. Use of boardwalks to protect sensitive area	1	2	3	4	5	
	d. Creation of small beachside parks	1	2	3	4	5	
	e. Providing access to suitable swimming beach	1	2	3	4	5	
	f. Provision of small beachside café/restaurant	1	2	3	4	5	
	g. Provision of Car Parking	1	2	3	4	5	
Style of Development	a. Large residential blocks (600 m ² +))	1	2	3	4	5	
	b. Medium residential blocks (450 – 600 m ²)	1	2	3	4	5	
	c. Small residential blocks (300 – 450 m ²)	1	2	3	4	5	
	d. Mix of block sizes	1	2	3	4	5	

Issue/Concerns	Options	Scale					Preference
		1	2	3	4	5	
	e. Two storey height limit	1	2	3	4	5	
	f. Consistent with existing blocks at perimeter	1	2	3	4	5	
	g. Provision of town houses	1	2	3	4	5	
Public Open Space	a. Should retain some natural trees where possible within POS	1	2	3	4	5	
	b. Include community facilities (eg hall, bbq's)	1	2	3	4	5	
	c. Facilities for young people (eg skatepark, basketball hoop)	1	2	3	4	5	
	d. Include playing field (organised sport)	1	2	3	4	5	
	e. Include park land only (passive recreation)	1	2	3	4	5	
	f. Formal parkland (landscaping and seating)	1	2	3	4	5	
Parks and Recreation	a. Encourage public access (walking)	1	2	3	4	5	
	b. Encourage public access (cycling)	1	2	3	4	5	
	c. Prevent access for 4WD and motorbikes	1	2	3	4	5	
	d. Sensitive interface between development and bushland	1	2	3	4	5	
	e. Provide nature trail in bushland	1	2	3	4	5	
	f. Provide access and parking to better swimming beaches	1	2	3	4	5	
Transport and Access	a. Major access off Marmion Avenue	1	2	3	4	5	
	b. Major access off Burns Beach Road	1	2	3	4	5	
	c. Multiple Access opportunities (Marmion Avenues and Burns Beach Road)	1	2	3	4	5	
	d. Network of local pedestrian and cycling facilities	1	2	3	4	5	

Issue/Concerns	Options	Scale					Preference
	e. Good public transport links within development and to other regional areas	1	2	3	4	5	
What sort of development should Burns Beach emulate?	a. Scarborough	1	2	3	4	5	
	b. Cottesloe	1	2	3	4	5	
	c. Illuka	1	2	3	4	5	
	d. Ocean Reef	1	2	3	4	5	
	e. Sorrento	1	2	3	4	5	
	f. Trigg	1	2	3	4	5	
	g. North Beach	1	2	3	4	5	

APPENDIX F: FOCUS GROUP DISCUSSION MINUTES

Burns Beach Western Cell Development

Focus Group Discussion

Beaumaris Community Hall

6.00 – 8.30 pm, 25 May 2004

Nelson Hinchcliff

Nelson Hinchcliff of Peet & Company Ltd provided the group with an overview of the proposed development and explained that the purpose of the Focus Group was to listen to the community's views. The points raised during the community consultation will be used to inform the development of the Strategic Plan.

John Quigley MP

John Quigley MP attended the Focus Group to listen to the community and develop his ideas on the proposed development. He currently has no preconceived views. If people do have concerns or issues and would like representation, they can contact him.

Local Authority Jurisdiction

A group member asked if the development area is entirely within the City of Joondalup. It was confirmed by John Quigley, Nelson Hinchcliff and others that it was. This includes the 144ha of parks and recreation which will be handed over to CALM for management as an A-Class Reserve.

High Dunes and Dog Grave

A group member enquired whether the high dunes in the southwestern corner of the development area will be removed. The group member also asked about the dog grave. Nelson Hinchcliff replied that the development is still in the design stage and that if there are any issues these will be taken into account.

Another group member advised that a strip of natural coastal dune should be retained in front of any parkland areas to trap the sand blowing off the beach. The recommendation was acknowledged by Nelson Hinchcliff.

Questionnaire Design

There was some discussion about the rating scale used in the questionnaire. Some members felt that the rating scale was backwards, i.e. that they would normally assign the value 1 to what they felt was important. Vivian explained that 5 was to represent the highest degree of importance and that 1 was to represent 'not at all important'.

Some group members felt that the questions did not allow them to adequately express opposition. For example, when asked how important a mini-mart was to them, they were not able to express the view that it is very important that there is no mini-mart. Vivian explained that the appropriate response would,

therefore, be “not at all important”. Vivian also explained that views not fully expressed using the rating scale could be communicated using the blank pieces of paper provided and that all views expressed verbally were being noted.

The Tourism Alternative

Some members of the group requested that the developers consider the tourism potential of the area as an alternative to the proposed residential development. It was stated that Joondalup has no industry or other forms of revenue and that one hotel (*Rendezvous Observation City*) along the coastal strip is insufficient. These members felt that there was a need for more hotels and restaurants etc to bring in revenue and that such developments were inevitable in this area in the future. They stated that this was an opportunity to plan ahead to develop the area for the benefit of the whole of Perth and Western Australia and not just for 1,500 homeowners.

Nelson replied that this kind of development was not on the agenda.

Nature and Location of Shopping Facilities

There was discussion about what kind of shopping facilities would be included in the development. Following an examination of the term “mini-mart”, the group was requested to approach this question based on the assumption that the shops would be something small, allowing residents to purchase basic items such as milk and a newspaper. There was broad agreement that a small shopping complex or convenience store would be useful, but a shopping centre would be “ridiculous”.

The group was generally opposed to placing the shops on the corner of Marmion Avenue and Burns Beach Road as this is the location of the Christmas trees and the group is concerned that these be preserved. One group member stated that he had never seen proposals to place the shops further north; he had only seen proposals to place them on the corner of Marmion Avenue and Burns Beach Road where there is sensitive vegetation.

The group discussed the option of placing the shops in the centre of the residential area. Nelson stated that the developers are happy to place a small convenience store further into the development for locals to use. This appeared to be the location preferred by the group as it would be equally convenient for all residents to access. Placing the shops at one corner of the residential area would mean that many residents would have a further distance to travel and many people like to be able to walk to their local shop.

One group member asked if there were any plans to provide a petrol station in the development. The rest of the group stated that they did not want a petrol station and Nelson pointed out that there is already one less than a kilometre down Burns Beach Road. There was broad consensus that another petrol station was not needed.

Access Networks Between Community Facilities

One of the key social values expressed by the group was the provision of community facilities as key focal points. These should cater for the needs of the families in the area and allow people to get out and do things.

The ability to get to these places easily and safely was a key priority. There should be good networks for walking and cycling as more and more people are now doing this to get around, get exercise and meet people. These networks should be safe enough to allow children to walk to school and the residents in general to walk safely to the main community facilities.

Dual-Use Pathways

One member of the group enquired whether the cycle path would join the existing one and be of equal width. Nelson replied that it would, and would continue up to Mindarie. This led to a discussion about dual-use paths in which a number of group members expressed concern about cyclists (fast road bikes more so than leisurely mountain bikes) using dual-use pathways which are busy with pedestrians, particularly pedestrians with prams and dogs on a leash. There was a request that as a minimum, the dual-use paths in this development be wide enough to allow both cyclists and pedestrians to use them safely. However, there seemed to be a preference amongst the group for pedestrian paths and cycle paths to be kept completely separate.

Drainage

Drainage and seepage was a priority concern of the group. It was stressed that drainage and seepage should be carefully considered as floodwater and chemicals from people's lawns and gardens could impact the foreshore and the ocean water. Nelson stated that there would be no drainage onto the foreshore and that the developers will be encouraging environmentally-friendly gardening practices.

The group reiterated that effective storm-water drainage was essential to prevent overflow encroaching onto coastal areas. The group was concerned that drainage systems be properly designed as part of the development of the Structure Plan. Nelson pointed out that drainage systems would be built to the required statutory specifications.

Block and House Types

There seemed to be broad consensus for a mixture of block sizes and house types to cater for different lifestyles and circumstances. It was also stated that there should be consistency in relation to colour. "Garish" house colours would not be appropriate.

Public Open Spaces

The group was concerned that as much natural bushland as possible be preserved in the Public Open Spaces. One group member pointed out that large expanses of grassed parkland were very expensive to maintain and that natural bush was a preferred alternative. It was stated that there are some high-quality areas of bush within the area of the proposed development, some of which is currently better than much of the area to be managed by CALM as an A-Class Reserve. The Christmas trees on the corner of Marmion Avenue and Burns Beach Road were felt to be very important.

One member of the group felt that it would have been useful to have more detailed figures in relation to the amount of Public Open Space to be set aside by the development and how this would be divided. It was felt that although 14.6ha seemed like a lot of land, the actual amount left over for natural bush would be reduced by the picnic areas, sports ovals, community facilities etc.

Nelson confirmed that the Public Open Spaces would be viewed as an opportunity to protect areas of natural bush but reminded the group that there

had to be a balance between conservation and recreation. Nelson explained that the parkland areas will be both in the development area and in the coastal reserve. Some of these areas will require conservation and/or restoration and will be fenced. Picnic areas will be provided in denuded locations and not in the sensitive areas. The actual locations will be discussed by the CRG.

The group agreed that although they want to see as much natural bush retained as possible, the provision of barbecue areas and parks is a priority. One group member referred to the example of Iluka as a favourable option where barbecue areas and parks are interspersed amongst natural bushland. The group also felt that park areas should be large enough to accommodate large numbers of families and to allow people to kick a football without disturbing other users.

Recreation Facilities (General Comments)

The group felt that community facilities would be very important for the 1,500 families which are to live in the area. Sufficient land would have to be set aside to cater for both general purpose and specific activities. If specialist activities are to be catered for (e.g. Scouts, Guides), it is important that the facilities provided are adequate for their needs (i.e. storage areas, kitchens, toilets, parking areas etc).

The group was concerned that the form and location of recreation facilities, as with all aspects of the development, be well planned in advance. One member of the group used the example of the *Oceanus* restaurant and the adjacent surf club as an example of poor planning as there was tension between these two different forms of recreation.

There was broad agreement that cafés would be a welcome component of the proposed development. Many people in the area currently walk a long way south to the café on Burns Beach and this is always very busy. A new one is needed. The group stressed that adequate parking will be required in order to accommodate patrons of the café. It was further recommended that the parking areas be placed in front of the café so that patrons can better enjoy views of the ocean. Parking areas between the café and the beach would interrupt the view.

Changing and Toilet Facilities

The group felt that the number and location of changing areas and toilet facilities should be well planned in advance. Leaving the installation of toilet facilities until late in the development is likely to cause opposition among adjacent residents. It would be much easier to install such facilities sooner rather than later.

Nelson explained that the Council's preference is to install the changing areas and toilet facilities towards the northern end of the development where the beach is best. There appeared to be broad agreement amongst the group that both toilet facilities and changing areas would be required near the beach. These would have to be large enough to deal with the increased use of the beach which will result from the development.

The group also stressed that adequate toilet facilities would be required to serve the picnic areas and other amenities.

Football Ovals

The group agreed that football ovals were an important facility to include in the development. It was recommended by one member of the group that instead of having one oval for the school and one for the broader community that a single oval should be provided, close to the school but for everyone to use. Other areas have shown that having more than one oval results in them being under-utilised which is costly for local ratepayers and in terms of water consumption.

It was also pointed out that adequate parking would have to be provided for the oval. In Illuka, for example, there is insufficient parking which results in people parking on the grass and on neighbouring streets which is dangerous.

Recreation Facilities for Young People

The group was two minds in relation to recreation facilities for young people. On the one hand, it was recognised that in an estate of 1,500 families, facilities would be required. However, the group was also concerned about the potential for anti-social behaviour as a result of these facilities and the tendency of high-visibility facilities to attract outsiders.

It was felt that this is a difficult issue which will require careful thought and planning in terms of what kinds of facilities are provided, where they will be placed and how they will be managed. One member of the group suggested consulting with WA Police for their views.

Motorcycles and Four-Wheel-Drives

There was consensus among the members of the group that there is currently a problem with motorcycles and 4wds in open areas of bush along the coast. John Quigley MP stated that until now there was little the authorities could do to stop this within the area under consideration because it was private land. He expects things to change with the transfer of ownership.

The group felt that it was a priority that motorcycles and 4wds be prevented accessing the bushland area which is to be managed by CALM as an A-Class Reserve. It was felt that a fence could be the best option.

Interface Between Development and Bush

The group were asked to comment on what kind of interface they wanted between the residential development and the bushland area to the north. One member of the group asked if the interface could be a natural transition. Another pointed out that if the interface is not managed that weeds will spread between the two areas. Nelson informed the group that the current plan is for a road to separate these areas. The group suggested that a fence be considered as this would also prevent 4wds and cats accessing the A-Class Reserve.

Location of Development Boundary

One member of the group stated that many residents had enquired about the location of the development boundary and whether there are any markers. Nelson stated that survey markers tended to be knocked down and that the best way to delineate the development is using firebreaks. Such tracks will be cleared in the near future to indicate the dividing line between the development and the A-Class Reserve.

Mass Clearances During Construction

Some of the group members were concerned about mass clearances during the site preparation phase. The concern is that large areas of land will be cleared but the phased nature of the development and potential delays to construction could lead to cleared areas remaining undeveloped for long periods. This causes dirt and dust to be carried by the wind which is unpleasant for surrounding residents.

Emulation of Existing Coastal Developments

The group was asked to consider which existing coastal developments they would like to see emulated in Burns Beach and which developments they would not want emulated. Some members stated that with a particular area, there may be aspects they would like to see (e.g. cafés) and those they would not, such as facilities that potentially give rise to anti-social behaviour. During this discussion, Iluka was used as a positive example of addressing anti-social behaviour where a restaurant was provided instead of a bar and the sports club was a private members-only establishment.

**APPENDIX G: COMMUNITY REFERENCE GROUP MEETING 1
 – AGENDA & MINUTES**

**Burns Beach Western Cell Development
 Community Reference Group
 6:00pm, Wednesday, 26 May 2004**

AGENDA

MEETING OBJECTIVE

To enhance and expand ideas and objectives developed for future planning for the Burns Beach Western Cell Development.

Start Time	Item	By
6:00	Welcome, Introductions, Meeting Purpose and Process	Linton Pike
6:15	Peet & Co Perspective	Nelson Hinchcliff
6:30	Planning Perspective	Graham Meredith
6:50	Stakeholder Perspective	All
7.20	<i>BREAK</i>	
7:30	Workshop Process Landuse Transport Key questions/issues for resolution	All
8:30	Next steps Next meeting Agenda Key inputs	All
9:00	Close Meeting	

**Burns Beach Western Cell Development
Community Reference Group
Meeting 1**

**Minutes of Meeting held on 26 May 2004
at Beaumaris Community Hall
commencing at 6:00pm.**

1. Welcome, Introductions, Meeting Purpose and Process

Linton welcomed Community Reference Group (CRG) participants and explained that the role of the CRG is to provide representative input to the development of a draft Structure Plan.

The CRG is a mechanism for sharing and understanding community priorities and values. The Project Team will then incorporate them into the Burns Beach Structure Plan where possible.

Linton explained that the CRG members were selected based on geographical representation and community group representation. The CRG includes the following members:

Name	Suburb	Stakeholder Group
Marilyn Zakrevsky	Mullaloo	Resident
Jason Day Ratepayers Assoc.	Burns Beach	Burns Beach Residents &
John Filippone	Kinross	Kinross Residents Association
Marjorie Apthorpe	Ocean Reef	Joondalup Coast Care Forum
Caroline Terrel Group	Kinross	Resident & Business - Kinross Play
Edward Pritchard	Burns Beach	Resident
David Wake	Quinns Rock	Environmental Group
David McRae Association	Illuka	Beaumaris Home Owners
Stan Stylianou	Illuka	Resident
Don Poynton	Connolly	Friends of Marmion Park
David Davies	Connolly	Connelly Residents Association
Ted Franco	Kinross	Resident
Nelson Hinchcliff	N/A	Peet & Co
Peter Lynch	N/A	Peet & Co
Dianne Guise	MLA, Mindarie	To be confirmed

MLA, Dianne Guise, is interested in participating in the CRG but has not yet confirmed her participation. The City of Joondalup was invited to join the CRG and has decided to be consulted separately.

Each member in the group introduced themselves and their representative roles.

Linton explained that all unsuccessful CRG nominees were invited to observe the CRG proceedings and advised that some observers were present.

Linton introduced the Project Team and their roles:

Name	Role	Company
Nelson Hinchcliff	Project Director	Peet & Co
Craig Graham	Project Development	Peet & Co
Graham Meredith	Land use planning/ urban design	DPS
Nigel McAndrew	Land use planning/ urban design	DPS
Chris Bitmead	Engineering	TABEC
Adrian Vlok	Environmental	BSD
Jonathan Riley	Traffic and transport	Riley Consulting
Bob Beardman	Surveying	Whelans
Linton Pike	Consultation	Estill & Associates
Vivian Garde	Consultation	Estill & Associates

Linton presented a sample Structure Plan and explained that the CRG will provide input to the preparation of a Structure Plan for the Burns Beach Western Cell development. The Structure Plan illustrates what land uses will be permitted in different areas. Tonight the group will begin considering key links for pedestrians, cyclists and cars and the concept of a boulevard.

During the second and third CRG meeting the group will provide input to the development of a Structure Plan similar to the example illustrated.

Q. Will the outcome of these meetings then go to comment for Burns Beach residents?

A. Nelson explained that the Structure Plan will be advertised for public comment by the City of Joondalup.

Q. Will there be a letter to residents advising them that a Structure Plan exists and can be viewed at the City of Joondalup?

A. Nelson explained that letters will not be distributed and the local government statutory processes will be followed.

2. Peet & Co Perspective (Nelson Hinchcliff)

Nelson Hinchcliff, Project Director for the Burns Beach Western Cell development explained that interviews have been conducted with some key stakeholders and a focus group discussion has been held as part of the consultation process for the Burns beach development to date. The feedback gathered from these consultations has been used to assist in understanding community views. Although everyone's wishes cannot be accommodated, Peet & Co will incorporate community views where possible.

Ideas and concepts are coming together as a result of the community workshop and one-on-one interviews with key stakeholders.

At present, the Project Team are working on a Coastal Management Plan. The plan will be presented to the CRG for comment. The aim is to produce a Structure Plan that includes various issues such as community consultation, coastal management, and land use.

Once consultation has been completed, the proposed Structure Plan will be advertised. A professional, independent community organisation has been employed to manage the consultation process and its outcomes in an impartial manner.

Nelson explained that Peet & Co is managing the Burns Beach Western Cell land on behalf of approximately 650 shareholders. Kinross was originally part of the land and has already been developed.

Q. At this stage, do you have a marketing theme, that is, is it going to be a first class estate?

A. Nelson responded that the project has not been 'branded' but will be a first class estate. The aim is to provide quality blocks with ocean views where possible and provide access to the beach along the boulevard via Marmion Avenue.

Q. What is the estimated number of blocks to be built on the development?

A. We are aiming at approximately 1500 blocks.

3. Planning Perspective (Graham Meredith)

Graham explained that the total site occupies 290 ha. 144 ha has been reserved for parks and recreation. 146 ha has been reserved for residential development. Of the residential development, a further 10% will be used for public open space.

Graham explained that the group should aim to get a vision for the site. Council is currently rezoning the land. The next step is to develop a Structure Plan and a detailed report that outlines all the processes that has led to the plan. Then a subdivision plan will be submitted for approval.

Graham explained that Burns Beach Western Cell is a magic piece of land with good access to the beach, good swimming beaches to the north of the land and suited to beachside paths for cycling and walking.

Producing a sense of pride in the community is important and is done by providing people with an attractive place to live. People enjoy having contact with the beach. To ensure that this happens you have to provide the right facilities and ensure that you put people in the right places along the ocean side. Graham highlighted that the group needs to consider the local context of the Burns Beach development when considering the Structure Plan and Burns Beach development issues.

Graham introduced some of the planning considerations that require feedback from the community. Some of the things that the CRG need to consider include:

- How are people going to access the Oceanside?
- The location of a Primary School site. It is considered best to have it close to Burns Beach road to suit the total catchment and to provide a family level site.
- Interface between the development and the parks and recreation reserve.

- 3500 square meters shopping has been suggested by the City of Joondalup. Consultation has revealed that residents don't believe that the shopping centre is necessary, feedback on this would be appreciated.
- Need to consider public open space and the mixture and type of public open space. There will be some allocated public open space on the corner of Marmion Ave and Burns Beach Road in order to preserve the Christmas trees.
- City of Joondalup does not support the inclusion of a large-scale playing field. There will be a smaller oval associated with the primary school.
- Needs to have continuation of pathway down the ocean. Swimming beach is further north of the development. Currently considering how we can access the best swimming beaches.

Q. Are there any intentions to integrate new and old Burns Beach?

A. The new development will adjoin the old development. Good pedestrian links between old and new development need to be established but no vehicular links are proposed.

Q. Is the boundary of the residential land set or can it be changed?

A. There will be no significant changes to the delineated boundary. Our focus is on land uses within and along its perimeter.

Q. Are we building a suburb based on swimming beaches like Illuka or something else?

A. There aren't many great swimming beaches in the immediate site. The good swimming beaches are to the north of the development. The aim is to take encourage people to enjoy the beach environment.

Burns Beach Resident's Association representative, Jason Day, mentioned that a survey conducted by the association revealed that most members would like to see access to some safe swimming beaches.

Nelson explained that by the end of tonight's meeting, there will be enough feedback to take to the Project Team to incorporate into a draft Structure Plan where possible and bring to the next CRG meeting.

4. Stakeholder Perspective (All)

Linton asked each member of the CRG to explain in a sentence or two what their interest is in preparing the Burns Beach Western Cell Structure Plan:

Member	Interest
Stan Stylianou	Keeping with the concept of a community.
Marjorie Apthorpe	Preservation of coastal reserve. Increasing the coastal reserve as the coastal reserve is extremely narrow. Linton explained that the boundary has been set as a result of extended earlier consultation and deliberation resulting in 50% of the land being set aside for parks and recreation. Our focus is on

	land uses within and along the perimeter.
John Filippone	Interest in seeing some community facilities, halls developed.
David Davies	To have a people-friendly development.
Don Poynton	Quality of water flora and fauna remains as is.
David McRae	Impact on existing developments in the area.
Edward Pritchard	Where the land meets the ocean needs to be well considered. Good boardwalks along the ocean.
Ted Franco	User friendly community and good access to the beach and along the beach. To ensure that traffic impact on Marmion Ave and Burns Beach Road are managed as a result of the development.
Jason Day	To see a beachside lifestyle created at Burns Beach.
David Wake	Respect environmental aspects of the development.

Q. Don asked if the CRG will have access to maps of the area with contour lines?

A. Linton explained that the purpose of the CRG is to guide the higher level community views and priorities rather than attempt to design the Structure Plan. The CRG need to decide what the relevant issues/values are and take those messages to the Project Team to incorporate into a Structure Plan as technical specialists.

Q. Is it at all possible to widen the foreshore?

A. Nelson responded that the foreshore boundaries are not negotiable. Linton suggested that the concerns driving the comment would be considered in the preparation of a Foreshore management Plan.

5. Workshop Process

Linton asked the CRG members to form into two groups consisting of the following people:

Group 1

- Edward Pritchard
- David Wake
- Stan Stylianou
- Don Poynton
- David Davies
- Jonathon Riley
- Nelson Hinchcliff

Group 2

- Marilyn Zakrevsky
- Jason Day
- John Filippone
- Marjorie Apthorpe
- Caroline Terrell
- David McRae
- Ted Franco
- Graham Meredith

Each group discussed a preliminary vision plan and considered the land use and transport issues regarding the Burns Beach development and provided the following group feedback.

Group 1 - Key questions/issues for resolution

- Should be a slow speed environment throughout the development.
- Central access to the development should be through the boulevard.
- Access onto Marmion Avenue (Edinburgh Gate) is the most appropriate. An alternative access should also be provided at the northern end of Marmion Avenue.
- There should be an underpass constructed at the northern end of Marmion Avenue to connect Kinross and Burns Beach. The underpass should be located where the public open space is in Kinross, cross over to Burns Beach and follow Marmion Ave until the boulevard where you can enter the development.
- There should be access onto Burns Beach Road at Delgado Parade and another access point near Burns Beach Road and one or two other access areas near the school.
- There should be an opportunity to extend bus routes to come into the new Burns Beach connecting at Delgado via new roundabout at Marmion perhaps in future.
- We must ensure that there are good and safe paths for pedestrians and cyclists throughout the development. Provide good connection through the site.
- We need to manage traffic issues at the corner of Marmion Avenue and Burns Beach Road.
- The public open space on the boulevard should not encourage kids to the area. There should be no playing field. It should be purely ornamental.
- The Primary School should be kept in the southern part of the estate to service the Burns Beach residents and to be accessible by surrounding areas.
- Main beach on north of site should have access and provision for a car park.

Group 2 - Key questions/issues for resolution

- Parks in the middle of the carriageway serve no purpose. More public open space should be designated near the school instead of on a boulevard.
- One significant area for school, oval and community hall.
- Public open space should be pre-planned. Natural vegetation should be retained where possible. Don't want it to look tacky over time. There needs to be a balance.
- Public open space should be arranged so there is some on the foreshore and less sand blowing in residents homes. This will attract more people to the beach.

- There is no need for a large shopping centre. Café at beach or fish and chip shop would be a good idea.
- There should be public toilets along the coast.
- There should be a mixture of block sizes developed with family sized blocks near school.
- Access to beach should use natural and existing corridors where possible.
- Provide for more links and an appropriate path to good swimming beaches towards north of development. Also, need more information to locate the good swimming beaches.

Other Comments:

- Pedestrian considerations near school are important to assist people walking across roads to schools. There should be no road extension between old Burns Beach and the new development but there should be pedestrian access.
- Need adequate traffic management around school. Jonathan Riley will be looking at the this.
- The development and the parks and recreation reserve and foreshore must be separated by a road. DPS recommend that the road loop rather than be straight. A CRG member suggested that landscaping in the estate should use plants that have bio-diversity benefits. Landscaping should also use bushland that is cleared.
- There should not be set of shops along the coast. One small café or fish and chip shop, or even a few shops at one location would be good, but there should not be a set of shops along the coast.
- Car parking, it should be provided on the inland side of the café and not in between the café and the ocean views, as has been badly done in other developments.
- Significant dunes could be preserved with the development moved back to provide higher value for blocks (better views) and protect the dunes.

Q. Will the Department for Training and Education be able to provide some information about where the school needs to go?

A. Graham said that he will contact the Department to get some information and will report back to the group at the third meeting.

6. Next Steps

The next CRG meeting will be held 8th June, 2004 between 6.30 pm and 9.30 pm – Beaumaris Community Hall, Constellation Drive, Ocean Reef.

7. Meeting Close

The meeting closed at 9.15 pm.

**APPENDIX H: COMMUNITY REFERENCE GROUP MEETING 2
 – AGENDA & MINUTES**

Burns Beach Western Cell Development

Community Reference Group

6:30pm, Tuesday, 8 June 2004

Beaumaris Community Hall – Constellation Drive, Ocean Reef

AGENDA

MEETING OBJECTIVE

To enhance and expand ideas and objectives developed for future planning for the Burns Beach Western Cell Development.

Start Time	Item	By
6.30	Welcome, Introductions, Purpose Review minutes of CRG 1	Linton Pike
6.45	Environmental Context Foreshore Preservation Remnant Bushland Landscaping	Adrian Vlok & Chris Newton
7.10	Preliminary Plan	DPS
7.30	<i>BREAK</i>	
7.45	Workshop process Review preliminary plan Feedback from groups	All
9.15	Next Steps Next meeting Agenda Key inputs	All
9.30	Close Meeting	

**Burns Beach Western Cell Development
Community Reference Group
Meeting 2**

**Minutes of Meeting held on 8 June 2004
at Beaumaris Community Hall
commencing at 6:30 pm.**

1. Welcome, Introductions, Meeting Purpose and Process

Linton welcomed the Community Reference Group (CRG) participants and introduced the project team members (see Attachment One for attendance register).

Linton explained that the purpose of the CRG meeting is to provide feedback on the draft structure plan developed by the project team which has incorporated, where possible, community feedback received thus far throughout the community consultation process.

Linton provided an overview of CRG Meeting One proceedings and explained the agenda for tonight's CRG meeting (see Attachment Two for CRG meeting agenda).

Linton presented a summary of the results derived from the rating scale exercise completed at the focus group discussion held on 25 May 2004 at Beaumaris Community Hall. These results are consistent with the feedback received at CRG 1 and other stakeholder consultations.

2. Environmental Context – PART 1 (Adrian Vlok)

Adrian presented a history of the Burns Beach Western Cell site. The final amendment that went to Parliament included 144 ha for parks and recreation and foreshore reserve and 146 ha for residential development. The Minister and the Environmental Protection Agency approved the final submission.

Adrian explained that there are younger dunes in the development and older dunes in the parks and recreation reserve. The division of the land aims to follow the slopes of the interface between the old and new dunes as much as possible.

Adrian commented that the provision of open space in the regional conservation area is outstanding in comparison to other parts of the world.

Adrian illustrated an example of a dunal blowout and how it may be treated. Adrian explained that blowouts are very sensitive areas and that children love to play on them which destroys the land. Adrian recommends that the best strategy for protecting the blowouts is to restore the blowouts to their original landform by filling the blowout with sand and landscaping on either side of the dune.

Adrian illustrated an elevated boardwalk and explained that it is a more sensitive and modern approach to providing access to the beach as opposed to the traditional method of using concrete slabs.

3. Preliminary Plan (Graham Meredith)

Graham explained that based on the feedback received at the previous CRG meeting, the following issues were considered when developing the structure plan:

- Retention of Christmas trees on corner of Marmion Avenue and Burns Beach Road;
- Locating primary school site and Public Open Space next to school for sports oval;
- Pedestrian links from old to new burns beach;
- Beach nodes
- Main road entry at Marmion Avenue;
- Road along Parks and Recreation and development;
- Active node for people at end of boulevard;
- Road hierarchy that can provide good connectivity to the beach;
- Desire to retain natural vegetation in some of the Public Open Space areas; and
- Suggesting to CALM that there is access and parking to good swimming beaches to the north of the development.

Graham discussed the contour map of the area and provided an overview of the highest and lowest points on the site.

Graham discussed the proposed Public Open Space on the boulevard and explained that due to the large size of the park and the managed traffic conditions around the park, the Public Open Space will be a safe place for children. Graham will explore the Public Open Space in the centre of the boulevard in more detail and present at the next CRG.

Q. Is there any intention to integrate new and old Burns Beach?

A. Graham explained that the new development will adjoin the old development. Good pedestrian links will be provided between old and new Burns Beach but no vehicular links are proposed.

Q. Is the boundary of the residential land set or can it be changed?

A. Graham responded that there will be no significant changes to the delineated boundary. Our focus is on land uses within and along its perimeter. The width of the foreshore reserve has been set as a result of a parliamentary decision.

Q. Are we building a suburb based on swimming beaches like Illuka or is the development based on something else?

A. Graham explained that there are not many great swimming beaches in the immediate site. The good swimming beaches are to the north of the development. The aim is to encourage people to enjoy the beach environment.

Burns Beach Resident's Association representative, Jason Day, mentioned that a survey conducted by the association revealed that most members would like to see access to some safe swimming beaches at Burns Beach.

Nelson Hinchcliff explained that by the end of this meeting, there will be enough feedback to take to the Project Team to incorporate into a draft Structure Plan where possible and bring to the next CRG meeting.

CRG members requested that the land be pegged to allow them to view where the property boundary is. Nelson advised that Peet & Co could arrange to have the property boundary at the Burns Beach Western Cell site pegged as soon as possible and hopefully by 13th June 2004.

4. ENVIRONMENTAL CONTEXT – PART 2 (Chris Newton)

Chris explained that the first part of preparing a Foreshore Management Plan involves identifying opportunities and constraints and areas that are degraded and need to be revegetated. This land needs to be protected by controlling access and managing areas well. The intention is to preserve the good sections of land and to rehabilitate the bad ones where possible.

Chris explained that the aims of landscaping in the development are to provide a range of public facilities that cater for a range of age groups in an aesthetic and a sustainable environment and to maximise the landscape opportunities for well located, sensible and sensitive uses of suitable land.

Chris explained that other than the foreshore, the estate is characterised by approximately three distinct types of Public Open Space. The first is New Manicured Park which requires major alteration in levels and usually equates to loss of existing vegetation leading to the creation of a new park. Because there is large need to change levels throughout the estate, the majority of Public Open Space will be manicured.

The next level is Parkland Open Space where new levels do not alter dramatically and strands of significant vegetation can be retained. This is usually done to create an established parkland character.

The third level is Bushland Parks where there is no disturbance from the development to retain existing bushland with a view to ease long-term maintenance. These parks are characterised by retention of existing bushland (trees and shrubs).

Chris explained that there are three distinct types of streets (major roads, secondary roads and residential roads) and illustrated a proposed map of the estate outlining the configuration of the different types of streets throughout the estate.

Chris explained that another consideration is streetscapes. Streetscapes need to:

- Respond to the coastal environment with our species selection by considering things such as wind and salt tolerance;

- Provide legibility to the planning layout highlighting different street types to enable ease of reference to locals and visitors;
- Respond to the various likely housing densities (driveways, verge widths, dual use paths etc); and
- Consider the road interface to the conservation zone to control access and minimise maintenance while presenting a safe stable edge.

Chris explained that the foreshore presents a unique opportunity to provide sensitive community facilities for public use closely linked to conservation and coastal stabilisation. The foreshore process will involve:

1. Obtaining and accessing feature survey information (levels, vegetation etc);
2. Assessing the current environmental status and condition of the foreshore;
3. Assessing what the public views are and what possible public facilities are needed or desired in the area;
4. Considering the development interface; and
5. Providing a concept that best responds to all of the above.

Chris explained that it is proposed to put the dual use paths over the existing 4WD tracks to avoid creating new paths. It is intended that either side of the path be revegetated and fenced.

Chris is exploring the possibility of implementing lookout areas throughout the development. He has identified several opportunities and suggests that some educational plaques be placed at specific sites.

Chris illustrated the image of a 'typical foreshore promenade' and 'typical conservation zone boundary'. He explained that the road is used as the buffer zone and as a strong interface between the development and bushland.

Members of the CRG mentioned the need to put an appropriate level of landscaping that will be maintained by the City of Joondalup. City of Joondalup provides garden maintenance to a particular level. When developers leave, you need to ensure that the city is prepared to take care of the landscaping and manage the landscaping to the same level.

David Wake suggested considering alternative building strategies that may assist in preserving the dunes and ocean views. Nelson explained that for years they have been trying to get away from flat development but builders frequently request flat concrete slabs. Nelson said that he will explore these alternative strategies.

Q. Are the nodes in the residential area in the reserve or in the development or both?

A. Graham responded that at present, both of the proposed nodes in the northern part of the site are in the development and the main node at the end of the boulevard is in both the coastal reserve and residential area.

Q. With regard to the City of Joondalup, what is the process involved in getting approval for plant species selection?

that they provide an indication of the plant species selection and relevant authorities.

alone about providing access to the coast for emergencies, and the impact to the coastal environment?

that the development will be working with the topography of the area where possible to provide emergency access.

that Public Open Space retain as much bushland as possible.

that retention of bushland will occur in response to the natural bushland will be retained where possible.

at the corner of Marmion Ave and Burns Beach Road, where the road will be reserved, be parkland and not bushland?

and that the Christmas trees will be preserved but small cleared land will be created around them for aesthetic reasons away from the estate.

concerned about the safety of children in the allocated Public Open Space at the centre of the boulevard, how will you address safety concerns?

that a variety of options will be explored to ensure that safety is addressed and these will be presented at the next CRG meeting.

what are the expected traffic volumes on the boulevard?

that there will be approximately two cars per minute, which is less than but comparable with Delgado Way.

is there an underpass between Kinross and Burns Beach?

that an underpass is being considered in conjunction with the road development.

what does the Department of Education and Training feel about having a road through the school?

that the only concern is that none of the pick up or drop off will be on the major road. Graham will continue to liaise with the Department of Education and Training.

what do you think about putting a one-way road around the school to regulate the traffic around the school?

that it is generally required that a two-way road goes around the school.

that the road around the existing Burns Beach development will cause a headache. Is it a requirement?

that the plans are yet to be tested with relevant authorities and present it is proposed that there be no road access back into the development.

issues raised by the community.

concerns against the development and agrees to follow the recommendations on and will be implemented.

Public Open Space.

that the impact of the proposed development on the local environment, particularly the loss of native species of plants and animals, will be considered in seeing a way forward.

that swimming is a popular activity in the area.

that the beach to be created will be a natural beach and that the removal of the limestone will be a concern.

that no work has been done in the area and that the CRG if they can provide a good idea if it is possible to deal with the issues.

However, Don suggests that the CRG should specially those who are interested in the sizes for the road.

that the road around the school will help to slow the traffic.

Perimeter Fencing

Chris Newton explained that the fencing at the perimeter will be provided by the government. It is likely to be a standard timber fence with support at every 20 metres and mesh on top. Edward asked if it is possible to install fences that prevent cats from entering the bushland. Chris explained that this is difficult for aesthetic reasons and cost.

No other comments were made or issues raised about the perimeter fencing.

Foreshore

Marjorie expressed concern about the erosion of the foreshore, estimating an erosion rate of one metre per year. Marjorie explained that under the current classifications, Burns Beach is considered to be an eroding beach. Adrian explained that historical studies have shown that the beach is quite dynamic but stable.

Other

No other comments were made or issues were raised.

6. Next Steps

The next steps involve developing a draft structure plan for comment at the next CRG meeting that incorporates where possible the feedback received tonight. Consideration will be given to all issues and priorities raised throughout the consultation process to ensure that they have been addressed.

The next CRG meeting will be held on 22nd June 2004 between 6.30 pm and 9.30 pm at Beaumaris Community Hall, Constellation Drive, Ocean Reef.

7. MEETING CLOSE

The meeting closed at 9.30 pm.

Perimeter Fencing

Chris Newton explained that the fencing at the perimeter will be provided by the government. It is likely to be a standard timber fence with support at every 20 metres and mesh on top. Edward asked if it is possible to install fences that prevent cats from entering the bushland. Chris explained that this is difficult for aesthetic reasons and cost.

No other comments were made or issues raised about the perimeter fencing.

Foreshore

Marjorie expressed concern about the erosion of the foreshore, estimating an erosion rate of one metre per year. Marjorie explained that under the current classifications, Burns Beach is considered to be an eroding beach. Adrian explained that historical studies have shown that the beach is quite dynamic but stable.

Other

No other comments were made or issues were raised.

6. Next Steps

The next steps involve developing a draft structure plan for comment at the next CRG meeting that incorporates where possible the feedback received tonight. Consideration will be given to all issues and priorities raised throughout the consultation process to ensure that they have been addressed.

The next CRG meeting will be held on 22nd June 2004 between 6.30 pm and 9.30 pm at Beaumaris Community Hall, Constellation Drive, Ocean Reef.

7. MEETING CLOSE

The meeting closed at 9.30 pm.

APPENDIX I: COMMUNITY REFERENCE GROUP MEETING 3 – AGENDA & MINUTES

Burns Beach Western Cell Development
Community Reference Group
6:30 pm, Tuesday, 22 June 2004
Beaumaris Community Hall – Constellation Drive, Ocean Reef
AGENDA

MEETING OBJECTIVE

To finalise the draft structure plan and submit it to the City of Joondalup.

Start Time	Item	By
6.30	Welcome, Introductions, Purpose Review minutes of CRG 2 CRG 3 Agenda & Purpose	Linton Pike
6.45	Agency Feedback City of Joondalup (Graham Meredith) DPI Coastal Division (Adrian Vlok) CALM (Adrian Vlok)	Graham Meredith & Adrian Vlok
7.00	Draft Structure Plan Special Design Precinct Boulevard and Public Open Space Other Issues	Graham Meredith
7.30	BREAK	
7.45	Engineering Perspective Drainage Management Plan Services and Utilities Underpass	Chris Bitmead
8.15	POS and Foreshore Management Plan Central POS Treatment of POS Foreshore Management Plan	Chris Newton
9.00	Closing CRG Comment	All
9.20	Next Steps Where to from here? Approval Process	All
9.30	Close Meeting	

**Burns Beach Western Cell Development
Community Reference Group
Meeting 3
Minutes of Meeting held on 23 June 2004
at Beaumaris Community Hall
commencing at 6:30 pm.**

1. WELCOME, INTRODUCTIONS, PURPOSE

Linton Pike welcome the Community Reference Group (CRG) participants and introduced the project team members (see Attachment One for attendance register).

Linton explained that the purpose of CRG Meeting 3 is to present the final Draft Structure Plan which has incorporated community feedback and to obtain final comments from the CRG. When final amendments have been made, the Draft Structure Plan will be submitted to the City of Joondalup for approval.

Linton provided an overview of the agenda for CRG Meeting 3 and briefly explained each item (see Attachment Two for CRG three agenda).

Linton explained that the Community Issues and Priorities handout (see Attachment Three for community issues and priorities handout) will be discussed at the end of each presentation to ensure that all issues and priorities raised during the consultation process have been addressed.

2. Agency Feedback

Graham Meredith from Development Planning Strategies (DPS) explained that Peet & Co and DPS held a meeting with the City of Joondalup to present the Indicative Structure Plan (see Attachment Four for Indicative Structure Plan). The meeting provided the City of Joondalup with an opportunity to identify any immediate problems with the plan. Graham explained that the council was very positive about the plan. The feedback received from the City of Joondalup included:

- Endorsed POS on corner of Marmion Avenue and Burns Beach Road. Graham explained that this POS may increase in size once the land has been surveyed.
- Council is comfortable with the location of the primary school. Graham explained that a meeting with the Department of Education and Training has been arranged for the following week to discuss in more detail the location of the primary school.
- Council did not support the development of an underpass to cross Marmion Avenue because many existing underpasses are not being utilised and they are conducive to antisocial behaviour.
- Council liked the position of the various Public Open Spaces and their configurations.

- Council were very positive about the suggested bus route and liked the boulevard concept to access the beach.
- Generally was a very positive meeting and felt that the Indicative Plan was generous.

Graham explained that a meeting with CALM was organised to initiate discussions regarding access to beaches via the northern area of the development site.

Adrian Vlok from BSD Consultants explained that the Department for Planning and Infrastructure (DPI) are ultimately responsible for approving the Foreshore Management Plan. The Foreshore Management Plan was presented to the coastal division of the DPI and received positive feedback. DPI indicated that it was very consistent with existing policy (see Section 4 - Engineering Perspectives for more information on the Foreshore Management Plan).

Adrian explained that BSD are currently setting up a meeting with CALM to discuss the interface between the Burns Beach development and the parks and recreation reserve.

It has been noted that the CRG still have a concern about the safety of children crossing Marmion Avenue between the secondary and primary school sites and that this issue needs to be further considered. This issue will be incorporated into the Draft Structure Plan report that will be submitted to the City of Joondalup.

Linton read through the community issues and priorities listed under the Agency Feedback section in the community issues and priorities handout (see Attachment 3). All issues and priorities have been addressed.

Linton asked which members of the CRG had visited the Burns Beach site since it had been pegged. Jason Day, Don Poynton, Edward Pritchard and Marjorie Apthorpe advised that they had visited the site.

Q. Are you talking to CALM only or will you also be talking to the Marine Parks and Reserve Authority section of CALM?

A. Adrian responded that they will consider meeting with the Marine Parks and Reserve Authority section of CALM.

Q. Have pedestrian management issues for children crossing Marmion Avenue from the primary to the secondary school been addressed?

A. Graham explained that the City of Joondalup does not support an underpass at Marmion Avenue. Alternative options have been considered briefly. However, this is an issue that the City of Joondalup will have to address. Linton stated that the issue will be incorporated into the Draft Structure Plan.

Q. Has an overpass been considered at Marmion Avenue instead of an underpass?

A. There are similar issues with an overpass as there are with an underpass. The issue of crossing Marmion Avenue is to be further considered by the City of Joondalup.

3. Draft Structure Plan

Graham outlined the features of the Draft Structure Plan. He explained that access into the new development would be provided via the central boulevard through Edinburgh Avenue. Good access to primary school with good traffic management around the school will be implemented. There will be a mixture of

lot sizes in the development and no road connection between old and new Burns Beach.

Graham explained that the City of Joondalup is happy with the chosen access point at Edinburgh Avenue. The next step involves having a discussion with the Department of Education and Training regarding the location of the school and its relevant drop-off and pick-up areas. At this stage, it is proposed to have drop-off and pick-up areas around the back of the school and not on Burns Beach Road.

John Filippone made a comment that fencing around the school could be used to prevent drop-off and pick-up of kids at the primary school on Burns Beach Road.

Graham explained that it is essential to ensure an extensive and permeable pedestrian network within the development and along the foreshore. Part of this pedestrian network involves providing good access to the foreshore reserve, beaches and primary school.

Edward was unsure why there is only provision for pedestrian access between old and new Burns Beach. Edward explained that from an existing resident's point of view, he would like to see road access between old and new Burns Beach.

Jason explained that generally, Burns Beach residents do not want vehicle access between old and new Burns Beach. However, if it is the only way to go for the greater good, then residents would be happy to see vehicle access provided.

Graham explained that access between old and new Burns Beach will remain as is demonstrated on the Draft Structure Plan and left to the City of Joondalup to make a final decision. However, provision will be made for the development of vehicular access between old and new Burns Beach in the future.

The special design precinct to the north of the Burns Beach development is an area that requires additional consideration due to the sensitivity of the area. The special design precinct will be left as a special area to be further considered. A lot more research is needed on the area.

The blue dots on the Draft Structure Plan represent suggested commercial areas which have been allocated in response to the feedback received throughout the consultation process. The actual size of the commercial sites still needs to be decided but a big shopping centre will not be implemented. It was suggested that a commercial shop be introduced at end of the boulevard and will provide competition for existing café at Illuka.

Graham explained that the CRG has assisted the improved planning of the Public Open Space along the boulevard. Graham described the alternative design option for the Public Open Space on the boulevard. There will be smaller lots overlooking the park and between parks, traffic movement on the southern side of the park and a cul-de-sac on the northern side of the park to make it a safer and more attractive area. It is a good location for a small café and/or convenience centre and is sheltered from the wind.

Linton read through the community issues and priorities listed under the Draft Structure Plan section in the Community Issues and Priorities handout (see Attachment 3).

With reference to Point 18,¹ Graham explained that only a T-junction has been incorporated into the Draft Structure Plan at the corner of Burns Beach Road and Delgado Way and not a roundabout as has been suggested throughout the consultation process.

All other issues and priorities have been addressed.

4. Engineering Perspective

Chris Bitmead from TABEC explained that the City of Joondalup has stringent drainage requirements. Individual lots must have their own drainage through soak wells. Storm water drainage occurs through streets and sumps. All sumps are incorporated within Public Open Spaces so they can be used for other purposes such as parks for kicking a football around and so that they do not look like sumps which are aesthetically unappealing.

Chris illustrated a draining strategy plan that detailed the direction of the drainage in the area and the location of the sumps. There is no requirement to fence these areas.

Chris explained that existing power lines on Burns Beach Road will go underground. There is no need to implement major infrastructure like pumps to facilitate the area because they already exist. Telecommunications facilities will be placed on the edge of the development and will enable broadband access. Telecommunications have not been discussed any further at this stage.

Nelson Hinchcliff commented that whatever is the most advanced technology at the time, Peet & Co will aspire to implement it in the development.

Chris mentioned that the swails do not only need to be grassed, they can also be landscaped.

Nelson explained that where the POS is used as drainage, it is only considered as a 50% credit towards total POS.

Chris explained that there is flexibility in all swail areas in terms of maximum length and land gradation to accommodate the best configuration. The aim will be to locate basins where they do the least amount of damage.

Q. How big an area is required for the drainage swails?

A. Chris explained the City of Joondalup's specifications will be used to determine the size of the drainage swails.

Q. Will any of the swails be natural bushland?

A. Chris said that some of the swails may be natural bushland.

Q. Will you have direct access to houses on Burns Beach Road?

A. Graham explained that there will a service road on Burns Beach Road and there will not be direct access to houses on Burns Beach Road.

¹ Point 18 - Access onto Burns Beach Road to be provided at Delgado Parade and other suitable access points.

5. POS and Foreshore Management Plan

Chris Newton explained that during the previous CRG meeting, the three different types of parks (New Manicured Parks, Parkland and Bushland)² were illustrated. Chris outlined what type of park will be adopted in each of the POS configurations at Burns Beach. Each POS configuration will be subject to land forms and earthworks.

Chris explained that there are three or four distinct conditions of the foreshore. We know that about 65% of the foreshore is in poor condition and 35% is in good condition. It is intended to preserve the foreshore area that is in good condition and restore the area that is in poor condition.

Chris demonstrated some examples of potential lookout areas on the foreshore reserve where there are high points. Toilet facilities will be provided along the coast where practical.

Chris explained that a maintenance minimisation plan including concepts such as Water Wise strategies and Green smart principles will be developed with the City of Joondalup to manage the impact of the development on the foreshore.

Q. Does the 10% of POS in the development include commercial buildings?

A. No, commercial buildings are on private property. No commercial buildings will be permitted on POS.

Chris explained that there is a need to stabilise all the edges along the foreshore. It is Peet & Co's responsibility to provide edges. Edges will be organised in conjunction with the City of Joondalup.

Chris explained the image of a typical foreshore promenade, typical foreshore management plan, typical conservation zone boundary — both in fill and in cut.

Linton read through the community issues and priorities listed under the POS and Foreshore Management Plan section in the Community Issues and Priorities handout (see Attachment 3).

Point 29 – Foreshore will be stabilised to reduce sand blowing into adjacent development.

Point 37 – Adrian explained that dunes will not be flattened to provide views. However, dunes will be earthworked to return to original landform. Dunes will only be earthworked to rectify blowouts. No other dunes will be earthworked. Integrity of dunes will remain. The Department of Planning and Infrastructure and the City of Joondalup will be supervising foreshore earthworks heavily.

Q. When will the parks and recreation reserve be vested and who will be responsible for it?

² New Manicured Park – requires major alteration in levels and usually equates to loss of existing vegetation leading to the creation of a new park. Parkland Open Space – new levels do not alter dramatically and strands of significant vegetation can be retained. Bushland Parks – these parks are characterised by retention of existing bushland (trees and shrubs).

A. Graham explained that the parks and recreation reserve is not yet vested. At present it, is the State Government's responsibility but when vested, CALM will be responsible for it.

Q. Can you provide an indication of the percentage of trees that will be preserved at the corner of Marmion Ave and Burns Beach?

A. Adrian explained that it is important to retain as many Christmas trees as possible as they rely on surrounding trees to survive. We will be looking at the vegetation more closely and will have a look at it further when the surveying has been conducted.

Q. Will some of the vegetation be used for the development?

A. Chris Newton explained that there are various strategies for revegetation. Will consider various options at a later date.

Q. When will an indicative list of species selection be available?

A. Chris responded that an indicative planting list can be provided. However, the specific detail of street landscaping will be determined with the City of Joondalup.

Q. Will access to seed collection stock become available for the community?

A. Various people have carried out seed collection in past developments including community groups and contractors. Can see no reason why the community will not be able to access seeds.

Q. Does the foreshore management plan come out with the Structure Plan?

A. The Structure Plan is a broad document and will have a broad foreshore management plan with a subsequent detailed foreshore management and landscaping plans.

Q. Have you addressed the issue of the level of landscaping and whether the City of Joondalup is prepared to maintain the level of landscaping?

A. Council suggested incorporating differential rating at this stage, which is what Peet & Co intends to do.

6. Closing CRG Comments

Linton asked the CRG to provide a final comment on the Structure Plan presented. The following comments were made:

Marjorie Apthorpe (Joondalup Coast Care Forum) – The width of the foreshore reserve is not sustainable due to erosion. The foreshore reserve should factor in erosion levels. Marjorie would like to see maximum use of native coastal vegetation in parks and in the recreation and foreshore reserve.

Don Poynton (Friends of Marmion Park) – Need more attention to the impact of the additional number of people on the beach in future. Don feels that we have achieved as much as can be done on the Structure Plan.

Edward Pritchard (Resident - Burns Beach) – The proposal to treat the area near the existing Burns Beach is excellent. Would like to see the bus route introduced. Generally satisfied with the Draft Structure Plan.

Jason Day (Burns Beach Residents and Ratepayers Association) – Very satisfied with the Draft Structure Plan. No additional comments.

Ted Franco (Resident – Kinross) – Very happy with Draft Structure Plan and very satisfied with the level of consensus achieved on the detail presented in the Draft Structure Plan.

David McRae (Beaumaris Home Owners Association) – Concerned about the proposed roundabout on Burns Beach Road and Cardiff Road. Does not believe that it is a suitable location because Cardiff Road cannot cope with increased traffic. It would be better to direct traffic down through Delgado Way. Other than this concern, David is very satisfied with the Draft Structure Plan.

Stan Stylianou (Resident – Illuka) – General plan looks good. Seriously recommends that there should be a four-way intersection on the corner of Burns Beach Road and Cardiff Road because this intersection is not suitable for a lot of traffic. Overall, Stan is very happy with the Draft Structure Plan.

John Filippone (Kinross Residents Association) – Overall, the Draft Structure Plan is very good. Initially had a lot of reservations about the POS configurations but is now convinced. A few areas that need a bit of thought include the safe crossing of children across Marmion Avenue and that there is sufficient area set aside for community facilities.

David Wake (Environmental Group) – It is good to see the special design area in the Draft Structure Plan. David would like to see the use of endemic species in the development and the preservation of the North/North-western POS. It would also be beneficial to provide information to residents regarding Green smart development and living. David is happy with the Draft Structure Plan.

Marilyn Zakrevsky (Resident – Mulaloo) – Provision for community facilities should be provided in the right places. Marilyn is happy with the Draft Structure Plan.

7. Next Steps

Nelson explained that it is anticipated that the development will occur incrementally over a ten-year period.

Nigel McAndrew explained the approval process for the Structure Plan, which includes:

- Finalisation of Structure Plan Report;
- Finalisation of Foreshore Management Plan;
- Lodgement of Structure Plan and Foreshore Management Plan with the City of Joondalup;
- Advertisement of Structure Plan & Foreshore Management Plan by the City of Joondalup;
- Approval of Structure Plan by the City of Joondalup;
- Endorsement of Structure Plan by the Western Australian Planning Commission.

Nelson explained that the rezoning approval process involves:

- Conclusion of advertising of the Local Scheme Rezoning;
- Endorsement to the rezoning by the City of Joondalup;
- Final Approval by the Minister for Planning & Infrastructure;
- Gazettal.

Graham explained that the Structure Plan will go to council within the next two months. Advertising should be available within the next 4–8 weeks. The City of Joondalup has established a taskforce to deal with the Burns Beach submission so the process should occur efficiently.

Nelson thanked the Project Team for their work, Linton Pike for facilitating the consultation process and the CRG members for their time and input. Nelson presented CRG members with a small gift of appreciation.

8. MEETING CLOSE

The meeting closed at 9.30 pm.

APPENDIX J: LIST OF COMMUNITY ISSUES AND PRIORITIES RAISED THROUGHOUT COMMUNITY CONSULTATION PROCESS

Issues and Priorities raised at:

Burns Beach Presentation at Illuka Community Hall, 18 March 2004, Stakeholder Interviews, Focus Group Discussion at Beaumaris Community Hall, 25 May 2004, CRG 1 at Beaumaris Community Hall, 26 May 2004 and CRG 2 at Beaumaris Community Hall, 8 June 2004.

TOPIC	COMMUNITY ISSUES / PRIORITIES	OUTCOMES
Agency Feedback (6.45 pm)		
Public (POS)	Open Space One significant area for school, oval and community hall.	Incorporated into Structure Plan.
School	The Primary School should be kept in the southern part of the estate to service the Burns Beach residents and to be accessible by surrounding areas.	Incorporated into Structure Plan.
School	A Dept of Education and Training perspective on the school.	DPS – Feedback from Department of Education and Training to be presented at CRG 3.
Agency Input	A holistic City of Joondalup review of the plan.	City of Joondalup advise to date that there are no major problems. Further development and liaison will occur in the future.
Agency Input	DPI comment on the plan generally and the proposed foreshore treatment.	DPS - Feedback to be presented at CRG 3. Feedback received from DPI coastal division.
Agency Input	Comment from CALM on the northern beach access.	Adrian Vlok – Feedback presented at CRG 3.
Other	Pegging of the indicative road shoulder along the coast.	Land pegged on Friday 11th June 2004.
Draft Structure Plan (7.00 pm)		
Pedestrian / Cycling access – Pathways	Good and safe networks for pedestrians and cyclists throughout the development.	Incorporated into Structure Plan.

Public Open Space (POS)	A road must separate the development and the parks and recreation reserve / foreshore.	Incorporated into Structure Plan.
Pedestrian / Cycling access – Pathways	Pedestrian considerations near school to assist people walking across roads to schools.	Agreed in principle. Further detail to be agreed with Dept of Education and Training and City of Joondalup.
Pedestrian / Cycling access – Pathways	No road extension between old Burns Beach and the new development but there should be pedestrian access.	Pedestrian links between old and new Burns Beach only. Opportunity for a road reserve will be preserved.
Dunes	Elevated area to the north of site needs to consider treatments (cross-section, special conditions, other).	Special Development Precinct to be included.
Commercial	Consideration of tourism potential in the area such as hotels and restaurants to bring in revenue.	Minimal provision for commercial and retail incorporated into Structure Plan.
Commercial	No shopping centre on the corner of Marmion Avenue and Burns Beach Road.	Removed from Structure Plan.
Commercial	No need for a large shopping centre within the development. Small convenience shop with adequate parking provided on the inland side to preserve ocean views would be a good idea.	Incorporated into Structure Plan.
Traffic / Access	Central access to the development should be through the boulevard. Access onto Marmion Avenue (Edinburgh Gate) is the most appropriate.	Incorporated into Structure Plan. T-Junction at Delgado Parade.
Traffic / Access	An alternative access should also be provided at the northern end of Marmion Avenue.	Provision for additional access incorporated in the Structure Plan.
Traffic / Access	Access onto Burns Beach Road to be provided at Delgado Parade and other suitable access points.	Incorporated into Structure Plan.
Traffic / Access	There should be an opportunity to extend bus routes to come into new Burns Beach connecting at Delgado via new roundabout at Marmion.	The plan allows for Bus Route extensions.

Traffic / Access	We need to manage traffic issues at the corner of Marmion Avenue and Burns Beach Road.	Traffic management advise shows this to be manageable and will be addressed in the Traffic Management Plan.
Traffic / Access	Should be a slow speed environment throughout the development.	A slow speed environment has been created. This will be further developed in the Traffic Management Plan.
Community Facilities	Provision of community facilities including facilities for young people for both general purpose and specific activities.	Further development to occur in conjunction with City of Joondalup.
Other	Mixture of block and house sizes with family sized blocks near school.	Incorporated into Structure Plan.
Other	A concept for the small lot area.	Concept presented at CRG 3.
Engineering Perspective (7.45 pm)		
Drainage	Effective storm-water drainage managed within the development.	Drainage management plan presented at CRG 3.
Drainage	Rotate POS by 90 degrees to reflect natural contours.	POS retained in original orientation to reflect drainage plan
Traffic / Access	There should be an underpass constructed at the northern end of Marmion Avenue to connect Kinross and Burns Beach.	City of Joondalup does not support the inclusion of an underpass. An underpass will not be built.
Other	Under grounding of existing Burns Beach power lines.	Existing Burns Beach Road power poles will go underground.
POS and Foreshore Management Plan (8.15 pm)		
Dunes	Concern that sand will blow from the beach into the adjacent development.	Addressed in Foreshore Management Plan.
Dunes	Significant dunes could be preserved with the development moved back to provide higher value for blocks (better views) and protect the dunes.	Addressed in Foreshore Management Plan. Special development precinct to be provided.

Public (POS)	Open	Space	Public open space on the boulevard should not encourage kids to the area. There should be no playing field. It should be purely ornamental.	Development concept provided for 70 metre wide strip. Circular POS similar in size to Subiaco Oval.
Public (POS)	Open	Space	Natural vegetation should be retained where possible.	Areas of retained bushland identified.
Public (POS)	Open	Space	More info is needed on the POS configurations (images and next level of detail for each of the three primary schemes).	Presented at CRG 3.
Bushland			Fencing and control at the perimeter of the site to prevent rubbish dumping, four wheel driving, trail bike riding and other destructive behaviours. However, no perimeter walls.	Presented at CRG 3.
Bushland			Manage the interface of the development with remnant bushland and ensure that introduced species do not invade natural bushland. Landscaping in the estate should use plants that have bio-diversity benefits.	Presented at CRG 3.
Foreshore / Beaches			Increase the width of the foreshore reserve through the development.	Boundaries are set and have been approved.
Foreshore / Beaches			Include additional public open space along the foreshore.	Proposed treatment presented at CRG 3. Foreshore plan supported by DPI and City of Joondalup in principle.
Foreshore / Beaches			Foreshore Management Plan.	Intent presented at CRG3. Detail to be developed in conjunction with DPI and City of Joondalup.
Foreshore / Beaches			Access to beach should use natural and existing corridors where possible.	Incorporated into Structure Plan.
Community Facilities			Provision of barbecue areas and parks	Incorporated into Structure Plan.
Community Facilities			Adequate toilet facilities along the coast.	Incorporated into Structure Plan.

Community Facilities	Main beach on north of site should have access and provision for a car park.	Provision for future access included. City of Joondalup and DPI support in principle. Further liaison required with CALM and others.
Agency Input	Requested plans for landscaping, foreshore, and beach node.	Presented at CRG 2 and 3.
Commercial	Retain Christmas trees	Incorporated into Structure Plan.
Other Issues (9.20 pm)		
Other	Advertising name for Burns Beach Western Cell.	Will remain Burns Beach Estate.
Other	Land clearing.	Will be a staged development.
Other	Encouragement of energy efficient homes within the estate.	Energy efficiency of houses to be considered at appropriate time.

APPENDIX K: FORESHORE MANAGEMENT PLAN



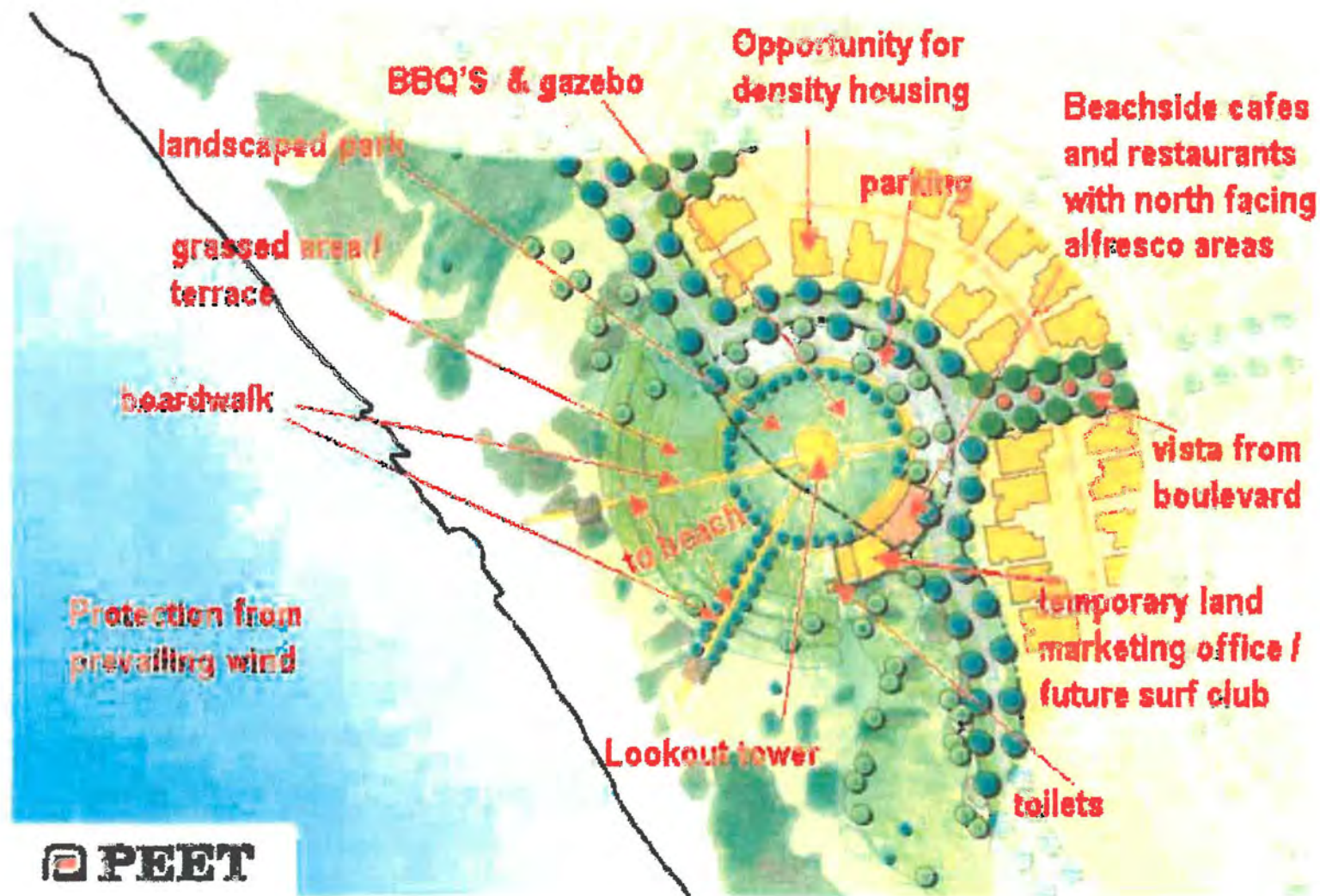
APPENDIX L: DRAINAGE STRATEGY



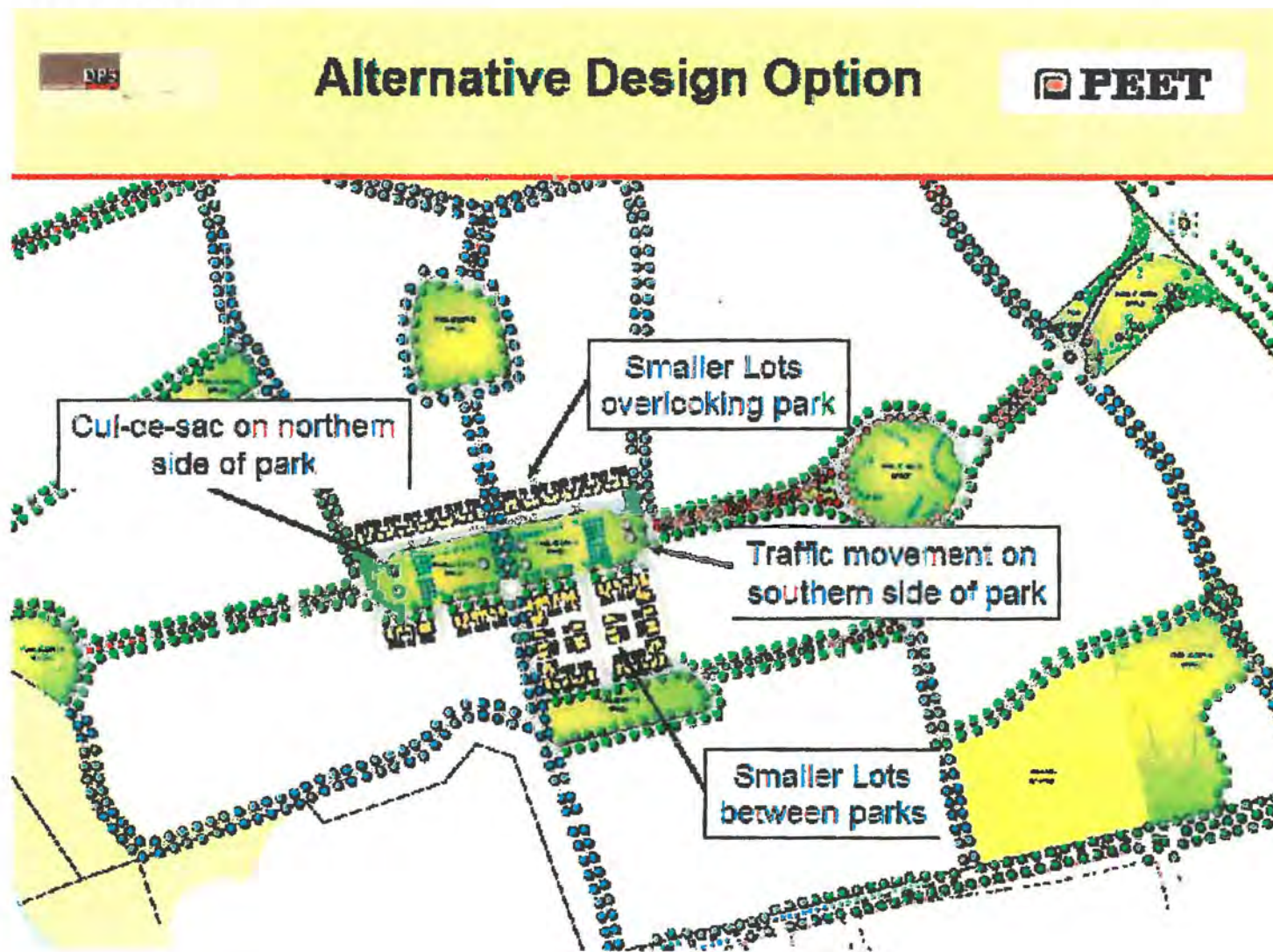
APPENDIX M: PUBLIC OPEN SPACE

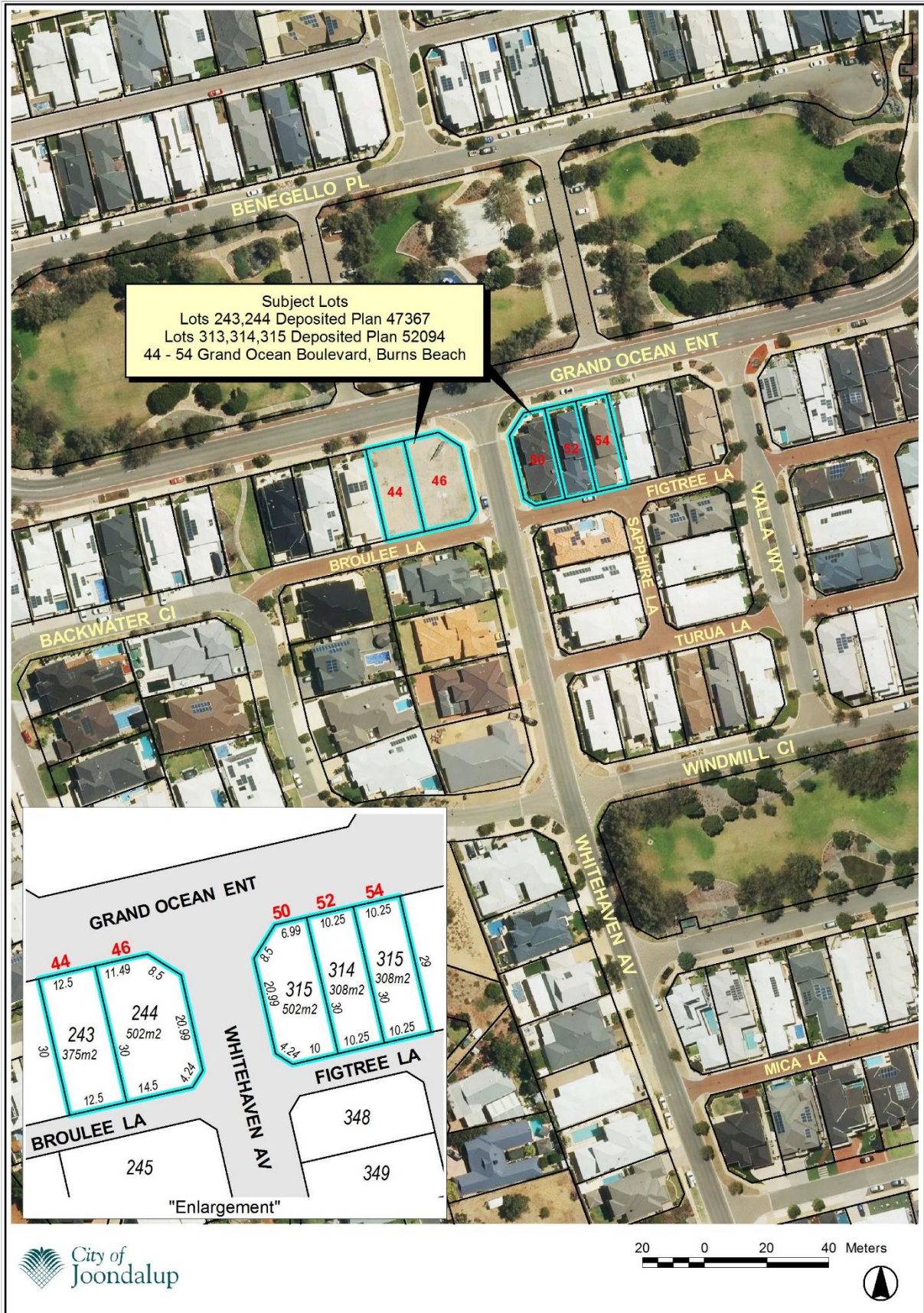


APPENDIX N: COASTAL NODE



APPENDIX O: BOULEVARD





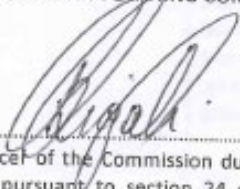
BURNS BEACH STRUCTURE PLAN

STRUCTURE PLAN NO. 10

This Structure Plan is prepared under the provisions of Part 9 of the City of Joondalup District
Planning Scheme No. 2


**CERTIFICATION OF AGREED STRUCTURE PLAN
(SCHEDULE 8)**

CERTIFIED THAT MODIFIED BURNS BEACH STRUCTURE PLAN NO. 10 WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 10 JUNE 2014



.....
being an officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005*

AND

BY RESOLUTION OF THE COUNCIL OF THE CITY OF JOONDALUP, MADE 17 FEBRUARY 2014, THE COMMON SEAL OF THE CITY OF JOONDALUP WAS AFFIXED BY THE AUTHORITY OF A RESOLUTION OF COUNCIL IN THE PRESENCE OF:


.....
TROY PICKARD
Mayor




.....
GARRY HUNT
Chief Executive Officer

Record of Amendments made to the Burns Beach Structure Plan

Amendment No.	<i>Description of Amendment</i>	Endorsed by Council	Endorsed by WAPC
1	<p>Part 1 (Statutory Planning):</p> <ul style="list-style-type: none"> • Renaming of Special Design Precinct to Northern Residential Precinct; • Inclusion of additional development provisions for the Northern Residential Precinct, including maximum wall and height provisions in the R40 and R60 density areas, and the provision for up to 4m high retaining walls; • Clarification of existing provisions in the Residential R20, Residential R40 and R60 and Local Shop precincts in relation to front fencing, building setbacks and garage setbacks for lots with rear laneway access; • Inclusion of the compliance with the City's District Planning Scheme No 2 in terms of land use permissibility and general provisions; • Deletion of "Shop" use from the Beach Shop/Lunch Bar and Restaurant Precinct and modification of the name of the Precinct; • Modification to the definition of Ground Lot Level in relation to the different Precincts. <p>Part 2 (Explanatory Report):</p> <ul style="list-style-type: none"> • Additional background information on the design philosophy of the Northern Residential Precinct; • Amending existing areas and schedule of POS to reflect the final design of the Northern Residential Precinct and approved engineering plans resulting from subdivision approvals. 	27 March 2007	14/9/2007
2	Amending Clause 6.2.1 to enable garages on corner lots in R40 and R60 density areas to be located at nil side setbacks on northern and eastern boundaries, and to clarify garage sightline requirements.	19 June 2007	14/9/2007
3	Recode portions of Burns Beach Estate from 'R20 Residential' to 'R40 & R25 Residential'	17 February 2014	
4	<p>Part 1 (Statutory Planning):</p> <ul style="list-style-type: none"> • Modify the 'Local Shop Precinct' boundary on Plan 1 to Lot 243 & 244 Grand Ocean Entrance only; • Modify the definition of 'Local Shop'; • Redefine the Objectives for the 'Local Shop Precinct'; and • Include additional General Provisions for the 		

BURNS BEACH STRUCTURE PLAN

	<p>'Local Shop Precinct'.</p> <p><u>Part Two (Explanatory Report):</u></p> <ul style="list-style-type: none">• Additional background information on the development opportunities and constraints relevant to the Local Shop Precinct; context analysis (retail facilities); and structure planning (commercial facilities).		
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EXECUTIVE SUMMARY

The Burns Beach site is located north of Burns Beach Road, west of Marmion Avenue, immediately north of the existing Burns Beach townsite. The subject land is approximately 290 hectares in area and consists of vegetated coastal land and portions of coastal dune ridges and landforms.

Just less than half of the site (144 hectares), reserved as Parks and Recreation under the Metropolitan Region Scheme, is to be retained for conservation purposes. The remaining portion of the western cell, totalling 147.5316 hectares, is to be developed for urban land uses.

The Burns Beach Structure Plan has determined the overall land use and form of development for the subject land. The Structure Plan has divided the site into the following precincts:

- Residential R20 Precinct;
- Residential R40 Precinct;
- Northern Residential Precinct;
- Local Shop Precinct;
- Beach Kiosk/Restaurant Precinct; and
- Parks and Recreation Reserve.

The overall vision embraced by the Structure Plan is to create a development which is environmentally, socially and economically sustainable. The design philosophy was to create a high quality residential environment with a strong community focus and a real sense of identity. Burns Beach will be a landmark, leading edge development.

The Structure Plan has emerged from a comprehensive community and stakeholder consultation process. The consultation process provided a range of opportunities for stakeholders input and engaged stakeholders in the preparation on the Structure Plan. The Structure Plan enjoys broad stakeholder support.

This Structure Plan is divided into two parts:

Part 1 – Statutory Planning

Part 2 – Explanatory Report

Part 1 of the report outlines the objectives and provisions for each precinct and reservation.

Part 2 provides further explanation about the site and the rationale for the urban design.

PART 1 – STATUTORY PLANNING

~~As provided for under Part 9 of the Scheme, this part of the Structure Plan has the same force and effect as a provision, standard or requirement of the Scheme.~~

Part 1 of this Structure Plan is a general guide to future subdivision, zoning and development of the land included in the Burns Beach Structure Plan.

1.0 SUBJECT AREA

The Structure Plan area covers approximately 291 hectares of Lot 9017 on Deposited Plan 40143 and described on Certificate of Title Volume 2565 Folio 138 (refer Appendix 1). The land is bound by Marmion Avenue to the east, Burns Beach Road and the existing Burns Beach townsite to then south, the Indian Ocean to the west and vacant land to the north.

2.0 STRUCTURE PLAN PRECINCTS/RESERVATIONS

The Structure Plan divides the land into the following precincts:

- Residential R20 Precinct;
- Residential R40 and R60 Precinct;
- Northern Residential Precinct;
- Local Shop Precinct;
- Lunch Bar and Restaurant/Cafe Precinct; and
- Parks and Recreation Reserve.

The Burns Beach Structure Plan is shown at Plan 1 attached to this part of the report.

3.0 DEFINITIONS

The terms used in this part of the Structure Plan Report shall be interpreted in accordance with the City of Joondalup ~~District Local~~ Planning Scheme No. 23 and as set out hereunder:

“STOREY” shall mean the vertical space extending from one habitable floor of a building to the floor above (or if there is no floor above, between the floor level and the ceiling) and shall be deemed to be no more than 3.5 metres. A loft space within a roof shall not be defined as a storey, whether habitable or otherwise.

“LOFT” shall mean a habitable or non-habitable space contained wholly within the roof of a building including a space served by dormer type windows which may project forward of the main roof pitch. A loft space is not permitted to have a balcony or terrace.

“BUILDING HEIGHT” shall mean the vertical distance at any point from natural ground level to the uppermost part of the building above that 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.

“GROUND LOT LEVEL” shall mean the finished level of the lot relative to the midpoint of the verge that it fronts (existing or established at subdivision stage) and immediately adjacent to the lot.

“SINGLE DWELLING” shall mean a dwelling standing wholly on its own green title or survey strata lot, together with any easement over adjoining land for support of a wall or for access or services and excludes dwellings on Certificates of Titles with areas held in common property.

“R CODES” shall mean the Residential Design Codes of Western Australia, October 2002 or any such amendments or modifications thereto that may be current.

“THE SCHEME” shall mean the City of Joondalup ~~District-Local~~ Planning Scheme ~~No.2~~ ~~No. 3~~ (as amended) gazetted ~~28 November 2000~~ ~~23 October 2018~~ or such amendments or modifications thereto that may be current.

“PRIMARY STREET”, in the case of a lot located on a corner, shall mean that street which the lesser length boundary faces as demonstrated by Figure 1 below.

“SECONDARY STREET”, in the case of a lot located on a corner, shall mean that street which the greater length boundary faces by Figure 1 below.

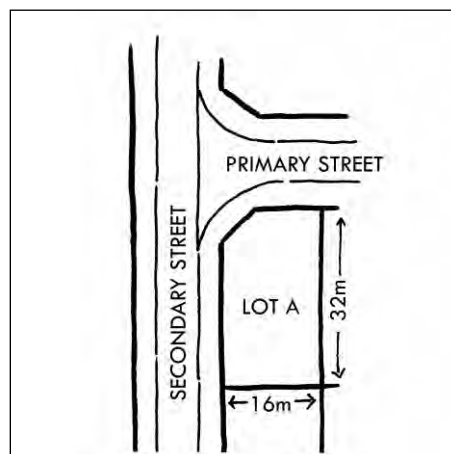


Figure 1: Primary & Secondary Street (not to scale)

~~“LOCAL SHOP” shall mean land and buildings used for the retail sale of convenience goods being those goods commonly sold in supermarkets, delicatessens and newsagents and operated during hours which may include or may extend beyond normal trading hours~~

“LOCAL SHOP” means premises used for:

- Convenience Store;
- Lunch Bar;
- Shop; or
- Restaurant/Café.

4.0 THE SCHEME

Unless provided for by specific requirements of this Structure Plan, all requirements shall be in accordance with the provisions of the City of Joondalup ~~District-Local~~ Planning Scheme ~~No. 2-No. 3~~ or such amendments or modifications thereto that may be current.

5.0 RESIDENTIAL R20 PRECINCT

5.1 Objectives

The objectives for the Residential R20 Precinct are:

- To provide for a variety of lot sizes and single residential dwelling types at a maximum density of R20.
- To provide residential homesites which have the correct solar orientation to facilitate the construction of energy efficient dwellings;
- To provide homesites with coastal proximity that derive benefit from ocean views and access to cooling sea breezes;
- To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes.
- To maintain a high level of pedestrian connectivity, amenity and safety.
- To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.

5.2 Land Use and General Provisions

Land use permissibility and general provisions in the Residential R20 Precinct shall be the same as those within the Residential zone under the City's ~~District~~ Local Planning Scheme No ~~23~~.

The R20 residential density codes shall apply to future development within the Residential R20 Precinct. All dwellings are required to comply with the Residential Design Codes unless otherwise provided for in this Structure Plan.

- i. Dwellings constructed on corner lots must be designed to address both the primary and secondary street. Dwellings should face both the primary and secondary street at the corner and should be design to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:

-
- having habitable rooms and major openings facing both the primary and secondary street;
 - by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
 - having open style fencing along the front portion of the secondary street boundary rather than solid fencing.

Dwellings which address both the primary and secondary street are a superior urban design and streetscape solution and also increase the opportunity for casual surveillance of the street and the security of the area.

- II. The provisions of the City of Joondalup Policy 3.1.9 “Height and Scale of Buildings within a Residential Area” shall not apply.
- III. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- IV. The maximum building height measured from natural ground level shall be:

Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge – 9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres
- V. The maximum height of non-permeable front fencing, inclusive of retaining walls, is limited to 1.3m above the midpoint of the verge that it fronts and immediately adjacent to the lot.
- VI. The ground lot level of each lot shall be +/-0.5 metres from the level of the verge at the front of the lot, measured from the mid-point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/-1.5 metres in lieu of +/-0.5 metres.

6.0 RESIDENTIAL R40 AND R60 PRECINCT

6.1 Objectives

- To provide for diversity in lot sizes and single dwelling types at selected sites at densities of R40 and R60 as indicated on the Structure Plan;
- To provide lots that maximise the benefits of good solar orientation and facilitate the construction of energy efficient dwellings;

-
- To provide for smaller homesites around the parklands areas, adjacent to the coast and the local shop site.
 - To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes.
 - To maintain a high level of pedestrian connectivity, amenity and safety.
 - To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.
 - To promote subdivision and housing development which provides for housing at higher densities as the neighbourhood matures.



Indicative photos of R40 residential development

6.2 Land Use and General Provisions

Land use permissibility and general provisions in the Residential R40 and R60 Precinct shall be the same as those within the Residential zone under the City's ~~District-Local~~ Planning Scheme No 23.

All dwellings are required to comply with the Residential Design Codes unless otherwise provided for in this Structure Plan.

- I. To maximise solar penetration, solar accessible courtyards are required. A nil setback onto a nominated side boundary is permitted to facilitate this (excluding street setbacks). For north-south orientated lots the nil setback shall be on the western boundary (Refer Figure 2). For east-west orientated lots the nil setback shall be on the southern boundary (Refer Figure 2). Garages on corner lots may, however, be permitted to be located at nil side setback on northern or eastern side boundaries for a maximum depth of 8 metres, with the garage doors offset a minimum of 1.0m metre from the subject side boundary where the laneway is a minimum of 7.0 metres in width. Where laneways are less than 7.0 metres in width, garage doors are to be offset 1.5 metres from the subject side boundary.

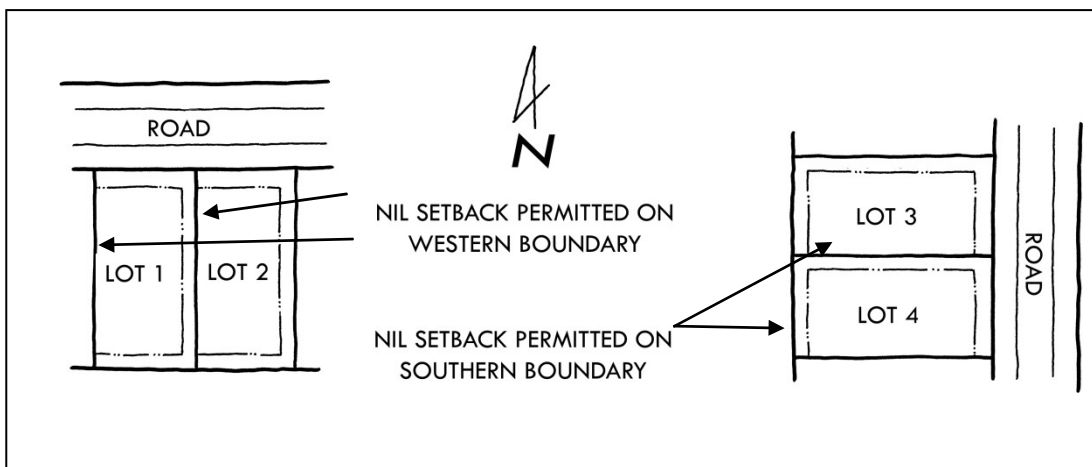


Figure 2: Nil Setback Provision (not to scale)

- II. Walls which have a nil setback shall not be higher than 3.5m for 2/3 of the length of the balance of the boundary behind the front setback permitted.
- III. For side boundaries not subject to a nil setback, and where a side wall contains a major opening to a habitable room (as defined in the R-Codes, but excluding bedroom and fully enclosed swimming pool or patio), the minimum side setback shall be 2 metres in order to maximise solar access.
- IV. Setback to a secondary street shall be a minimum of 1.5 metres.
- V. The ground floor of a dwelling, including the garage, must be setback a minimum of 1.5 metres from the rear boundary where the laneway is less than 7.0m in width. Where the laneway is 7.0m or wider the rear setback may be reduced to 1.0m. A 1.0 m visual truncation to the garage opening must be provided. The first floor is permitted to have a nil setback to the rear boundary.
- VI. Each dwelling must provide a minimum of 2 on site covered car bays

-
- VII. Where vehicular access is available from a dedicated rear laneway or internal private driveway, vehicular access and garage location must be from the rear laneway or internal private driveway.
- VIII. With the exception of corner lots, the dwelling is to be designed to address and face the primary street, with clearly defined pedestrian path to the front of the residence.
- IX. An outdoor living area with a minimum area of 20 sqm for R40 and 16 sqm for R60, and a minimum dimension of 4m which is directly accessed from a living area is to be provided in a location to best facilitate winter solar penetration. This may include space located in front of the street setback.
- X. A minimum of 35% of the lot area is required to be provided as open space.
- XI. The provisions of the City of Joondalup Policy 3.1.9 “Height and Scale of Buildings within a Residential Area” shall not apply.
- XII. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- XIII. The maximum building height measured from natural ground level shall be:
- Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge –9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres
- XIV. The maximum height of non-permeable front fencing, inclusive of retaining walls, is limited to 1.3m above the midpoint of the verge that it fronts and immediately adjacent to the lot.
- XV. Dwellings constructed on corner lots must be designed to address both the primary and secondary street. Dwellings should face both the primary and secondary street at the corner and should be design to ‘turn the corner’ rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:
- having habitable rooms and major openings facing both the primary and secondary street;
 - by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
 - having open style fencing along the front portion of the secondary street boundary rather than solid fencing.
- XI. The finished level of the lot shall be +/- 0.5 metres from the level of

the verge at the front of the lot, measured from the mid-point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/- 1.5 metres in lieu of +/- 0.5 metres.

7.0 LOCAL SHOP PRECINCT

7.1 Objective

~~A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small retail facility in the centre of the Estate to cater for the daily needs of the local community. It is envisaged that a small lunch bar and/or restaurant/cafe would also be developed opposite the local shop to frame the corner and to create a small mainstreet focus that enhances the vitality and vibrancy of the Estate and extends activity beyond the day light hours. Residential development will also be permitted. Shop top housing or shop top office style of development is encouraged.~~

- ~~• To cater for the daily needs of the local community and generate local employment opportunities.~~
- ~~• To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.~~
- ~~• To ensure any retail or commercial uses are reflective of the local needs of the surrounding residential catchment.~~
- ~~• To create a small main street focus, with active street interfaces and minimal street setbacks, to enhance the vitality and permeability of the area.~~
- ~~• Residential development may also be permitted, with shop top housing or shop top office style developments encouraged.~~

~~Any exterior lighting for a shop, lunch bar or restaurant should be configured so as to minimise any detrimental impact on adjoining residential development through light overspill.~~

~~The provision of on street car parking and parking areas within the central POS opposite the site, together with the fact that the site is in a highly accessible area for pedestrians and cyclists, on site car parking for the local shop/lunch bar/restaurant should be minimised. Any car parking provided on site should be located at the rear of the building and be accessed from the rear laneway in order to comply with Mainstreet design principles. Mainstreet design principles encourage active land use street interfaces with building frontages to streets with minimal setbacks and parking and service areas to the rear of the building.~~

7.2 Land Uses

The permissible land uses within the sites are as follows:

- ~~• Local Shop~~
- ~~• Shop~~
- ~~• Office~~
- ~~• Single Dwelling~~
- ~~• Group Dwelling~~
- ~~• Caretakers Flat/House~~
- ~~• Lunch Bar~~
- ~~• Restaurant~~
- Child Care Premises
- Grouped Dwelling¹
- Local Shop
- Multiple Dwelling¹
- Office

No other land uses are permissible in this Precinct.

¹ Where ancillary to a retail or commercial land use.

7.3 General Provisions

~~A small local shop facility is required to be provided in this precinct.~~

Wholly Residential or Office development is not permitted to occupy the entire Precinct, ~~or to wholly occupy any one lot within the Precinct.~~

~~Wholly residential or office development is not permitted to occupy any one lot within the precinct.~~

Exterior lighting on buildings is to be configured to minimise any adverse effects (i.e. light overspill) on adjoining residential development.

On-site carparking is to be minimised, and located at the rear, to be accessed from the rear laneway, in accordance with main street design principles.

Non-residential development proposals within the Local Shop Precinct shall be assessed in accordance with the ~~District Planning~~ Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia, except where they have been varied in the following instances:

- I. Buildings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- II. A minimum of two (2) on site car parking bays shall be provided for dwellings and shall be accessed from the rear laneway.
- III. The maximum building height measured from natural ground level

shall be:

Maximum wall height (with pitched roof) – 6.5 metres

Maximum total height to roof ridge – 9.5 metres

Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres

- IV. Setback from all street boundaries (primary and secondary) shall be a minimum of 2 metres. A larger setback is encouraged to cater for alfresco dining and footpath trading opportunities.
- V. Setback from a side boundary shall be a minimum of 1 metre for the ground floor and 1.5 metres from the first floor.
- VI. Setback from the rear boundary shall be 1.5 metres for a garage or carport and 6 metres for the main building where the laneway is less than 7.0m in width. Where the laneway is 7.0m or wider the rear setback for the garage may be reduced to 1.0m. A 1.0 metre visual truncation to the garage opening must be provided.
- VII. Nil street setbacks may apply for non-residential developments where:
- a. Buildings are located to ensure they:
- contribute to, are consistent with, and/or do not detract from an established streetscape;
 - provide adequate privacy;
 - accommodate site planning requirements such as parking, landscape and utilities; and
 - allow safety clearances for easements for essential service corridors.
- b. Buildings mass and form that:
- uses design features to affect the size and scale of the building;
 - uses appropriate minor projections that do not detract from the character of the streetscape;
 - minimises the proportion of the façade at ground level taken up by building services, vehicle entries and parking supply, blank walls, servicing infrastructure access and meters and the like;
 - creates a main street focus, with active street interfaces to enhance vitality and passive surveillance of the public realm; and
 - positively contributes to the prevailing or future development context and streetscapes as outlined in the local planning framework.
- ~~VIII.~~ VIII. To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from

public view and they are located in a position to minimise noise impacts on neighbouring residences.

~~VIII.X~~ Buildings constructed on corner lots must be designed to address both the primary and secondary street. Buildings should face both the primary and secondary street at the corner and should be designed to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:

- having habitable rooms and major openings facing both the primary and secondary street;
- by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line;
- having open style fencing along the front portion of the secondary street boundary rather than solid fencing.
- Residential development within the local shop precinct shall be in accordance with the Mixed-Use Development Requirements of the Residential Design Codes.

~~VIII.X~~ A minimum of eight (8) on-site car parking bays shall be provided over the entire Precinct for future commercial development and shall be accessed from the rear laneway. The number of car parking bays shall be provided proportionate to the number of lots approved within the Precinct at the subdivision stage, to the satisfaction of the City of Joondalup.

8.0 LUNCH BAR AND RESTAURANT/CAFE PRECINCT

8.1 Objective

A lunch bar and restaurant/cafe are permitted within POS 6 as shown on the Structure Plan. The development of a lunch bar and a restaurant/cafe is proposed to provide for opportunities for the local population and visitors to the area to enjoy the coastal environment and to increase the vibrancy of the area as a destination beyond day light hours.

The provision of on-street car parking and parking areas in the vicinity of the precinct, together with the fact that the precinct is in a highly accessible area for pedestrians and cyclists, on site car parking for the lunch bar and restaurant/cafe should be minimised. The number of car bays required on site will be determined by Council and assessed against the merits of the specific case as part of a development application.

8.2 Land Use

The permissible land uses within this precinct are as follows:

- Lunch Bar
- Restaurant/Café

No other land uses are permissible in this Precinct.

8.3 General Provisions

Development proposals within this precinct shall be assessed in accordance with the ~~District Planning~~ Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia.

9.0 NORTHERN RESIDENTIAL PRECINCT

The land in this precinct is naturally very steep. Accordingly, special consideration must be given to the urban design and built form outcomes in the precinct.

9.1 Objectives

- To provide a Northern Residential Precinct within which endeavours will be made to maintain the general landform;
- To provide a variety of lot sizes and dwelling types with selected sites identified at a maximum density of R60 as indicated on the Structure Plan;
- To provide homesites which encourage the correct solar orientation and facilitate the construction of energy efficient dwellings;
- To provide homesites with ocean proximity that derive benefit from the cooling sea breezes;
- To maintain a high level of pedestrian connectivity, amenity and safety;
- To provide homesites which overlook parkland areas and streets to maximise passive surveillance opportunities and promote attractive streetscapes;

9.2 Land Use and General Provisions

Development of all lots within the Northern Residential Precinct shall be in accordance with the R25 residential density code except where defined on the approved Structure Plan at R40 and R60, and development shall be assessed in accordance with the Residential Design Codes, ~~District Planning~~ Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia, except where they have been varied in the following instances:

Land use permissibility and general provisions in the Northern Residential Precinct shall be the same as those within the Residential zone under the City's ~~District Planning~~ Scheme ~~No 2~~. For lots within the Northern Residential Precinct with a R25 residential density code, the provisions of the Residential R20 Precinct (ie. Clause 5.2 I-VI) apply.

Residential development within the Northern Residential Precinct shall be limited to;

- R25 – 305 dwellings
- R40 – land area of 6072m²

-
- R60 – land area of 10452m²

For lots within the Northern Residential Precinct with a R40 or R60 Residential Code, the relevant provisions of the Residential R40 and R60 Precinct apply, except where they have been varied below:

- I. For lots coded R60, the plot ratio shall be 0.85 for both single/grouped dwellings and multiple dwellings.
- II. Dwellings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.
- III. The maximum building height measured from natural ground level shall be:
 - Maximum wall height (with pitched roof) – 6.5 metres
 - Maximum total height to roof ridge – 9.5 metres
 - Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres
- IV. Retaining walls within the Northern Residential Precinct are permitted up to a height of 4.0m in locations shown on Figure 3. Building Licence applications showing all details of the retaining walls are required to be submitted to Council for approval.

Retaining walls in excess of 4.0m may be approved by Council, with a Development Application for walls above 4.0m needing to be submitted for approval prior to the issuing of a Building Licence.
- V. The finished level of the lot shall be +1/-0.5 metres from the level of the verge at the front of the lot, measured from the mid point of the frontage of the lots. Lots with rear laneway access that are required to be accessed from the rear lane may be permitted to substitute +/-2 metres in lieu of the +1/- 0.5 metres.

Access to the swimming beach located to the north of the Northern Residential Precinct will be accommodated from the perimeter road at some stage in the future. A Management Plan will need to be prepared by the relevant State and Local Government authorities in conjunction with the developer of the Burns Beach Structure Plan area for this area of Park and Recreation reserve. The future formal access road to the swimming beach would need to connect at some point to the perimeter road separating the Parks and Recreation reserve and foreshore reserve from the developable area within the “Urban Development” zone proposed as part of this Structure Plan. It has therefore been indicated on Plan 1 of the Structure Plan that a future road providing formal vehicular access to the future northern swimming beach will be constructed in the future. However, the final alignment and form of this road and the facilities to be provided at the beach is subject to the Management Plan prepared by relevant State and Local

Government authorities, in conjunction with the developer of the Burns Beach Structure Plan area.

10.0 PARKS AND RECREATION RESERVE

The area depicted on the Structure Plan as “Parks and Recreation” Reserve is Reserved under the Metropolitan Region Scheme. Development of this land shall comply with the provisions applicable to “Parks and Recreation” Reserved land under the Metropolitan Region Scheme and the City of Joondalup District Planning Scheme No.2.

11.0 MODIFICATIONS TO THE STRUCTURE PLAN

All subdivision and development on the subject land must be generally in accordance with the Structure Plan.



PLAN 1 - STRUCTURE PLAN

Burns Beach

NORTH

Scale: 1:8000 @ A3

0 80 160 240m

PLAN: PACBB-2-004
DATE: 03/12/2019
PROJECTION: PCG 94
DATUM: AHD

REVISION: -
DRAWN: RW
PLANNER: JH
CHECK: JH

Creative DESIGN + PLANNING

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PART 2 – EXPLANATORY REPORT

1.0 INTRODUCTION

1.1 Purpose

The Burns Beach Local Structure Plan has been prepared to define the broad land use and road network framework over the subject land and fulfil the requirements of ~~Section 9~~Part 3 of the City of Joondalup ~~District~~Local Planning Scheme No. 23. Approval ~~to~~of a Structure Plan is required to enable subdivision and development to proceed at Burns Beach.

1.2 Background

The 291 hectare land parcel was acquired by The Burns Beach Trust in 1969. The landholding included the adjacent suburb of Kinross which has now been developed for residential purposes.

The land was identified as having urban potential in the “Corridor Plan for Perth”, produced by the then Metropolitan Regional Planning Authority in the 1970’s. This was subsequently reinforced in “Planning for the Future of the Perth Metropolitan Region” published in 1987 and “Metroplan” and the “Urban Expansion Policy” both published in 1990.

In 1994 a proposal to develop approximately 260 hectares of the site for residential purposes was referred to the Environmental Planning Authority (EPA). The EPA assessed the proposal and in January 1998 advised that the proposal would not meet the EPA’s objectives, but that a modified proposal to develop approximately 55 hectares of land would be acceptable.

In May 1997 the Western Australian Planning Commission (WAPC) initiated the Clarkson-Butler Amendment (MRS Amendment No. 992/33) which included the whole of the subject land in an Urban zone. The amendment was referred to the EPA and was subject to Public Environmental Review (PER).

The Burns Beach Property Trust, following the PER, submitted a revised development plan which proposed approximately 170 hectares for residential purposes and 120 hectares for Parks and Recreation. However, the EPA considered that the revised plan could not meet the EPA’s objectives.

After considering appeals for over two year years, the Minister for Environment and Minister for Planning and Infrastructure approved MRS Amendment No. 992/33 in July 2003. As a condition of approval and as part of the appeal determination, the Burns Beach Property Trust agreed to provide an additional 24 hectares for Parks and Recreation Reservation resulting in a total of 144 hectares being reserved for Parks and Recreation (approximately 50% of the site) and 147.5 hectares being zoned Urban.

On the 9 March 2004 the City of Joondalup initiated Amendment No. 21 to ~~District-Local~~ Planning Scheme No. 23 to rezone the 'Urban' portion of the site (147.5 hectares) to 'Residential Development' and include the reserved land (144 hectares) within a "Parks and Recreation" reservation to reflect the MRS zoning. This was referred by the City to the EPA who advised that the amendment did not need to be assessed as the Scheme is 'deemed assessed' by the EPA.

1.3 Project Team

The Burns Beach Structure Plan was prepared by a multi-disciplinary consultant team listed below:

Peet & Company	Developer/Project Manager
Development Planning Strategies	Town Planning and Urban Design
Tabec	Engineering Consultants
BSD	Environmental Consultants
Estill & Associates	Community Consultation
McNally Newton	Landscape Architecture Consultants

2.0 THE SUBJECT LAND

2.1 Location

The subject land is located approximately 30 kilometres north west of the Perth Central Business District and approximately 5 kilometres from the Joondalup Regional Centre within the municipality of the City of Joondalup (refer Plan 2).

The site is bound by a Parks and Recreation Reservation to the north, the Indian Ocean to the west, Marmion Avenue to the east and Burns Beach Road to the south. The suburb of Kinross is located to the east of Marmion Avenue. To the south of Burns Beach Road are the suburbs of Iluka and Beaumaris (refer Figure 1). North east of the site is the Tamala Park landfill site and further to the north are the suburbs of Mindarie and Clarkson. The existing Burns Beach Townsite is located directly to the south west of the subject land.

Given the strategic location of the site at the intersection of Marmion Avenue and Burns Beach Road and adjacent to the coast (Refer Plan 2), an excellent opportunity exists for the creation of a vibrant and integrated coastal community.



Plan 2: Location Plan

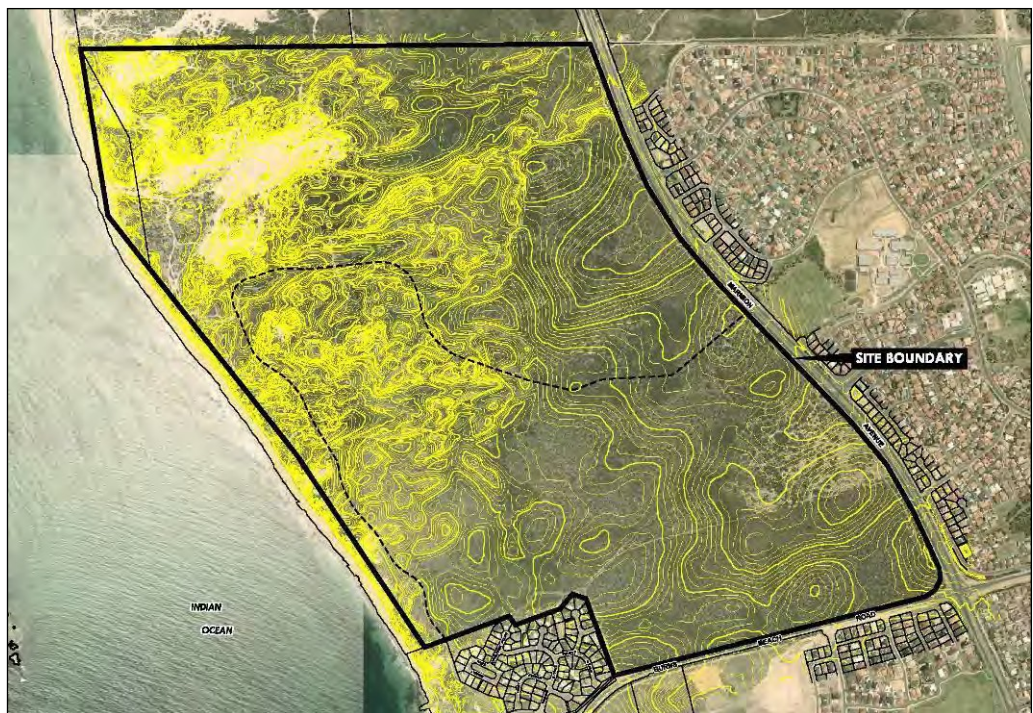
2.2 Land Ownership

The subject land is legally described as Portion of Lot 9017 on Deposited Plan 40143 and described on Certificate of Title Volume 2565 Folio 138 (refer Appendix 1). The site comprises approximately 291 hectares held in trust by Peet & Company Ltd on behalf of the Burns Beach Property Trust, comprising numerous shareholders.

2.3 Existing Land Uses

The site is currently vegetated vacant land which is traversed by numerous informal four wheel drive tracks (Refer Plan 4).

The landholding is divided into the northern portion (144 hectares) which is reserved as 'Parks and Recreation' Reserve under the MRS, with the remaining southern portion (147.5 hectares) zoned Urban under the Metropolitan Region Scheme.



Plan 4: Orthophoto

3.0 SUSTAINABILITY

The vision for the development of the Burns Beach site is to create a development which is environmentally, economically and socially sustainable.

The State Sustainability Strategy was released by the Government of Western Australia in September 2003. Sustainability is defined by the Strategy as meeting the needs of current and future generations through simultaneous environmental, social and economic improvement.

In developing Burns Beach, consideration will be given to the following sustainability goals referred to by the Strategy as outlined by the table below:

SUSTAINABILITY GOAL	BURNS BEACH RESPONSE
Reduce consumption of resources	Encouraging energy efficiency and water efficiency through design guidelines and consumer education for the private domain and the use of waterwise principles in the development of the public domain.
Protect biodiversity	Setting aside 144 hectares of bushland and foreshore reserve for conservation purposes. The area includes representative populations of flora and fauna endemic to the local area.
Reduce greenhouse emissions and become less carbon intensive	Encouraging less use of the private car through creating walkable neighbourhoods, local community focus points and convenient access to public transport systems.
Sustainable use and management of aquatic systems	Setting aside a foreshore reserve and preparation of a Foreshore Management Plan to protect and manage the coastal environment.
Provide tourism experiences involving the natural environment	Setting aside the foreshore reserve and large bushland conservation area will provide opportunities for tourism experiences.
Manage urban growth	The development of Burns Beach is necessary to accommodate the growing population of Perth, however the development is occurring through a carefully planned and fully consultative process to ensure that the urban growth is well managed.
Integrate land use and transport nodes	The Burns Beach area is in close proximity to the railway and bus services connecting with this railway. Part of the Structure Planning process has involved detailed discussions with the Public Transport Authority and the agreement to a bus route traversing the centre of the Burns Beach area.

Value and preserve the special cultural elements and built places that help generate a sense of place.	Preserving 144 hectares of bushland and foreshore reserve as special cultural elements of Burns Beach is integral to creating a strong sense of place.
Construct buildings that are less resource intensive and provide a better environment within which to live and work	Encouraging energy efficiency and water efficiency through design guidelines and consumer education for the private domain and the use of waterwise principles in the development of the public domain.
Support communities to fully participate in achieving a sustainable future	The Structure Plan has been prepared in a fully consultative manner, including workshops with community representatives. Community involvement will also occur through the formal advertising of the Structure Plan and through community development programs once Burns beach has been developed.
Meet community needs and enhance social capital	The community workshops held throughout the year have ensured that the community has ownership of the outcome and that the communities needs and desires are met and that the appropriate social capital is developed at Burns Beach. This includes the setting aside of a community purpose site as part of the Structure Plan.
Coordination in the provision of community services	The provision of community services at Burns Beach, including a primary school, community purpose site, local shop, public open space and areas for restaurants/cafes has been planned for inc close consultation withal relevant government agencies.
Provide diverse housing options that are well located and contribute to a sense of community	The Burns Beach Structure Plan proposes a range of residential densities and lot sizes and types across the site which facilitates the provision of diverse housing options. Smaller lots have been located in areas of high amenity and in proximity to community services.

The following sections and Section 10 outlines the approach to sustainability proposed at Burns Beach.

3.1 Sustainable Development at Burns Beach

Social Sustainability

The Burns Beach Estate will accommodate a range of socio-demographic groups through the creation of a range of lot sizes to cater for a variety of housing products thus encouraging social diversity.

The Burns Beach Estate has been designed to encourage social interaction and the development of a healthy community. The development as proposed will facilitate the creation of a healthy and socially interactive and active community as all allotments will strongly relate to and have ready and safe access to parkland, bushland, the ocean and beach environment and other areas of community focus. The development will facilitate active lifestyles through the provision of safe, quality and attractive walking, cycling and jogging trails along the coast and within the residential areas. Social interaction will be encouraged through the implementation of good urban design and development of community spaces and places.



To encourage and actively facilitate community creation and well being, a Resident's Community Association and other community groups will be established and sponsored at Burns Beach under the guidance of Peet & Company. Community newsletters, events and projects will also be encouraged by Peet & Company along with Neighbourhood Watch programs.

The Burns Beach Structure Plan embraces many Liveable Neighbourhood principles such as "walkability" and "permeability" which contribute to reducing car use, creating a greater sense of community, better access to services and using land more efficiently.

To assist in the creation of a strong sense of place and a community focal point, the Structure Plan proposes a small corner deli and café in the central area of the site to cater for the daily convenience needs of the future population. Vibrancy, liveability and amenity will be enhanced by cafés/restaurants at the coastal node and near the corner store where people can come to socialise and enjoy their lifestyle.

The implementation of all of the above principles at Burns Beach will significantly contribute towards ensuring the socially sustainability of the project is maximised.

Environmental Sustainability

The Burns Beach development is a residential settlement with minimal ecological footprint as almost half of the site is Reserved for Parks and Recreation and will be set aside for bushland conservation purposes and as foreshore reserve. A Foreshore Management Plan will be prepared to ensure that the coastal environment is protected and conservation principles are balanced with the need to provide people access and spaces along the coast.



Selected vegetation within public open spaces will also be retained where possible and appropriate.

The Burns Beach design encourages and facilitates walkability and in making provision for effective and efficient bus routes encourages the use of public transport leading to less use of the private car. This will assist in the reduction of the consumption of non-renewable resources and reducing air pollution and waste creation. Importantly, the site is in close proximity to railway services at Currambine and Joondalup.

Economic Sustainability

The Burns Beach development will create numerous jobs during its planning, design, development and construction phase. In addition, the development of a ~~corner store, cafe, restaurant, kiosk~~ local shop, child care premises and primary school will provide additional jobs in the area. Jobs in the local government will also be created for the maintenance of public open space, garbage collection and other local authority services. The creation of employment opportunities in the local area contributes towards environmental sustainability and social sustainability by reducing travel time and distance.

The urban design incorporated in the Burns Beach Structure Plan focuses on minimising the length of road required, whilst still providing a permeable and connected residential area. This contributes to sustainable development by efficiently using resources.

Residential development at Burns Beach will introduce an additional 1,600 families to the area and will support existing infrastructure and community services, including the northern railway line and bus services in the area and the Joondalup Regional Centre. It will also facilitate the logical extension of immediately adjacent services such as those within Marmion Avenue, in Kinross and in Iluka. The Estate as proposed will be economically sustainable and represents an efficient use of resources and existing infrastructure.

3.2 Greensmart

The Housing Industry Association (HIA) developed the GreenSmart concept as a practical environmental and sustainable approach to land development, home design and home construction. GreenSmart aims to increase energy efficiency, minimise waste and encourage better environmental management of housing product.

The GreenSmart checklist includes;

- solar passive design;
- water sensitive and waterwise design;
- improved waste management; and
- recycling and criteria related to reducing the consumption of energy.

Peet & Company are a GreenSmart Regional Partner and a number of Peet and Company employees are GreenSmart accredited. Peet & Company will seek to create and accredit the Burns Beach development as a GreenSmart Estate.

Examples of GreenSmart initiatives that will be implemented at Burns Beach include waterwise planting and solar lighting within public open space areas and the installation of waterwise reticulation technologies to automatically determine moisture levels on the soil profile and the need for reticulation. The use of waterwise principles in the landscape design at Burns Beach is outlined in more detail in Section 9.5.

In addition to the built form outcomes, GreenSmart concepts can be implemented through subdivision design. The key design principle relates to lot orientation and solar orientation which facilitates less energy consumption.

The day to day routine of people is also important with regard to an ongoing sustainable and GreenSmart lifestyle. Education programs will be run that relate to waterwise principles, saving energy, recycling and composting, walking, cycling and public transport use, fitness, health and physical activity courses and courses about sustainable gardening practices.

GreenSmart concepts will also be implemented in the landscape design of the parkland areas to reduce water consumption.



4.0 STATUTORY PLANNING CONSIDERATIONS

4.1 Existing Zoning

Metropolitan Region Scheme

Just over half of the subject land (147.5 hectares) is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The remaining northern portion of the site (144 hectares) is reserved as 'Parks and Recreation'.

Local Authority

Amendment No. 21 to the City of Joondalup District Planning Scheme No. 2 ~~has been finalised and~~ rezoned the portion of the site zoned 'Urban' under the MRS to a 'Residential Development' zone. The portion reserved 'Parks and Recreation' under the MRS is already reserved as 'Parks and Recreation' under ~~the Scheme~~ **DPS No. 2**.

The City of Joondalup DPS No. 2 was revoked upon the gazettal of the City's Local Planning Scheme No. 3 (LPS 3) on 23 October 2018. Under the City's LPS 3, the Structure Plan area is zoned 'Urban Development', with a portion reserved for 'Parks and Recreation' in accordance with the MRS.

The adoption of a Local Structure Plan is required prior to the progression of subdivision and development of the site under ~~Section 9 of DPS No. 2 Part 3 of LPS 3~~. The Residential Development zone permits a variety of land uses and densities as shown on an approved Structure Plan.

4.2 Local Authority Policies

The City of Joondalup Development Policies have been developed to address specific matters and aid the decision making process. The specific policies which are relevant to Burns Beach include:

Environmental Sustainability

The objectives of this policy include enhancing economic, social and environmental sustainability, and adopting appropriate management practices to facilitate sustainability. This policy has been addressed in detail in Section 11.0.

Subdivision and Development Adjoining Areas of Public Open Space

The objective of this policy is to increase the sense of safety and security for residents and users of open space and protect public property through surveillance of public space.

Leisure

This policy guides the provision of leisure services in making a contribution to the quality of life of residents.

Public Art

The objective of this policy is to develop and promote cultural identity through the implementation of artworks in public spaces.

Council Reserves and Parks

The objective of this policy is to provide a variety of public open spaces which fulfil the community's recreational and environmental needs.

5.0 ENVIRONMENTAL CONSIDERATIONS

Environmental input into this Structure Plan has been provided by BSD Consultants, with engineering input provided by Tabec Consulting Engineers. The following section is a compilation of environmental and engineering input.

5.1 Topography

The topography of the site is undulating with levels varying from RL6.0mAHD to 52.0mAHD (Refer Plan 3). The area is dominated by a series of undulating sand dunes from the Quindalup and Spearwood systems.

Dune swales and ridges are pronounced in the north west of the development area. The topography is more gentle to the south east of the site.

The topography of the site offers opportunities to achieve views towards the coast from residential allotments.

5.2 Soils and Geology

The site is located on the coastal belt, which consists of the white Quindalup and yellow Spearwood quaternary dune systems. The Quindalup dune system is young calcareous sands formed from marine deposits as both fixed and mobile sand dunes that lie in a north-south orientation. The Quindalup dunes are geologically more recent and have transgressed over the older Spearwood dune system. The Spearwood dune system consists of dunes without any recognisable patterns, which have lithified to limestone. Both dune systems are overlaying a bedrock of Tamala limestone in parts. This limestone can be found at shallow depths.

The site contains an easily recognisable interface between the Quindalup and Spearwood systems and this is associated with a significant change in landform, topography and vegetation.

Geologically, the northwest part of the site and Parks and Recreation reserve to the north supports a number of dune formations including accretionary cusped foreland and perched dune fields, dune blowouts and straddles a large parabolic dune formation which extends into Tamala Park Landfill site.

5.3 Groundwater

The subject land is situated in an area underlain by the southern part of the regional unconfined aquifer known as the Gngangara Mound. The maximum water table height is approximately 1 to 2 metres AHD across the site, which means that the depth to groundwater varies from 10 to 45 metres.

The principal hydrogeological function of the site is in the superficial recharge and superficial groundwater outflow to the west.

Tamala Park landfill site to the north east of the site is a potential source of groundwater contamination. The original landfill cell is not lined and some leachate seepage has occurred into the groundwater. Capping and rehabilitation of the landfill cell will be completed this year and the potential for ongoing groundwater contamination will be reduced. Since 1982 the CSIRO has been monitoring groundwater down gradient of the landfill cell. The first 10 years monitoring data indicates that there has been very little

impact on groundwater quality as a result of the landfill.

Future landfill cells at Tamala Park, which are currently under construction, will be fully lined and include leachate collection and recirculation.

Given the above and the fact that land fill operations are occurring 750 metres to the north-east of the site and groundwater is moving in a westerly direction, it is concluded that there is no significant risk that the groundwater beneath the Burns Beach site will be contaminated.

5.4 Vegetation and Flora

Bush Forever

The 144 hectares of land reserved for Parks and Recreation forms part of Bush Forever Site No.322. Bush Forever Site No.322 also includes 135 hectares of Crown Reserve 9917 immediately north of the subject land and 120 hectares of land west of Marmion Avenue. This large area (400 hectares) of contiguous regional open space is connected as an east-west link with Tamala Park (Bush Forever Site 323 of 166 hectares) through to Neerabup National Park (Bush Forever Site 383 of 1,600 hectares).

To the south and the north of the subject land, several existing Crown Coastal Reserves have been established along the coast extending from Mindarie Keys to Ocean Reef and Hillarys Marina.

In summary, the residential portion of the subject land (147.5 hectares) is surrounded by large conservation reserves totalling an area of 2,000 hectares which is five times the size of Kings Park. These reserves capture the complete range of landforms, geology, flora and fauna within the region.

Flora

The site is well vegetated however, cleared areas are found along Marmion Avenue with one particularly large patch extending 500 metres west.

Thirteen vegetation units within the Quindalup and Spearwood vegetation units have been identified on the site by Alan Tingay and Associates (1999). These are mapped on Plan 6 and listed in Appendix 2. The Quindalup and Spearwood vegetation complexes are widespread in the region and significant regional conservation reserves occur in the immediate vicinity of the site and contain representative examples of all the above vegetation types. Most notably, 144 hectares of the site is reserved for Parks and Recreation.

The natural flora on the subject site has been the subject of numerous detailed studies over several years. These investigations have not identified any Declared Rare Flora (DRF). Four Priority Flora species were located in the site being; *Conostylis pauciflora* subsp. *euryhipis* (P3), *Stylidium maritima* ms (P3), *Jacksonia sericea* (P3) and *Sarcozona bicarinata* (P3). None of the vegetation units identified on the site are recognised as Threatened Ecological

Communities by State (English and Blythe 1997) or Commonwealth listings (Environment Protection and Biodiversity Conservation Act 1999).

The condition of the vegetation on site ranges from very good condition to cleared, however in general the vegetation is in good condition.

In summary, the site contains no Declared Rare Flora species, contains no Threatened Ecological Communities, the vegetation is well represented in adjacent conservation reserves and 147.5 hectares has been approved for urban development by the Minister for the Environment and Minister for Planning and Infrastructure following amendments to the MRS and assessment by the EPA.

Significant tree specimens, specifically Christmas Trees in the south eastern corner for the site, have been surveyed and are proposed to be retained.

5.5 Fauna

One species of rare fauna was located in the area - Carnaby's Black-Cockatoo. Carnaby's Black-Cockatoo is classified as Endangered under the Environmental Protection and Biodiversity Conservation Act and the W.A. Wildlife Conservation Act. The main threats to the species are the loss of habitat.

Four Priority fauna species were listed by CALM as potentially occurring in the area but were not located during a field survey: Southern Brown Bandicoot (P4), Carpet Python (Schedule 4), Western Brush Wallaby (P4) and Native Bee (P3).

The Endangered and Priority fauna that occur on the site are relatively widespread in the region and unlikely to be directly or significantly impacted by the change in land use. The fauna will be protected in the significant nearby adjacent conservation reserves and on the 144 hectares of land to be set aside as a Parks and Recreation reservation.

5.6 Foreshore Reserve

The foreshore reserve is Reserved for Parks and Recreation under the MRS.

The width of the reserve conforms with the policy requirements of the Western Australian Planning Commission and has been agreed by the Minister for Environment and Minister for Planning and Infrastructure, following advice from the Coastal Planning Branch within the Department of Planning and Infrastructure.

A coastal dune and shoreline stability analysis was carried out as part of both previous EPA assessments. This analysis revealed that the coastline of the site has been relatively stable over the last 46 years, showing no consistent significant erosional processes.



Photo: Foreshore at Burns Beach

5.7 Aboriginal Heritage

An ethnographic survey over the site was undertaken by MacIntyre Dobson and Associates in 1994 (Macintyre Dobson and Associates (1994), Report on an Ethnographic Survey of the Burns Beach Kinross Project Area, Macintyre Dobson and Associates, Perth). An ethnographic site was identified in the north eastern corner of the site within the area Reserved for Parks and Recreation. The Aboriginal Heritage site is a small southern tip of the mythological Waugal. The majority of the Waugal site extends through the Tamala Park landfill site. The Department of Indigenous Affairs list the site as Site 3567 on the permanent register as a mythological and artefact site. Further information regarding this site has been obtained from the Department of Indigenous Affairs.

The Section 18 application was undertaken by Halpern Glick Maunsell in November 1994. Permission to disturb the site was granted pursuant to Section 18 of the Aboriginal Heritage Act on 24 February 1995. The Section 18 clearance and extracts from the Department for Indigenous Affairs website regarding the Aboriginal heritage site are included in Appendix 4.

6.0 EXISTING MOVEMENT NETWORK

A traffic study has been completed by Riley Consulting. A copy of the full report is provided in Appendix 5.

The following section gives a description of the existing situation with regard to movement network in the vicinity of the subject land.

6.1 Regional Road Network

The site directly abuts Marmion Avenue to the east which is classified as an "Other Regional Road" in the Metropolitan Region Scheme. Marmion Avenue links the site to surrounding areas to the north and south. It is constructed as a four lane divided carriageway and has the capacity to accommodate approximately 50,000 to 60,000 vehicles per day. Current traffic flows along Marmion Avenue are in the order of 33,000 vehicles per day. Marmion Avenue experiences a significant peak movement southbound between 7:30am and 9am and northbound between 4:30pm and 6pm. During the afternoon, local school activities also generate an increase in traffic movements. The extension of both the Mitchell Freeway and the rail connection northwards can be expected to reduce peak hour traffic volumes along Marmion Avenue. It is expected that the Mitchell Freeway will be constructed to Shenton Avenue by 2006 and Burns Beach Road by 2008.

Current planning guidelines suggest a minimum intersection spacing of 300m to 1,000m should be used between intersections onto Marmion Avenue.

6.2 District Road Network

The site directly abuts Burns Beach Road to the south. Burns Beach Road provides important east-west district level access to surrounding areas, Burns Beach Road is currently constructed to a rural standard as a single carriageway road west of Delgado Parade in Iluka. A higher standard of road construction has been undertaken in the eastern section and with the intersection of Marmion Avenue.

The location of new intersections with Burns Beach Road from the site will be heavily influenced by the need to achieve safe separation from proposed intersections to the south in Iluka.

6.3 Public Transport

There are three bus services in the locality of Burns Beach which connect the area with the Joondalup Regional Centre.

Burns Beach is well located to access the existing train service to Perth located at Currambine, approximately 1.5kms to the east of the site. By September 2004 the Northern Suburbs rail line will be extended to Clarkson, relieving the demand for parking at Currambine and also reducing peak period traffic volumes on Burns Beach Road east of Marmion Avenue.

7.0 COMMUNITY CONSULTATION

Peet and Company Ltd engaged Estill and Associates to undertake a community consultation process to obtain community feedback and input into the preparation of the Structure Plan. Peet and Company recognises the importance of providing stakeholders an opportunity to participate in the preparation of a development

concept for the Burns Beach site. Providing this opportunity encourages stakeholders to express their views and influence the planning decisions that will ultimately affect them. Decisions reached through a consultative process result in better outcomes for all stakeholders.

The objectives of the community consultation process was to provide information and participative mechanisms through which stakeholders could provide informed input to the proposed development. Consultation and communication took place through face to face meetings and focus groups as well as through the Community Reference Group – ‘The Burns Beach Western Cell Reference Group’ comprising representatives from all stakeholder groups including residents, community groups and businesses.

The Community Reference Group was formed through advertisements in three community newspapers calling for expressions of interest to participate. The newspapers advertisements were published for two consecutive weeks in May 2004. An invitation letter was also sent to a comprehensive list of community interest groups in the Burns Beach, Kinross, Iluka and Currambine areas, including the Burns Beach Residents Association. All applications were assessed by Estill & Associates and a representative sample of the local stakeholders and key interest groups were invited to join the CRG. Applicants were chosen based on geographical representation and community group representation.

Individual stakeholder meetings were held with the Burns Beach Residents Association, Quinns Rock Environmental Group and Mike Lowry Liberal Party nominee for the Legislative Council in the seat of Mindarie.

Three Community Reference Group (CRG) meetings were held to promote the active participation of key stakeholders in the community consultation process. CRG participants were invited to provide input to guide the setting of the agenda for each meeting. The first CRG meeting provided information and considered the community’s vision for the site. The second CRG meeting consolidated community input and identified preferred options for the site. The third CRG meeting reviewed and finalised the development options for the Burns Beach Western Cell site.

Key issues which were identified by the community include:

- concern at potential impacts upon local business if additional major shopping facilities are included in the development;
- balancing beachfront conservation and recreational needs;
- provision of improved beach access;
- providing oceanside lifestyle opportunities that offer a range of lot sizes;
- compatibility of the new development with the existing community;
- need for active community consultation in the planning process;
- demonstrating sustainable development outcomes;
- compliance with statutory requirements;
- ensuring access to support facilities (school, parks, shops, safe beaches, etc);

-
- impact of potential new road transport links from existing to new development;
 - need for beachside dual use path that is compatible with the foreshore reserve;
 - preservation of Christmas trees and remnant bushland in the south east corner of the site;
 - planning appropriate access to telecommunication facilities;
 - no direct road access from the existing Burns Beach townsite to the new development; and
 - minimise impacts on existing residents.

The extensive stakeholder consultation has resulted in a Structure Plan that enjoys broad stakeholder support. The consultation process identified and addressed community issues and priorities in preparing a plan suitable to be submitted for approval to the City of Joondalup.

Other concept plans discussed and endorsed by the CRG included:

- Foreshore Management Plan
- Drainage Management Plan
- Public Open Space (POS) Plan
- Coastal Node Plan
- Boulevard Development Concept Plan

The consultation process provided a range of opportunities for stakeholder input and engaged stakeholders in the preparation of a development concept plan. The plan enjoys broad stakeholder support and notes items where different views were expressed. The Local Structure Plan is now considered suitable for submission.

A full copy of the Community Consultation Report has been attached at Appendix 6.

8.0 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

The preceding sections have highlighted a number of development opportunities and constraints of the Burns Beach site. The purpose of this section is to consolidated and summarise the development opportunities and constraints.

- An opportunity is provided to create a development which is environmentally, economically and socially sustainable (including the accreditation of the development as GreenSmart).
- Approximately half of the site is to be retained in its current state as it is Reserved for Parks and Recreation under the MRS.
- The site has excellent access opportunities from Marmion Avenue and Burns Beach Road.
- The natural topography offers ocean views from a significant portion of the site.
- The opportunity exists to create a highly connected residential area that provides

all future residents with access to the coastal environment along with existing and proposed nearby amenities and social infrastructure.

- The development of the site represents a logical extension of the urban front and the associated infrastructure and services.
- Integration of the site with the existing Burns Beach townsite is restricted due to the cul-de-sac design of the existing development, however the integration of the new community with the existing Burns Beach community will be provided for and access to the proposed infrastructure and amenity to be developed within Burns Beach will be provided for the existing community.
- An opportunity exists to increase the catchment by 1,600 families for the significant infrastructure, including the freeway and the railway, planned in the north west corridor.
- The development represents an opportunity to create local employment through the development and construction phases and within the local shop, kiosk, cafes, restaurants and primary school.
- The development of the site is an opportunity to provide controlled access to the Foreshore Reserve through the preparation and implementation of a Foreshore Management Plan.
- The development of the site represents an opportunity to provide a mix of lots to facilitate socio-economic diversity along the coast.

The Urban zoned portion of the site complemented by the proposed 144 hectares of Parks and Recreation Reserve provides a unique opportunity to create a new vibrant coastal community.

8.1 Local Shop Precinct

Since the adoption of the Structure Plan in 2007, market and land use conditions of the Local Shop Precinct have changed. The following section details the opportunities and constraints that relate specifically to the Local Shop Precinct in light of these changes.

- The original footprint for the Local Shop Precinct was defined as the corners of Grand Ocean Entrance and Whitehaven Avenue and covered a land area of circa 2,000m²; this providing an opportunity to create a meaningful main street and to provide a Convenience Store to serve the daily needs of the local community.
- Approval for the construction of three single dwellings on the corner of Whitehaven Avenue was granted in 2010; this significantly reducing the Local Shop Precinct to the western corner (being; 877m²), and impacting the feasibility for a stand-alone Convenience Store in this locality.
- Whilst the Precinct is significantly constrained in its feasibility for convenience-based retail land uses, there remains an opportunity for non-retail based land uses, such as a Child Care Premises.

9.0 CONTEXT ANALYSIS

A Context Plan has been prepared at Plan 5 to indicate the land use context of the Burns Beach site particularly in relation to formal active open space areas, community facilities, employment nodes and retail facilities. The following section demonstrates that the needs of the future community at Burns Beach will be adequately met by existing and proposed facilities within the site and in the surrounding areas.

9.1 Active Open Space

The Structure Plan proposes the creation of 19 areas of POS ranging in size from 0.15 to 3.93 hectares (not including POS 4 which directly abuts the Parks and Recreation Reserve). POS 12 is approximately the same size as Subiaco Oval.

Large active playing fields are proposed within POS 14 (3.93 hectares) adjacent to the Primary School site which will contain a senior oval (shared between Council and the Education Department) to cater for the active recreational needs of the future community. However, the majority of the POS areas are also of a large enough size to accommodate significant 'kick about' spaces and informal active recreation areas.

The site is also located in close proximity to many formal active playing fields including the senior oval at Kinross College (high school), the active playing fields in Iluka and the regional facilities at the Joondalup Arena.

9.2 Community Facilities

As shown on Figure 2, a number of existing community centres/facilities are in close proximity to Burns Beach. These include the community centre in Kinross, the community centre in Beaumaris and the community hall at the existing Burn Beach townsite. A community purpose site may be required within the Burns Beach Structure Plan area in the future, however the need and final location will be determined following further examination of community facilities in the areas by Council.

9.3 Employment

Employment will be provided at Burns Beach through the construction phase and in the longer term at the primary school, **child care premises, and** local shop, ~~cafes and restaurants~~. Public and private employment opportunities will also be generated by the maintenance and service requirements of the future population and public spaces.

The site is also well located with regard to accessibility to employment opportunities. Burns Beach is in close proximity to the Joondalup Regional Centre which will provide employment opportunities to many future residents at Burns Beach. Public transport (bus and train) services to

Joondalup Regional Centre and Joondalup Service Trades Area are easily accessible from Burns Beach. Existing and proposed public transport services in the area also provide excellent accessibility to other employment nodes including the Perth Central Business District and Midland Regional Centre. Wangara Industrial Area is also extremely accessible from the site via the Mitchell Freeway or Wanneroo Road.

The Burns Beach Estate forms part of the total Burns Beach – Kinross Estate developed on behalf of the syndicate of land owners by Peet and Company within which is located employment nodes including Kinross Primary School, Kinross College, a community centre, Kinross Care Centre and the local shops.

9.4 Retail Facilities

~~The Structure Plan proposes that a local shop will be developed within the centre of the site. This local shop will cater for the daily convenience needs of the future residents.~~ The Structure Plan identifies a Local Shop Precinct within the centre of the Structure Plan area. The Precinct will cater for the daily convenience needs of future residents and will generate local employment opportunities. An excellent distribution of shopping centres exists or is proposed within the general area surrounding Burns Beach to cater for shopping needs other than daily convenience shopping. Such facilities include the future Iluka Neighbourhood Centre, the Currambine Market Place, Lakeside Joondalup Shopping City (Regional Centre), Beaumaris City to the south and Ocean Keys Centre to the north. Whitford City Regional Centre is also less than 8 kilometres south of Burns Beach.

A strong recommendation from community representatives during the community consultation process was that they considered that as there was more than adequate provision of shopping centres nearby, a new shopping centre should not be located within the Burns Beach Estate. Instead, a corner store was considered desirable.

9.5 Public Transport

The Burns Beach Estate will be well serviced by existing and proposed bus services and railway services utilising Marmion Avenue, Burns Beach Road and the railway along the Mitchell Freeway. Importantly, a bus service will directly service the Burns Beach Estate using the central boulevard. This has been discussed in detail and agreed with the Public Transport Authority.

10.0 THE STRUCTURE PLAN

The Structure Plan has been formulated to guide future development of the subject land and substantiate the eminent suitability of the land ~~to be rezoned to zoned~~ 'Urban Development' under the City of Joondalup ~~District Planning Scheme No. 2~~ Local Planning Scheme No. 3.

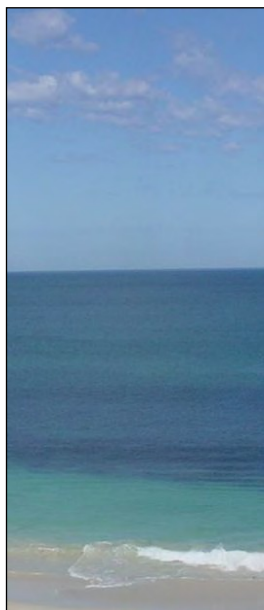
The Structure Plan is attached at Plan 1 within Part 1 of this report.

10.1 Urban Design Vision & Objectives

The vision for the Burns Beach development is to create a high quality, vibrant coastal residential settlement embracing social, environmental and economic sustainability.

Through the implementation of innovative urban design, the vision is to create a premier new beachside estate with a high quality visual environment which promotes and encourages a relaxed, healthy and social lifestyle. Burns Beach is proposed to be a place with high levels of amenity and liveability in an attractive location where people by choice will want to live, work and play. The vision is to create a strong sense of place, identity and community at Burns Beach and enhance people's quality of life.

The coastal location of Burns Beach is naturally attractive and the design has been prepared to maximise the coastal lifestyle for all with access and connectivity to the coastline being maximised.



The development will incorporate the creation of a variety of quality landscaped parkland areas, bushland and coastal foreshore areas and quality streetscapes to ensure high levels of amenity for residents and visitors. Open spaces will be designed to encourage active recreational activities as well as more passive recreational activities.

The creation of vibrant and active community spaces and focal points will provide amenity, sense of place and areas for social interaction.

Burns Beach will be a pedestrian and cyclist friendly area. The Burns Beach design embraces the principle of walkability to areas of community focus. Footpaths and dual use paths are provided wherever necessary to create a safe walking and cycling environment and also to encourage these healthy activities.

Integral to the vision, is the creation of a central boulevard that connects the entire site to the coast, open space areas and community focal points and promotes the sites sense of identity. The central boulevard provides a range of experiences along its length enabling staging to be logically defined, with each stage of the development focusing on a landscaped open space. Importantly, the entire central boulevard and all of the open spaces it traverses will be developed as part of Stage 1 of the project.



The Structure Plan embraces the following objectives:

- To foster a sense of community and strong local identity;
- To maximise connectivity and walkability, particularly with the coast;
- To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community;

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- To provide for a more comprehensive approach to the design of open space and urban water management and provide for a range of recreational needs;
 - To provide a focus point for each neighbourhood to foster sense of place and identity; and
 - To create a residential estate with very high levels of amenity.

With regard to the existing Burns Beach townsite, the development is a cul-de-sac design with development turning its back to the subject land. Accordingly, there is little physical opportunity for integration with the existing Burns Beach townsite development. However, from a community aspect, the urban design has aimed to ensure that residents from the old and new Burns Beach development are readily integrated as one community and will have access to the new infrastructure and amenity at Burns Beach.

10.2 Proposed Land Use

The Burns Beach Structure Plan (refer Plan 1) proposes the following mix of land uses over the subject land:

- Parks and Recreation reserves, including a foreshore reserve;
- Residential development ranging from R20 to R60 densities;
- Local Shop, ~~café, kiosk and restaurant~~;
- Lunch Bar;
- Child Care Premises;
- Office;
- Primary School; and
- Public Open Space.

In addition, an existing Telstra switch site is located in the north eastern corner of the site. This site, totalling an area of 428m² will be created as part of the subdivision of the adjacent land.

The following sections provide a discussion regarding of each of the proposed land uses.

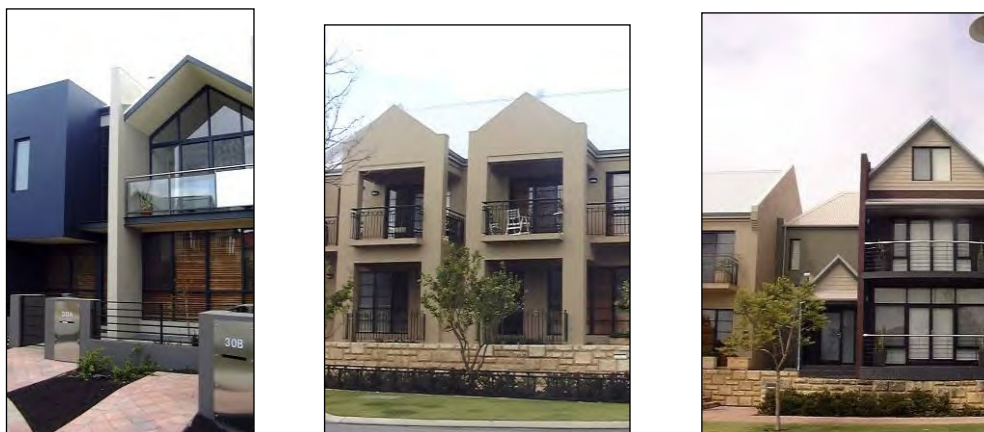
10.3 Residential Development

It is forecast that the site will yield approximately 1,600 single residential lots ranging in density from R20 to R60.

The majority of the subject land is proposed for residential development at a density of R20. Within the R20 Code however, a variety of lot sizes will be produced. In the western portion of the site nearest to the coast, the

majority of the lots will be large family sized lots in the order of 600m². Smaller lots between 500m² – 600m² will be developed in the eastern portion of the site.

Higher density residential precincts will be provided by the Structure Plan in order to facilitate and promote housing, socio-economic and demographic diversity and to contribute to sustainability and the minimisation of urban sprawl. It is proposed that higher density allotments, up to R60, will be provided in areas of high amenity near or adjacent to open space and the central corner store in response to market influences and demand. The small lots will be in the order of 400m².



Photos: examples of medium density housing product

10.4 Northern Residential Precinct

The Northern Residential Precinct is located in the north western area of the site where the land is characterised by extremely steep topography. The key objective in this precinct is to provide quality residential outcomes whilst retaining the general landform of the site. Within this objective, the opportunities and constraints presented by the Precinct were examined and a design response was then formulated.

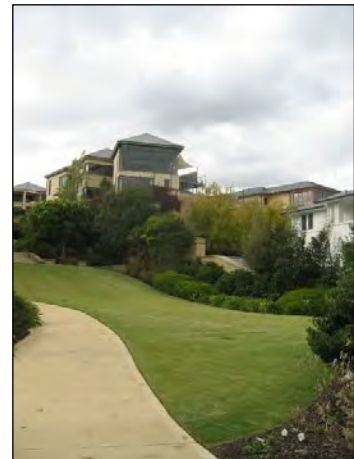
Philosophy

The topography of the Northern Residential Precinct with regard to slopes and grades is similar to that of the Minim Cove area in Mosman Park. Development of land which is to retain the general slope and height of the 'original' land form, will utilise retaining walls to help stabilise the natural landform, whilst providing for residential allotments that are capable of being developed upon in a standard manner.

A similar philosophy to that of Minum Cove has been utilised for the Northern Residential Precinct. Retaining walls are to be used in the development, to retain the natural height and general landform.

Whilst retaining walls are to be used, these walls are to be primarily situated along the common rear boundary of allotments. The retaining walls will be primarily obscured from the public realm, being screened by residential dwellings that will be located in front of the wall, minimising the impact that these walls will have on the surrounding street network, streetscape and public realm.

Photos from Minum Cove have been provided below to give an indication of the form of development envisaged.



Photos: Minum Cove

Open Space Spine

The Northern Residential Precinct has been designed around a central linear open space spine, traversing the precinct in a NW – SE direction. The alignment of the open space spine has been centred on a visual corridor to the northern beach area and foreshore reserve. The alignment of the spine also offers the gentlest grade within the open space area for pedestrian access, with the height difference between the foreshore reserve and the highest area within the precinct being distributed over the spine length of approximately 420 metres.

The open space spine which is to be a central focus of the Northern Residential Precinct links two relatively large areas of open space. These larger areas are primarily utilised for retention of remnant vegetation and also for drainage purposes. The central spine linking these, whilst proving a permeable open space network, have been incorporated within the urban fabric to be primarily utilised for passive recreation pursuits, with active pursuits to take place in the larger areas.

Solar Efficiency and Orientation

The road network and orientation of residential lots within the Northern Residential Precinct have been aligned to optimise the benefits gained by both solar orientation and natural wind directions.

The stepping of residential allotments through a terraced arrangement, will assist in ensuring the majority of dwellings receive direct sunlight from the northerly aspect, with the walls being terraced up the slope. The direction of the slope diminishes the impact of shadowing that would generally be associated with high retaining walls.

In addition to ensuring good solar orientation of lots as described in the below section, a critical design issue within the Northern Residential Precinct was the direction of prevailing winds. The design has ensured that the majority of residential lots have been orientated to maximise protection from the strong winds that occur at this coastal location.

The orientation of the internal road network on a north-northwest orientation assists with both enhancing sightlines of dwellings and commuters to the foreshore reserve, whilst also ensuring elements of the south west winds will flow throughout the built environment.

The open space spine, whilst providing a visual corridor within the precinct to the foreshore reserve, has also been orientated to provide some protection to any landscaping from the south west winds. This may assist with the establishment of new vegetation in the short-term and promote greater use of these areas with pedestrians being protected from the elements.

Retention of Natural Landform

The highest point in the Precinct is located generally at the eastern side of the Precinct. The land falls away from this high point in all directions. The lowest point in the Precinct is located in the north western corner, which is to be utilised to accommodate the drainage strategy for the Burns Beach Estate, and match in with the existing levels of the Foreshore Reserve.

In order to achieve the objective of maintaining the general overall landform and create quality homesites, development will be terraced from all boundaries of the Precinct to the natural high point in the centre of the Precinct. Retaining walls are required to terrace the residential lots, and

maintain the general landform of the northern area.

Opportunities to accommodate the general landform within the residential lots and through alternative home construction techniques (rather than through the use of retaining walls at the lot boundaries) were investigated and researched by the project team. However, to be able to do this efficiently and effectively the lot sizes are required to be much larger than the average lot size desired by the current State and Local Governments. Current Government objectives require the achievement of higher density targets, sustainability criteria and a compact city. The State Government's Network City document requires the fuller use of urban land, limiting urban sprawl and encouragement to use public transport.

Greater residential densities are required to ensure that these Government initiatives are met. The provision of very large lots within the Northern Residential Precinct to accommodate level rises without the use of retaining walls directly conflicts with the Government's sustainability objectives and Network City. The use of retaining walls as proposed allows for the general landform to be retained whilst also providing quality homesites and lots sizes consistent with current State and Local Government policy.

The cross sections attached within Appendix 7 illustrate the location of retaining walls, roads and residential street blocks proposed in the Northern Residential Precinct. Retaining walls at the rear boundary of properties are to be constructed at a height of approximately 4 metres.

With the design of the Northern Residential Precinct rising to a central high point within the site, in addition to the rear retaining walls it is acknowledged that terracing of side boundaries will also be required to facilitate the rise of the topography. The height of the side retaining walls is envisaged to be less than that at the rear boundaries, with the exception of where these walls/lots adjoin open space areas and road reserves.

Density

The bulk of the development in the Northern Residential Precinct will conform with the R25 Code. A number of smaller pockets of R60 AND R40 development are proposed surrounding the large park at the high point of the Precinct, and also adjacent to the coastal road. These have been shown on the Structure Plan (Plan 1) and the below extract from the Structure Plan. The increased amenity value of the open space areas and coastal proximity provides the opportunity for increased density in these areas.

Residential Development within the Northern Residential Precinct shall be limited to;

- R25 – 305 dwellings
- R40 – land area of 6,072m²
- R60 – land area of 10,452m²



The urban design within the Northern Residential Precinct will result in many lots having ocean and inland views and views will also be ensured from the linear public open space system. The creation of these views will play an important role in the establishment of a strong sense of place at the Northern Residential Precinct. The open space spine has further been utilised to facilitate the retention of several stands of remnant trees.

Solar Orientation

Liveable Neighbourhoods outlines that good solar orientation is achieved by maximising the number of allotments with the primary axis (length) orientated within the range N20°W to N30°E, or E20°N to E20°S.

The Burns Beach Structure Plan maximises the creation of lots with the correct solar orientation. The vast majority of lots will have the primary axis orientated between the angles outlined by Liveable Neighbourhoods. Accordingly, dwellings constructed at Burns Beach will be able to comply with the Design for Climate Requirements of the Residential Design Codes 2002.

Subdivision designs will aim to provide lot dimensions (width and length) that respond appropriately to the lot orientation and that facilitate the siting of residential dwellings in a manner that maximises the energy efficiency of dwellings.

10.5 Design Guidelines

Part 1 of this report has set out the statutory provisions for development within the land use precincts at Burns Beach. The intent of the statutory provisions in Part 1 of this report is to ensure that built form, particularly on the smaller lots, has a high level of visual amenity and is consistent with the objectives of the Structure Plan. The provisions relate to setbacks, garages, building height and corner lot treatments amongst other issues.

Indicative elevations and images to illustrate what the development on the higher density residential lots may look like have been provided above. These do not form part of Part 1 of this report and are indicative only.

Particular attention has been given to the design of dwellings and fencing on corner lots throughout the Estate. It is considered integral that dwellings constructed on corner lots are designed to address both street frontages in order to increase passive surveillance opportunities, increase aesthetic appeal and positively contribute to the neighbourhood streetscape. In addition, side fencing must be controlled to ensure that the secondary street frontage is active. Fencing will be controlled through design guidelines administered by Peet & Company and is not addressed by Part 1 of the Structure Plan. The below photos demonstrate good and bad examples of corner lot dwellings.



*Photo 1:
Unacceptable corner treatment*



*Photo 2:
Good example of addressing both streets*



*Photo 3:
Good example of address both streets and use
of open style fencing*

In addition to the statutory provisions contained in Part 1 of this report, design guidelines and protective covenants will be prepared for all lots within the Estate to address visual amenity and built form quality including building form, roof form, fencing and architectural character. In addition,

sustainability issues such as waterwise and GreenSmart principles will be encouraged by Peet & Company.

10.6 Open Space

Parks and Recreation Reserve

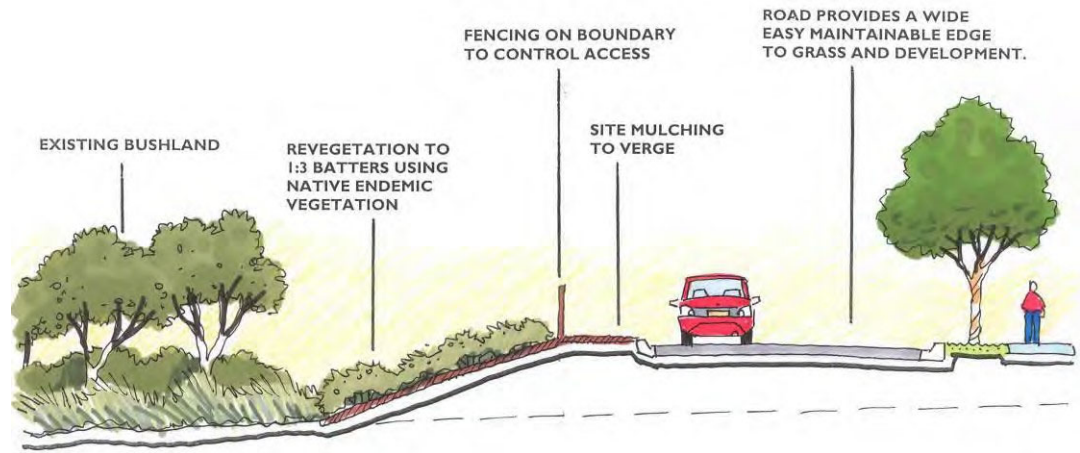
The Structure Plan which covers 291 hectares of land west of Marmion Avenue includes 144 hectares of land which has recently been reserved under the Metropolitan Region Scheme and the City's District Planning Scheme No.2 as Parks and Recreation. This area of land, which forms almost half of the land holding has been included in the Structure Plan for the following reasons:

- This land remains in private ownership and is currently still part of Lot 9017. The entire lot must be included on any future subdivision application and therefore the whole site must be included in the Structure Plan.
- The 144 hectares reserved for Parks and Recreation forms an integral part of the vision for Burns Beach and the sustainability objectives referred to in the report.
- The 144 hectares of Parks and Recreation Reserve includes the Foreshore Reserve which is a critical element of the Structure Plan and the urban design philosophy at Burns Beach.
- The proposed land uses within the Urban zoned land and preliminary landscape designs for public open spaces cannot be considered in isolation from the fact that almost half of the land (144 hectares) owned in freehold will be set aside for bushland and foreshore conservation purposes.

Accordingly, the land reserved for Parks and Recreation forms an integral part of the Structure Plan and is therefore included in the Plan.

The Parks and Recreation Reserve has been set aside for representative bushland retention. The interface of the reserve and the proposed development will be designed to minimise impacts on both land uses.

It is proposed that the road dividing the two areas form the significant maintainable boundary between them. As such no grass or exotic planting is proposed on the reserve side of the road and endemic revegetation may be required to the edge of the road as a result of civil construction. A fenced edge is to be considered to minimise unauthorised access.



TYPICAL CONSERVATION ZONE BOUNDARY – IN FILL

To the north of the proposed urban development area and adjacent to the Parks and Recreation Reserve within the Structure Plan area that will be vested in the Department of Conservation and Land Management for its care and management, a possible future swimming beach has been identified. This beach would be located approximately 600 metres north of the area of the Structure Plan zoned “Urban Development”, being that area able to be developed. As can be seen on the orthophoto (refer Plan 4), current vehicular access to this area of beach is via 4WD using existing sand tracks.

As the Burns Beach area develops, formal access to this beach through the Parks and Recreation reserve will be required by the general community. A Management Plan will need to be prepared by the relevant State and Local Government authorities in conjunction with the developer of the Burns Beach Structure Plan area for this area of Park and Recreation reserve. The Management Plan would identify formal vehicular access to the swimming beach and also outline the desired facilities at the beach which may include a car park, ablution facilities and a possible surf club.

The future formal access road to the swimming beach would need to connect at some point to the perimeter road separating the Parks and Recreation reserve and foreshore reserve from the developable area within the “Urban Development” zone proposed as part of this Structure Plan. It has therefore been indicated on Plan 1 of the Structure Plan that a future road providing formal vehicular access to the future northern swimming beach will be constructed in the future. However, the final alignment and form of this road and the facilities to be provided at the beach is subject to the Management Plan prepared by relevant State and Local Government authorities, in conjunction with the developer of the Burns Beach Structure Plan area.

Foreshore Reserve

A Foreshore Reserve along the entire length of the development area is Reserved under the MRS for Parks and Recreation.

Importantly, at the termination of the central boulevard within the foreshore reserve a coastal open space and community use area is proposed providing visual and physical access to the coastal environs. This coastal node will form an important part of Stage 1 of the project. This area will incorporate BBQ's, kiosk, café, restaurant, shelters, grassed areas and boardwalks within a pleasant landscape environs (refer above to POS 6).

A Foreshore Management Strategy (FMS) for the portion of the foreshore fronting the urban zoned land has been prepared by BSD Consultants to support this Structure Plan (refer Appendix 3). The objective of the FMS is to ensure that the foreshore is managed and developed in a sustainable manner in order that it will be cherished by the community for its environmental, social and recreational values. The FMS outlines the context within which detailed management and rehabilitation plans can be prepared and implemented. The FMS provides the basis for the preparation of the Foreshore Management Plan by clearly outlining the constraints, opportunities and management issues related to the foreshore at Burns Beach.

A Foreshore Management Plan will be prepared in consultation with the City of Joondalup and the State Government as part of the subdivision of the land.

Public Open Space

The Public Open Space proposed at Burns Beach has been located and designed based on the following criteria:

- the POS has been located such as to provide legibility in the neighbourhood, community focus points and facilitate a sense of place and identity to each neighbourhood in accordance with accepted planning and urban design principles;
- the POS has been equitably spaced so as each resident will be able to walk to an area of open space from their home;
- a variety and range POS areas have been proposed, in contrast to one large active open space, in order to accommodate the needs of a wide range of people and user age groups and contribute to their quality of life;
- Liveable Neighbourhood states that a balance between neighbourhood parks and larger playing fields is favoured;
- the POS has been distributed throughout the Structure Plan area to facilitate its use for stormwater drainage as well as service the recreational needs of the future population;
- the vast majority of the POS areas proposed are of significant size, almost all being greater than 5000m², and will be able to be used by the future residents for active recreational pursuits whilst also not burdening the local government with inefficient maintenance programs and costs;

-
- an extremely large space of 3.9 hectares is proposed to contain a senior oval (shared with the primary school) to cater for the formal active recreational needs of the future community;
 - there are two additional active playing field facilities in close proximity to the Burns Beach area (Iluka and Kinross); and
 - the POS proposed within the Burns Beach Structure Plan is in accordance with all of the requirements of Element 4 - Public Parkland of Liveable Neighbourhoods.

Public open spaces areas have been evenly distributed throughout the Structure Plan area to ensure maximum accessibility for future residents and provide a neighbourhood focus. The open space provision will offer a range of active and passive recreational opportunities for residents of the estate.

In total 19 areas of public open space are proposed, ranging in size from 0.15ha to 3.93ha with the largest site co-located with the primary school proposed as a senior oval to accommodate formal active recreation requirements. The open space areas that will provide the most community focus for Burns Beach will be the central open space (POS 8a, 8b and 9) and the coastal node (POS 6).

The Structure Plan has been designed to ensure that all future residents are within easy walking distance to a park and that each neighbourhood has its own park that functions as a community focus area. In addition, the POS areas have been designed to ensure that there is an equitable mix between active and passive recreation spaces.

As specifically requested by the City of Joondalup, POS 11 in the north eastern corner of the site directly abutting the Parks and Recreation Reserve has been reduced from that shown in the original concept plan in order to allow POS 15 in the south eastern corner of the site to be increased in size to protect the Christmas trees and native vegetation.

The street layout ensures easy pedestrian and cycle access to open space areas throughout the development and passive surveillance through the location of housing fronting open space.

There will be stormwater drainage accommodated in some of the POS areas (as shown in Table 1), typically in the form of landscaped dry swales and basins.

Car parking will also be provided at most of the POS areas to accommodate visitors to the parks. This has been indicatively shown on the Structure Plan.

All of the POS areas will be developed to a high standard. In order to facilitate the long term maintenance of the quality parkland areas, it is proposed to seek initiation of differential rating within the Burns Beach Estate to fund any additional resources and maintenance costs beyond that which may be

considered the average. This matter will be discussed with the City of Joondalup further as a separate issue to the Structure Plan.

Table 1 on the following page shows the public open space calculations for the Structure Plan.

Table 1: Burns Beach Structure Plan Public Open Space Schedule

BURNS BEACH PUBLIC OPEN SPACE SCHEDULE			
TOTAL AREA (HECTARES)			147.5316
DEDUCTIONS			
	• Telstra Site		0.0428
	• Corner Store/Café (approximate area only)		0.0800
	• Primary School		3.5000
	• Drainage Sump		0.1296
	• Drainage (50% of 2.6310 = 1:10 year storm events)		1.2305
TOTAL			4.9829
NETT SUBDIVISABLE AREA			142.5487
10% Public Open Space Requirement			14.2549
PUBLIC OPEN SPACE			
POS 1A	PAW (no credit)	0.0635	
	Total POS Area	0.4311	
	<i>Drainage Swale = 0.3630 (Assumed 50% POS credit)</i>	0.1815	0.2496
POS 1B	Total POS Area	0.1530	0.1530
POS 1C	Total POS Area	0.5447	0.5447
POS 2	PAW (no credit)	0.0675	
	Total POS Area	0.7580	0.7580
POS 3	Total POS Area	0.4718	
	<i>Drainage Swale = 0.2770 (Assumed 50% POS credit)</i>	0.1385	0.3333
POS 4	Total POS Area	0.0827	0.0827
POS 5	Total POS Area	0.7244	
	Pos (Median) (no credit)	0.1218	
	POS (R.O.W)	0.0601	0.7244
POS 6	Total POS Area	0.6447	
	<i>Drainage Swale = 0.1930 (Assumed 50% POS credit)</i>	0.0965	0.5482
POS 7	Total POS Area	1.188	
	<i>Drainage Swale = 0.4240 (Assumed 50% POS credit)</i>	0.2120	0.976
POS 8A	Total POS Area	0.7045	
	<i>Drainage Swale = 0.4810 (Assumed 50% POS Credit)</i>	0.2405	0.4640
POS 8B	Total POS Area	0.4569	0.4569
POS 9	Total POS Area	0.6565	0.6565
POS 10	Total POS Area	0.5127	
	<i>Drainage Swale = 0.3500 (Assumed 50% POS credit)</i>	0.1750	0.3377
POS 11	Total POS Area	0.55430	
	<i>Drainage Swale = 0.0920 (Assumed 50% POS credit)</i>	0.0460	0.508
POS 12	Total POS Area	1.2717	1.2717
POS 13A	Total POS Area	0.8617	
	<i>Drainage Swale = 0.2810 (Assumed 50% POS credit)</i>	0.1405	0.7212
POS 13B	Total POS Area	0.3367	0.3367
POS 14	Total POS Area	3.9339	3.9339
POS 15	Total POS Area	1.6627	
	<i>Drainage Swale = 0.1296</i>	0.1296	1.5331
TOTAL			14.5534
SURPLUS			0.2985

Note: Surplus of Open Space may be amended through the preparation of Subdivision Applications. 10% POS shall be provided within the entire Structure Plan area.

Retention of Native Vegetation Within Public Open Space

It is important to emphasise the history and background regarding the protection of native vegetation at Burns Beach. Section 1.2 gives a detailed background regarding the MRS Amendment and the approval by the Environmental Protection Authority to the current zoning. A Public Environmental Review was undertaken as part of the MRS Amendment process resulting in 144 hectares in the northern portion of the site being required to be reserved for Parks and Recreation primarily to protect what is considered to be the most significant vegetation on the site. This is now reflected under both the MRS and the District Planning Scheme. The Environmental Protection Authority has approved the zoning of 147.5 hectares at Burns Beach for residential purposes.

No Declared Rare Flora or Threatened Ecological Communities have been identified on the site, however a few Priority Flora species have been found on the site (refer Section 5.4 of Part 1). One species of rare fauna (Carnaby's Black Cockatoo) and a few Priority Fauna species would potentially occur on the site. However, as determined as part of the Public Environmental Review, these rare and priority flora and fauna species and their habitat will be adequately protected within the large (144 hectares) Parks and Recreation Reserve to be set aside by Peet and Company.

The vegetation over the entire site was mapped as part of the previous Public Environmental Review. This mapping and the zoning boundary is shown at Plan 6.

Within the area zoned Urban which is to be subdivided for residential purposes, the retention of native vegetation within the proposed open space areas will be limited for a number of reasons. These include:

- The required earthworks regime to provide land suitable for urban development with regard to topography, separation from groundwater, installation of infrastructure and services and structural soundness of the ground/fill;
- The need to provide useable open space areas for the community including spaces for informal active recreation; and
- Almost half of the site containing what is considered to be the most significant vegetation is to be retained within the extremely large (144 hectares) conservation area as shown on the Structure Plan.

The location of public open space areas has been based upon a number of criteria as follows:

- Accessibility and walkability to open space areas for all future residents;
- Equitable spacing of open space areas to provide a local neighbourhood focus and recreation opportunities;

-
- Opportunities for open space areas to accommodate a stormwater drainage function; and
 - Opportunities for the retention of selected significant stands of native vegetation where possible taking consideration of the require earthworks regime (ie. the large area adjacent to the Burns Beach Road/Marmion Avenue intersection).

Importantly, the practice of the Western Australian Planning Commission has been to ensure that no more than 20% of the POS within a locality is preserved as bushland. This policy aims to ensure that useable active and passive spaces are provided for the community. Liveable Neighbourhoods emphasises that parkland areas must meet the recreational and social needs of the community. The Liveable Neighbourhoods documents states as follows:

“The Commission will need to be satisfied that the active and passive recreation needs of the future residents will be adequately catered for before it will agree to parkland being set aside for these purposes (protection of bushland and wetlands)”.

Given that almost half of the site (144 hectares) is being set aside for bushland conservation and considering the concerns that have been expressed by the City of Joondalup regarding the provision of open spaces suitable for active recreation, it is justified that the majority of the POS areas at Burns Beach be developed as urban parklands that maximise the useability and opportunity for informal active recreation.

Advice from the project environmental consultants, BSD, indicates that the condition and diversity of the vegetation with the land zoned Urban is relatively consistent. With the exception of the Christmas Trees in the south eastern corner of the site (to be retained within POS 15), there are no specific areas of vegetation that deserve protection over others. Importantly, as can be seen on Plan 6, the vast majority of the vegetation units present within the Urban zoned portion of the site are also located within the portion of the site reserved for Parks and Recreation and will be well preserved and protected within the large contiguous area of conservation reserve. The 144 hectare Parks and Recreation Reserve contains a good representation of the vegetation units and species present at the site.

Previous experience has shown that the retention of small pockets of remnant vegetation within urban parkland areas is not sustainable in the long term. The vegetation degrades over a number of years as a result of weed infestation and human and domestic animal disturbance. In addition, many local residents become concerned about fire risk. McNally Newton have advised that this has been experienced in Beaumaris/Iluka.

The Burns Beach Structure Plan was formulated in close consultation with community representatives at community workshops prior to lodgement of

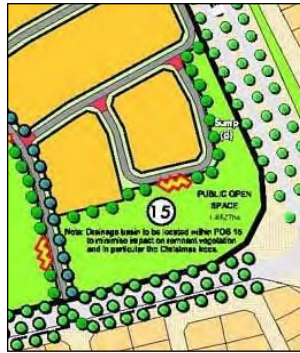
the Structure Plan with the City of Joondalup. The form and location of public open space was identified as one of a number of issues requiring feedback from the community. The majority of key stakeholders and local residents expressed a desire to achieve a balance between conservation and recreation land uses on POS. The most significant issues from a POS and bushland perspective were a strong desire to:

- Enhance and preserve the integrity of the foreshore reserve;
- Manage the interface between the development and the bushland to the north;
- Retain bushland near the school if possible to complement the proposed school oval;
- Preserve the Christmas Trees and remnant bushland on the corner of Burns Beach Road and Marmion Avenue.

Consultation participants expressed a desire to see a sporting oval, barbecues and parks with passive recreation and space for community facilities such as a community hall included as part of a balanced plan. The use of local plantings and indigenous species were also seen as desirable. Participants expressed a desire to preserve some areas of existing bushland as noted above. Some concern was expressed with regard to the potential for future deterioration of small pockets of remnant bushland creating an unpleasant environment.

The Development Concept Plan and the Public Open Space plan enjoyed the widespread support of Community Reference Group members. At the conclusion of the workshops the community had a good understanding of the necessary earthworks regime and the need to provide a balance of useable open space and bushland retention.

For the above reasons, there will be selected areas of POS areas where pockets of remnant vegetation will be retained. These include POS 2, 4, 11 and 15 (Christmas trees and stands of significant trees). The Christmas trees within POS 15 have been surveyed and are represented by black dots on the below plan. The entire area of POS 15 will be retained as natural bushland. There will be no areas of manicured landscaping, lawn or exotic plantings. It is possible that significant tree stands may also be able to be retained in POS 13, depending on final detailed engineering design. A survey of the mature trees within this area is currently being undertaken by BSD environmental consultants on behalf of Peet & Company. It is intended that a number of mature native trees will be retained in POS 13 and POS 2.



Landscape Design Principles

The landscape design and implementation of the Burns Beach project is to be undertaken under the umbrella of a series of guiding principles. These will determine the overriding and philosophical approach to the projects public open space areas and streetscape design.

These landscape design and implementation principles include;

1. Provision of a visually aesthetically pleasing place to live and recreate.
2. Provision of a range of public amenities and facilities that cater for a range of user and age groups.
3. Provision of suitable landscape responses to the sites location and climate and development needs and pressures such as planning layout, standards and earthworks requirements.
4. Character reinforcement of the coastal nature of the site and subsequent development within the bounds of expectation.
5. Implementation of sustainable landscape planning, practices and implementation where possible within the bounds of viability, standards and expectation.
6. Consideration is to be given to the ongoing maintenance and management issues and cost.

The design and implementation of the landscape areas shall where possible incorporate sustainable development principles.

Sustainability principles include theoretical and practical items such as;

- Waterwise principles in stormwater management and plantings;
- Maintenance minimisation for all landscape designs;
- Minimised bore numbers;
- Alternate irrigation strategies such as moisture sensors;
- Swale construction;
- Suitable materials sourcing, selection and use;
- Recycled use of existing on site assets;

-
- Use of suitable planting palette responsive to the site and intended design outcomes;
 - Purchaser education and demonstration on landscape maintenance needs and strategies.

McNally Newton has prepared an indicative plant species list which will be used as a guide for the POS areas. Many species that will be used will be native species as indicated on the below species list. It is important to note that the final landscape design and planting regime will be largely based upon the need to plant species that are suited to the harsh coastal environment and the micro climate at Burns Beach.

Those species that will be suitable for use as street trees have been indicated in the below list. In accordance with the principles contained within Liveable Neighbourhoods and solar passive design principles, deciduous trees will be used as street trees in many locations, and also within appropriate POS areas, as they provide shade in summer yet allow the winter sun to penetrate into indoor and outdoor living and recreating areas. Native tree species will however be considered for use within median strips.

Australian Native Species

- *Trees :*
 - Agonis flexuosa – Native Peppermint (ST)
 - Agonis flexuosa ‘After Dark’ – Burgundy Native Peppermint
 - Araucaria heterophylla - Norfolk Island Pine (ST)
 - Araucaria columnaris – Cook Island Pine (ST)
 - Casuarina equisetifolia – Coastal She-Oak
 - Callistris presseii – Rottenest Island Pine
 - Corymbia maculata – Spotted Gum
 - Eucalyptus gomphocephala – Tuart
 - Eucalyptus nichollii – Willow Leaf Peppermint
 - Eucalyptus platypus – Round Leaf Moort
 - Ficus macrophylla – Moreton Bay Fig
 - Ficus rubiginosa – Port Jackson Fig
 - Melaleuca lanceolata – Rottenest Island Tea Tree (ST)
 - Melaleuca quinquernervia – Broad Leaf Paperbark (ST)
- *Shrubs :*
 - Adenathos sericea – Albany Woolly Bush
 - Anigozanthus sp. – Kangaroo Paw
 - Callistemon ‘Little John’ – Dwarf Bottlebrush
 - Calocephalus brownii – Cushion Bush
 - Calothamnus quadrifidus – One Sided Bottlebrush
 - Conostylis candicans – Grey Cottonhead
 - Chamelaucium spp. – Geraldton Wax
 - Lomandra longifolia – Spiny Headed Mat Rush
 - Melaleuca acerosa – Coastal Honey Myrtle
 - Melaleuca huegii – Chenille Honey Myrtle

Olearia axillaris – Coastal Daisy
Scaevola spp. – Fan Flower
Westringia fruticosa - Coastal Rosemary

- *Groundcovers:*
Brachycome sp – Swan River Daisy
Carex petreii – Red Sedge
Gazania spp. - Gazania
Grevillea crithmifolia – Coastal Grevillea
Grevillea thelmanniana – Spider Net Grevillea
Hibbetia scandens – Snake Vine
Lechenaultia biloba - Blue Lechenaultia
Lechenaultia formosa - Red Lechenaultia
Myoporum parvifolium – Creeping Boobialla
Erigeron spp. – Seaside Daisy
Westringia White Rambler – Prostrate Native Rosemary

Note : (ST) = Suitable Street Tree Species

Exotic Species

- *Trees :*
Cupressus sempervirens – Pencil Pine
Erythrina indica – Coral Tree (ST)
Fraxinus raywoodii – Claret Ash
Liquidamber styraciflua – Liquidamber (ST)
Metrosideros excelsa – New Zealand Christmas Tree (ST)
Olea europa – Olive Tree
Platanus acerifolia – London Plane Tree (ST)
Pyrus usseriensis – Macnhurian Pear (ST)
Quercus agrifolia - California Cork Oak
Sapium sebiferum – Chinese Tallow Tree (ST)
Tipuana tipu – Pride of Bolivia (ST)
Ulmus parvifolia – Chinese Elm
- *Shrubs:*
Astelia Silver Spear - Astelia
Dietes spp. – Iris
Hibiscus spp. – Hibiscus
Hebe spp. - Veronica
Kniphofia spp. – Red Hot Poker
Nerium oleander - Oleander
Plumbago auriculata – Plumbago
Phormium tenax – New Zealand Flax
Rhapiolepis indica – Indian Hawthorn
Rosmarinus spp. – Rosemary
Strelitzia spp. – Bird of Paradise
Trachelospermum jasminoides – Star Jasmine
Viburnum tinus – Viburnum

-
- *Groundcovers:*
 - Agapanthus orientalis – Agapanthus
 - Bougainvillea spp. - Bougainvillea
 - Festuca glauca – Blue Fescue
 - Juniperus conferta – Shore Juniper

Note : (ST) = Suitable Street Tree Species

All plants species are subject to availability and are to be chosen in conjunction with the City.

Planting Themes and Locations

Background

Coastal plantings must contend with strong salt and sand-laden winds, high solar radiation levels and poor, sandy soils. The retention of the natural vegetation within the Foreshore Reserve of the Burns Beach development will assist in providing a protective barrier of salt tolerant front-line plants that will allow developing landscapes within the Public Open Space areas and streetscapes behind to survive and flourish.

Approach

Planting will typically consist of a mix of drought and salt tolerant Australian Native and Exotic species. Australian natives typically will be planted in informal arrangements to create a natural setting within Public Open Space areas. Where more structure is required, such as in streetscapes, inclusive of medians and verges, natives will be planted in single species mass planting arrangements. Areas of exotic plantings will almost predominantly occur within manicured areas of Public Open Space and will always be in single species mass planting arrangements.

Plantings within the Burns Beach development will broadly be categorised into three landscape zones.

- **Zone 1** (Primary Dune System), closest to the beach is where only the toughest plants will survive. Typically this zone can be considered as being between Foreshore Reserve extremity and 500 metres from the beachfront. Public Open Space areas broadly categorised as Zone 1 plantings include : **POS 1a, 1b, 1c, 3 and 6.**

Zone 1 plants must survive wind blasting, direct salt deposits and sometimes sea-water droplets. Suitable plants include but is not limited to those with fleshy or leathery leaves and some grasses and sedges. **Calocephalus spp, Conostylis spp, Grevillea spp.** and **Gazania spp.** are tough front-line ground covers, useful for soil binding. **Carex spp.** and **Lomandra spp.** are suitable grasses and sedges.

Araucaria spp., Casuarina spp, Melaleuca spp. and Agonis spp. are suitable trees for this zone both as street trees and Public Open Space specimens. Exotic trees suitable for this zone include **Metrosideros** and **Olea**.

- **Zone 2** (Secondary Dune System) is directly behind the primary dunes, approximately 500 metres to one kilometre from the beachfront. Gently undulating hollows and the primary dune system provide protection for planting in this region. POS areas broadly categorised as Zone 2 plantings include : **POS 2, 5, 8, 9 and 10.**

Zone 2 plants are typically less tolerant of salt exposure and need a protective barrier, which will be provided by the development of housing and the natural undulating topography of Zone 1. Suitable shrubs typically include **Adenathos spp, Brachycome spp, Callistemon spp,** and **Lechenaultia spp.**

Corymbia maculata, Eucalyptus spp, Melaleuca quingernervia, are suitable Australian Native trees for this zone both within streetscapes and POS areas. Exotic trees suitable for this zone include **Erythrina spp, Platanus spp. and Liquidamber spp.**

- **Zone 3** (Tertiary Dune System) is broadly located between the secondary dune system, approximately one kilometre from the beachfront through to Marmion Avenue, approximately 1.5 kilometres from the beachfront. POS areas broadly categorised as Zone 3 plantings include : **POS 11, 12, 13, 14 and 15.**

Zone 3 plants are the least salt and wind tolerant species. These plantings will occur far enough away from the beachfront where the establishing urban development and associated landscapes prior to zone 3 will redirect or capture salt laden winds over this zone. Suitable plant species typically include all natives species, **Hibiscus spp, Hebe spp, Phormium spp and Viburnum spp.**

All native trees, **Fraxinus raywoodii, Pyrus usseriensis, Sapium sebiferum** and **Tipuana tipu** and exotic trees considered suitable for this zone, both within POS areas and streetscapes.

Summary

It is possible, through appropriate design and plant selection, to have an attractive, thriving landscape in the harsh coastal environment that is a mix of Australian Native and Exotic species, to create natural and manicured settings to benefit of the local and wider community. The final selection of plant species for the Burns Beach Estate will take place at a later stage with detailed landscaping plans being prepared in close consultation with the City of Joondalup.

Landscape Visions

A description of the vision for each of the POS areas is provided below.

POS 1A

This area forms the North eastern extent of the development cell and as such is intended to provide a gateway into the adjacent recreation reserve and the northern beaches. In doing view and pedestrian corridors will be established. The shallow slope through this area will allow the development of passive recreational space, in combination with terraced garden beds. Planting will be hardy coastal species and in keeping with the proximity of the reserves will predominantly be indigenous species. The drainage requirement within this reserve will be addressed through the provision of grassed swales with the aim of maximising public use of the land area.

POS 1B

This area provides a landscaped corridor enabling continuous pedestrian access to the foreshore from this development precinct. Views along and across the corridor will be maximised to provide passive surveillance. Hardy coastal species will be planted in terraced gardens providing intimate seating and passive recreational areas. Disabled access will be reviewed to determine if a safe route is possible to Australian Standards without prejudicing the viability of the space as an attractive linear parkland.

POS 1C

This area is a continuation of the linear parkland that provides views to the north east and pedestrian access through to the foreshore. At a minimum width of 26m(approx) a variety of passive recreational spaces are proposed including the incorporation of public art, intimate seating areas and view points. The landscape will combine screening to limit the northerly wind and be relatively open in nature to ensure views into the area are maintained for passive surveillance. The linear parkland and the clear pedestrian links increase the legibility of the precinct and serves to connect the terraced road alignment.

POS 2

This area provides the opportunity to retain and protect an existing stand of eucalyptus. The levels and design of the surrounding area have been manipulated to ensure these trees form the essence of the POS design. The character of the park will be influenced by the existing trees and the extent of the understorey that is retained. The undulating topography of the existing dunal form will be reflected in the landscape to provide shelter to planting areas and users of the passive recreation areas provided. The area provides the South Eastern extent of a linear parkland that connects to the foreshore reserve. Continuity of plant species and landscape materials will assist in defining this link.



Northern Residential Precinct Open Space Concept

POS 3

The coastal location allows for a public area to be developed as a manicured parkland providing passive recreational facilities adjacent to the foreshore reserve. This POS will serve as an activity node that will allow the public the benefits of a parkland setting adjacent the foreshore reserve whilst protecting the foreshore reserve. The drainage requirement will be addressed as a grassed swale in order to maximise the public use of the area when dry. Uses within the area will extend to bbq and picnic facilities with shelter. Pedestrian links to the foreshore and surrounding residential areas will be provided.

POS 4

The character of this park is intended to be natural due to adjacent proximity to the Parks and Recreation Reserve. This POS will consist totally of native endemic species.

POS 5

The character of this park is intended to be manicured due to necessary earthworks in this area and the need to provide usable open space in close proximity to higher density housing types.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed.

POS 6 – Coastal Node

This area includes land which is located within the foreshore Parks and Recreation Reserve. The area within the foreshore reserve is degraded. The landscape design will extend the usable open space at this key node. It is considered essential to extend this open space area towards the coast to achieve the objective of providing a strong community focus point and bringing people into contact with the ocean environment in a controlled setting. The Foreshore Management Plan will provide details of how this area is to be developed and managed to ensure that environmental protection is well balanced with human access to the beach.

The character of the park area is intended to be a mix of natural and manicured due to proximity to the foreshore reserve and the need to provide usability and pedestrian linkages. The primary coastal activity node will include features such as a café/restaurant, beach kiosk, a landscaped park with BBQ's, shelters, grassed area, grassed swales to accommodate stormwater drainage, play equipment and also a lookout tower and boardwalk to the beach as well as public conveniences. Such features will be an integral part of the key activity node, providing the catalyst for activity and socialisation in this community focal point. Possible landscape hard scape treatments and public structures may be used to provide a more intimate

environment and a higher level of public amenity.

The Structure Plan indicatively shows the proposed location of a restaurant, cafe and kiosk within the coastal node. It is envisaged that the coastal node will be similar to the open space and café/kiosk developments at Trigg Beach and Floreat Beach which have both proven to be extremely popular destinations.

Some car parking is proposed adjacent to the coastal node to accommodate people visiting the restaurant, kiosk, accessing the beach and other community facilities such as picnic facilities.

POS 7

The character of this park is intended to be manicured due to earthworks in the areas and the need to provide usable open space in close proximity to higher density lots.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and small public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS.

POS 8A, 8B and 9 – Central Park

The character of this park is intended to be manicured as it is the central open space area functioning as the heart of the Estate. As such the need to provide usability and public facilities is paramount. Any proposed use within this open space areas should respond to the shelter partly provided by the rise in ground level on the western side.

Preliminary landscape design proposals include the provision of manicured edge treatments, larger level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments and small public structures may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS.

Adjacent land uses include a local shop and cafe to assist in the provision of public amenity to this central area. It is envisaged that the local shop/café and the central park will read as a fully integrated central focus of the Burns Beach Estate. Roads around this POS will be treated to reduce traffic speed on all edges and enable easy pedestrian access to the POS.

POS 10

The character of this park is intended to be a mix of natural and manicured.

Preliminary landscape design proposals include the provision of manicured

edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments may be used to provide a more intimate environment and a higher level of public amenity. Some car parking is proposed adjacent to the POS area.

POS 11

The character of this park is intended to be natural due to adjacent proximity to the Parks and Recreation Reserve. This POS will consist totally of native endemic species.



POS 12

The character of this park is intended to be manicured due to its proximity to high density lots, its function as a central feature and the need to provide usable open space. The circular area will be approximately 150m wide at any point as such provides ample space for informal recreation and safe public use.

Preliminary landscape design proposals include the provision of manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas. Possible landscape hard scape treatments may be used to provide more a intimate environment and a higher level of public amenity. A central feature set on axis from the entry boulevard would assist in the creation of sense of place. Some car parking is proposed adjacent to this POS area.

POS 13

The character of this park is intended to be a mix of retention of existing native tree species, natural plantings and manicured landscaping.

The entry boulevard is proposed to traverse the park to enable a landscape feel upon arrival. Manicured edge treatments, smaller level kickabout areas, seating, shade and pedestrian linkage to surrounding residential areas will be provided at the park. Possible landscape hard scape treatments may be used to provide a more intimate environment and a higher level of public amenity.

A central feature set on axis from the entry boulevard would assist in the creation of a sense of place. Some car parking is proposed adjacent to the POS area.

POS 14

The character of this park will be manicured due as it will function as a formal active recreation space. This creates the need for level earthworks and alteration to existing grades resulting in the loss of native vegetation. The provision of seating, shade and pedestrian linkages to surrounding residential areas is also proposed. Some car parking is proposed adjacent to the POS.

POS 15

The character of this park is intended to be wholly natural due to the retention of existing Christmas trees (*Nyctia floribunda*) and other remnant vegetation. The area will also function as an entry statement for the estate from Marmion Avenue.

The central boulevard and the open space areas provided along its length are critical elements in the vision for Burns Beach and the objectives for the Structure Plan. The central boulevard and POS 6, 8, 9, 12 and 13 will all be fully developed as part of Stage 1 of the Estate. The landscape quality and themes will set the tone for the Estate and will demonstrate Peet & Company's commitment to the development of a quality benchmark Estate. Future stages of development will all resonate the quality and tone that will be set up front as part of Stage 1 and the streetscape treatments along the central boulevard and the landscape designs within the open space areas.

10.7 Educational Facilities

The Structure Plan proposes a primary school site on Burns Beach Road. The primary school has been located on Burns Beach Road to be central to its catchment north and south of Burns Beach Road.

The primary school site has been located adjacent to the proposed formal active playing fields (POS 15). Conforming with Education Department policy, the primary school site has been reduced to 3.5 hectares in area as the oval will be co-located with the adjacent POS. The oval shown on the Structure Plan is a senior sized oval.



The location and indicative layout of the primary school has been supported by the Education Department.

In consultation with the Education Department, it has been ensured that bulk earthworks result in a relatively flat site for the school buildings to be constructed. In addition, the oval is proposed to be sunken to create an amphitheatre effect. The majority of the oval is proposed to be located within the POS area. Legal agreements can be entered into between the relevant stakeholders to ensure that the shared oval facility is constructed and managed to all parties satisfaction.

The primary school site has been provided with adequate road frontage and opportunity for parking and drop off and pick up facilities on the northern side of the school site.

With regard to high school facilities, high school students from the Burns Beach development fall within the catchment of Kinross College located to the east of Marmion Avenue.

10.8 Commercial Facilities

In an endeavour to create community vitality and a high level of liveability at Burns Beach, the Structure Plan ~~proposes an integrated local shop/café opposite the central park within the Estate~~ identifies a Local Shop Precinct within the centre of the Structure Plan area. ~~It is envisaged that the local shop would provide daily conveniences for the local community.~~ The Precinct will cater to the convenience needs of the local community and generate local employment opportunities.

The proposed site maximises exposure for ~~the local shop to the local catchment~~ future commercial land uses, ensuring both commercial viability and their function as a hub of community interaction and community focus.

The Community Reference Group strongly supported the development of a small retail facility at the Burns Beach and did not support a larger neighbourhood centre as originally proposed at the corner of Marmion Avenue and Burns Beach Road.

Approval for the construction of three single dwellings on the corner of Whitehaven Avenue in 2010, resulted in the Precinct being reduced to the remaining western corner site (being; 877m²). Thus, significantly impacting the viability of a stand-alone Convenience Store. Notwithstanding, opportunity remains for the provision of a non-retail land use, such as a Child Care Premises.

Car parking ~~for the corner store within the Local Shop Precinct~~ will be predominantly on street car parking as indicated on the Structure Plan. However, access to the Precinct by local residents is encouraged to be via walking and cycling. The permeable design and central location facilitates this.

A beach kiosk and restaurant is also proposed to be developed within the coastal node (POS 6) to provide amenity for local residents and also for

visitors to the beach.

Larger retail areas in nearby localities will cater for the weekly and greater shopping needs of the future population at Burns Beach. The Currambine Marketplace shopping centre at the corner of Marmion Avenue and Shenton Avenue and the Joondalup Regional Centre will provide district and regional shopping facilities for Burns Beach. The proposed Iluka Neighbourhood Centre will also provide service to the future residents at Burns Beach.

10.9 Community Facilities

A community purpose site within the Burns Beach Structure Plan area may be required in the future. However, the need and final location of such a site will be determined following further examination of community facilities in the area by the City of Joondalup.

10.10 Movement Network

An important element in developing a coastal community is providing strong connectivity to all facilities, particularly the beach environment, by designing and building a highly connected movement system including roads, footways and cycleways.

The traffic report prepared by Riley Consulting provides a detailed description of the proposed movement network. A full copy of the report has been provided at Appendix 5. A discussion of the existing movement network surrounding the site has been provided in Section 6.0 of this report.

External Roads/Site Entry Points

Primary vehicular access to the site is to be provided from Marmion Avenue at the intersection with Edinburgh Avenue to the east. The sight lines and visibility are good in this location and spacing from other existing intersections conforms to the required standards. The four way intersection is proposed to be controlled by a round-a-bout, similar to the existing round-a-bout at the Marmion and Shenton Avenue intersection. The provision of a round-a-bout has been agreed with Main Roads Western Australia and the Department for Planning and Infrastructure. However, the final form of this intersection will be subject to further detailed analysis at the time of subdivision to ensure appropriate operation of the intersection in the long term.



A second access point from Marmion Avenue is proposed at the northern edge of the development site. This road will function as a left-in/left out only in order to encourage most traffic to use the central boulevard to access Marmion Avenue.

The proposed access points to the site from Marmion Avenue have been discussed with the Department for Planning and Infrastructure and the City of Joondalup. Both authorities have shown support for the two access points proposed.

Entry into the site is proposed from three points along Burns Beach Road. Importantly, Burns Beach Road will provide the main access to the proposed primary school site from surrounding areas.

The most easterly access point to Burns Beach Road is proposed to function as a left-in/left out only to avoid conflicts with the existing intersection to the south and traffic accessing and egressing the primary school area. However, this access point is necessary in order to facilitate pick up and drop off traffic in a clockwise direction around the primary school site.

Once developed, Riley Consulting has estimated that the site is likely to generate a daily trip rate of 9 trips per day per residential lot. Based on a lot yield of approximately 1,600 lots, the daily traffic generation from the site will be approximately 14,400 vehicles per day.

With regard to Marmion Avenue, an additional 6,850 vehicles per day could be expected. This would increase the typical daily traffic volumes on Marmion Avenue from 33,000 to 39,900 vehicles per day. However, it is expected that this traffic volume would be reduced once the railway and freeway are extended further north to Burns Beach Road. The capacity of Marmion Avenue is 50,000 to 60,000 vehicles per day.

Internal Road Network

The internal road network provides a connected, legible and permeable residential environment with convenient and easy access to community focus points.

The traffic report classifies each internal road as a Neighbourhood Connector, Higher Order Access Street, Access Street or a Service Road. These classifications are based on the anticipated traffic volumes on each of the roads.

The central east-west boulevard will vary in width between 22 and 25 metres to allow the creation of a traditional boulevard with a dual carriageway, a high quality landscaped median strip and on street car parking where appropriate. The other main connector roads will be mix of single and dual carriageway roads and they will all have a high quality streetscape. These roads vary in width from 12 metres to 22 metres depending on the design,

function and anticipated traffic volume on each section of road. The traffic report (Appendix 5) contains further information and analysis regarding the proposed road reserves, particularly the central boulevard and the varying treatments proposed along its length.

The small lot precincts have been designed with laneway access to allow for rear loading and avoid domination of the streetscape by crossovers and garages. All laneways will have a minimum width of 6 metres.

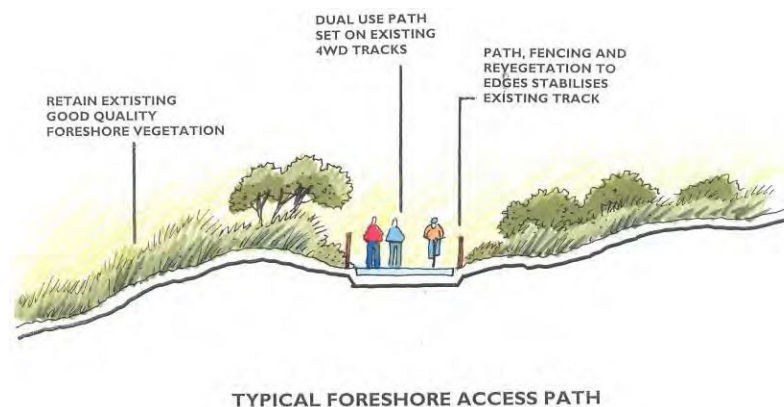
Figure 5 in the traffic report (refer Appendix 5) shows the anticipated traffic volumes on internal road and the forecast increases to external roads.

Pedestrian and Cyclist Movement

Pedestrian and cycle movements across the subject land are proposed to be accommodated by a series of interconnected and pedestrian/cyclist paths. Plan 7 shows the proposed dual use path network. The general philosophy is to provide safe walking and cycling environments and to connect areas of interest with residential neighbourhoods. The path network connects public open space/foreshore areas, local shops, the school and recreation areas. The permeable road network also facilitates efficient pedestrian and cyclist movement through the area.

The Foreshore Management Plan (FMP) will locate pedestrian access points from the development to the beach abutting the Structure Plan area. In addition, the FMP will establish the route for regional dual use pathways along the coast connecting to the existing pathway through Iluka and ultimately to Mindarie Keys to the north.

The cross section below indicates how the dual use paths along the foreshore will integrate with the environment.



Public Transport

There are several bus services in the locality of Burns Beach providing connections to regional shopping facilities and the railway station in Joondalup. Consultation with the Public Transport Authority regarding the subject land has resulted in agreement to re-routing an existing bus service to

generally follow the central boulevard (Refer Plan 7).

The proposed bus route will provide an accessible public transport service for all future residents in Burns Beach which connects to Joondalup Regional Centre and Joondalup Railway Station. The northern railway line provides quick and efficient access to Perth and other major destinations. The extension of the northern railway line will reduce the traffic load on the road network in the area.

In a local context, the bus service will provide comprehensive links between community facilities including the primary school, public open space and the foreshore. The bus service will also provide a link between the development and Kinross College (high school) to the east during morning and afternoon school times.


11.0 COMPLIANCE ANALYSIS





The purpose of this section is to demonstrate how the Structure Plan complies with relevant City of Joondalup policies, particularly Policy 2.6.4 – Environmental, Social and Economic Sustainability.

Section 3.0 outlines how the proposed development at Burns Beach addresses sustainability objectives.

City of Joondalup Policy Objective	Burns Beach Structure Plan Response
Enhance environmental, social and economic sustainability	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a healthy lifestyle and community well being and to provide access to the beach areas; • Protection of the natural landform where possible; • Creation of a walkable environment to reduce the use of the private car; • Securing public transport services to the area; • Encouragement of social interaction and the creation of a healthy community through the provision of useable parkland spaces, a sports oval and path networks; • Provides a variety of lot sizes to accommodate a

	<p>range of socio-economic and demographic groups;</p> <ul style="list-style-type: none"> • Creation of community groups, community projects and community development plans; • Creating local employment opportunities at the school, local shop and cafes and restaurants child care premises; • Promotes the efficient use of existing infrastructure including roads, railways and services.
<p>Protect and enhance the natural and human environments for the benefit of present and future generations</p>	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a healthy lifestyle and community well being and to provide access to the beach areas; • Creation of a walkable environment to reduce the use of the private car; • Securing public transport services to the area; • Encouragement of social interaction and the creation of a healthy community through the provision of useable parkland spaces, a sports oval and path networks; • Creation of community groups, community projects and community development plans; • Creating local employment opportunities at the school, local shop and cafes and restaurants;
<p>Minimise, as far as practicable, any adverse environmental impacts</p>	<ul style="list-style-type: none"> • 144 ha (equating to almost half of the landholding) is Reserved as Parks and Recreation; • Where practical, significant vegetation, specifically a large stand of Christmas Trees in the south-eastern corner of the site, will be retained; • Protection of the foreshore through the preparation and implementation of a Foreshore Management Plan; • Appropriately located community use spaces within the foreshore reserve to encourage a

	<p>healthy lifestyle and community well being and to provide access to the beach areas;</p> <ul style="list-style-type: none"> • Ensure public transport routes service the site.
Take advantage of and maximise environmentally beneficial opportunities	<ul style="list-style-type: none"> • Facilitating the controlled access and management of a large bushland conservation reserve (144 hectares) and the foreshore reserve to eliminate uncontrolled human access; • Implement Water Sensitive Urban Design; • Retention of the natural landform where practical.
Adopt appropriate management practices to facilitate sustainability	<ul style="list-style-type: none"> • Foreshore Management Plan to ensure sustainable use and management of the foreshore reserve; • Community development initiatives will be supported and facilitated by Peet & Company contribute to social sustainability.
Increase the sense of safety and security for open space and protect public property through surveillance of public space	<ul style="list-style-type: none"> • The Structure Plan facilitates and maximises the outlook and casual surveillance of areas of open space through road frontage, lot orientation towards parkland areas and visually permeable fencing requirements. 
Encourage the provision of leisure services in making a contribution to the quality of life of residents	<ul style="list-style-type: none"> • Equitable distribution of quality public open space throughout the development encouraging both active and passive recreational pursuits; • Provision of numerous pedestrian walkways and cycle paths throughout the whole development and particularly along the foreshore and fronting the Parks and Recreation reserve; and • Provision of a large formal active recreation space in the south of the site, to be shared with the primary school, further encourages community participation in active leisure pursuits; • Natural character of the area encourages active community participation in leisure pursuits, maximise social benefit, contribute positively to health and well being and foster a sustainable community.
Develop and promote cultural identity through	<ul style="list-style-type: none"> • Public art will be planned for and encouraged at Burns Beach as it is a significant contributor to

<p>the implementation of artworks in public spaces</p>	<p>the development of a sense of place and pride in the local community;</p> <ul style="list-style-type: none"> • Public art is proposed in a number of the more high profile parks for public enjoyment and possible interpretation of local natural and historic topics; and • Public art must reflect the local area and be constructed of suitable materials to withstand the local coastal environment and public attention. • Proposals will be sought from professional art groups in WA <div style="display: flex; justify-content: space-around; align-items: center;">     </div>
<p>Provide a variety of public open spaces which fulfil the community's recreational and environmental needs</p>	<ul style="list-style-type: none"> • The Structure Plan provides a variety of open space areas, which incorporate both active and passive recreational opportunities as well as environmental protection in a large 144 hectare bushland conservation area. • Open spaces have been located and designed to accommodate some natural vegetation.

12.0 SERVICING INFRASTRUCTURE

12.1 Siteworks

There is likely to be pockets of limestone encountered on the site due to its coastal location. If any limestone is encountered, it will be broken up prior to use as structural fill. The majority of limestone encountered should be broken up by bulldozers.

Towards the west of the site, Calcareous Sand of the Safety Bay Unit is present. This sand is often poorly cemented and very low strength but if reconstituted, can provide a suitable foundation material.

Earth working of the site may require areas of insitu rock to be ripped and relocated and compacted in deeper fill areas.

Sand will be used to fill required areas. In areas of cut, this will require over excavation of rock and replacement with sand.

Earthworking of the site will be required to create level lots for dwelling construction with changes in elevation being accommodated by the construction of retaining walls. The height of retaining walls will vary depending on the natural topography, as the general landform will remain, though benched. Retaining walls across the development will be limited in height as much as possible. Within the Northern Residential Precinct

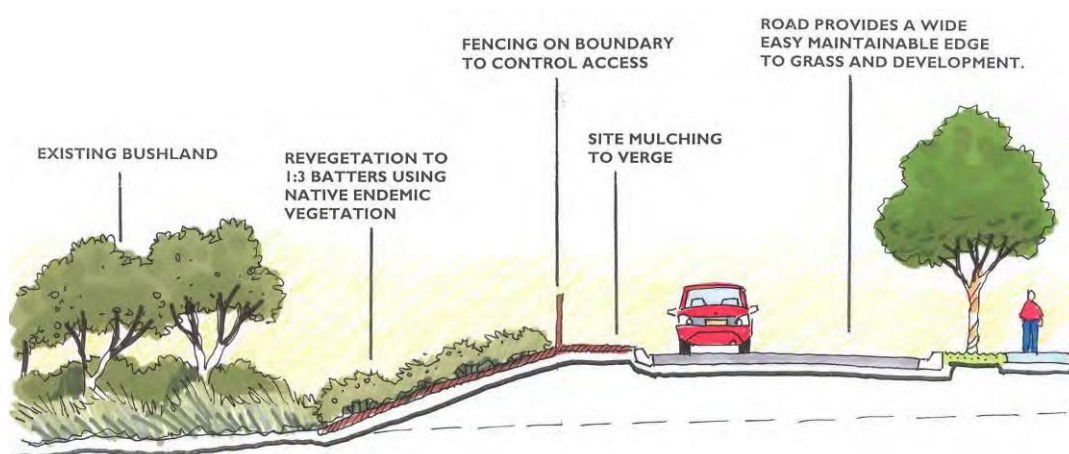
retaining walls are necessary to realise the desire to retain the general landform and create a terraced product that has a point of difference to Beach and the majority of coastal developments in Perth. The retaining walls will have a maximum height of 4 metres dependant on the adopted provisions detailed in Part 1.

Retention of existing vegetation will be possible in some of the POS areas. A stand of Christmas Trees at the south-east corner of the site have been identified for retention and this will be accommodated in the bulk earthworks design. Existing stands of trees at the top of the ridgeline in the Northern Residential Precinct have also been specifically identified for retention within POS 2A. The proposed terracing of the lots in this precinct using retaining walls at the rear of lots has enabled the retention of these mature trees.

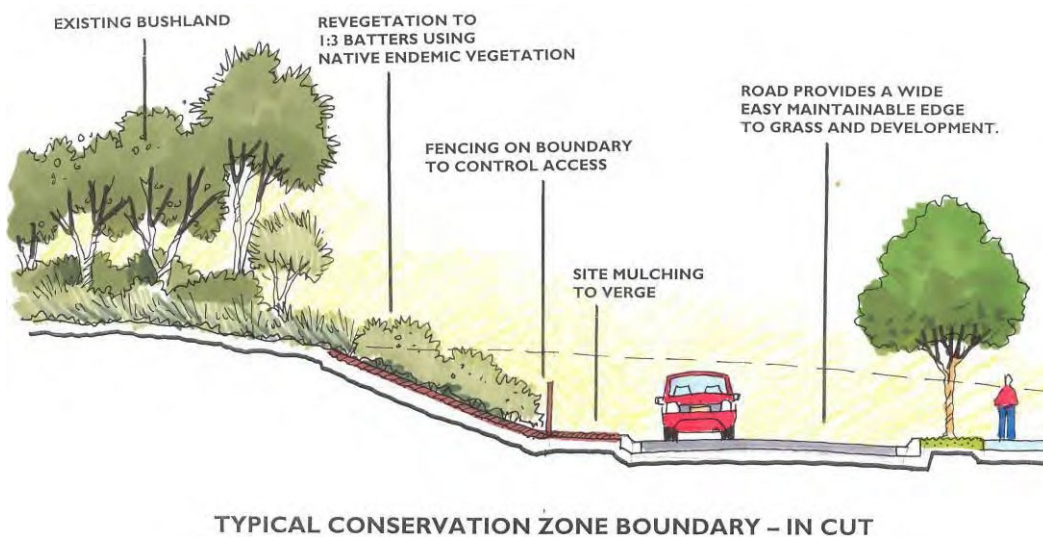
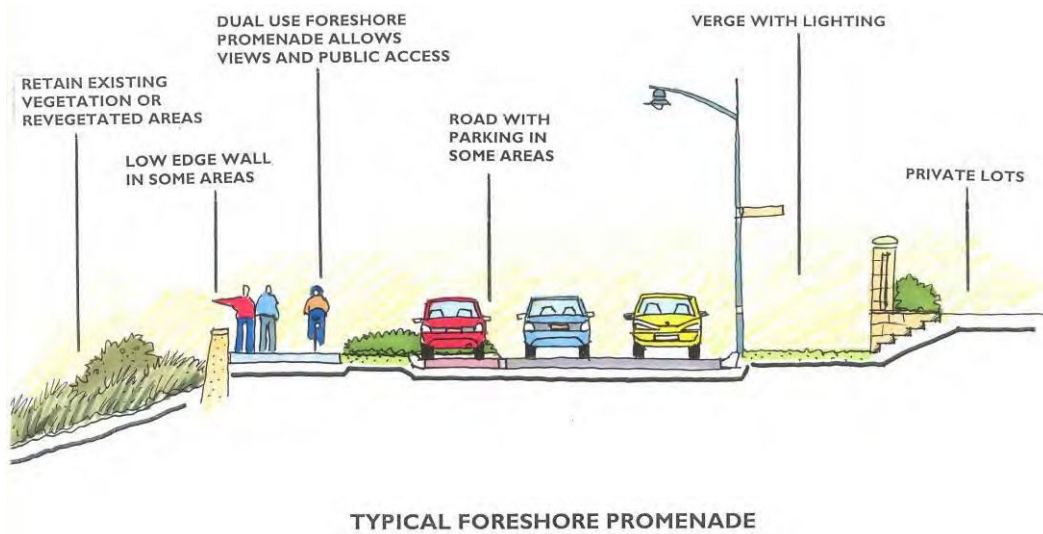
12.2 Roadworks

All roads within the development will be constructed to City of Joondalup engineering standards. The roads will generally be black asphalt, however some sections will be constructed with red asphalt in areas where special treatment or traffic calming are required. Intersection thresholds and other areas where aesthetic appeal is desired will utilise brick paving treatments. Road reserve widths have been discussed in Section 9.8.

The vertical alignment of the roads abutting the foreshore reserve and Regional Open Space has been sensitively designed to minimise batter impacts on these areas. The cross sections provided on the following page indicate how this interface is likely to be treated.



TYPICAL CONSERVATION ZONE BOUNDARY – IN FILL



12.3 Service Infrastructure

Sewer Reticulation

The Water Corporation has sufficient capacity in the surrounding sewer network installed to the south and east of the site to cater for the proposed development of the site. All lots within the proposed development will be provided with a gravity sewer connection installed in accordance with Water Corporation requirements.

The western portion of the site will discharge via a gravity sewer to the existing Burns Beach Pump Station No. 5 located in Burns Beach Road adjacent to the foreshore. The remainder of the site (portion adjacent to Marmion Avenue) will discharge to two existing gravity sewers. One is located within Edinburgh Drive (extended to the west side of Marmion Avenue) and the other terminates in the eastern verge of Marmion Avenue immediately north of Burns Beach Road. The latter connection point will require a sewer pipe to be bored underneath Marmion Avenue. Earthworks in

the north-east area of the site will be required to achieve gravity flow from this area.

Water Reticulation

Water supply planning has allowed sufficient capacity in the surrounding water reticulation network installed to the south and east of the site to cater for the proposed development. All new lots constructed will be provided with scheme water supply in accordance with Water Corporation requirements.

The surrounding water reticulation network includes a 700mm main in Marmion Avenue and a 300mm main in Burns Beach Road. New mains to be constructed within the proposed development will generally be up to 250mm diameter. Subject to detailed design, there may be a requirement for a short section of a larger diameter main that connects to the 700mm pipe. If this is required it would be considered a prefunded item.

Stormwater Drainage

All stormwater drainage generated from new road construction will be contained on site in accordance with City of Joondalup criteria.

Water sensitive urban design principles in the management of stormwater and the design of open space areas will be implemented at Burns Beach. This is an environmentally and aesthetically superior solution to the traditional drainage sumps as the stormwater infiltrates into the ground at source.

Drainage design will embrace best practise water sensitive design principles to ensure adequate management of first flush stormwater events and treatment of drainage waters particularly adjacent to foreshore areas to meet the objective of being consistent with the protection of natural drainage; treatment processes; and conservation of biodiversity. Implementation of water sensitive urban design and best management practices will reduce the risk of polluting the groundwater and assist to remove nutrients.

Conceptual design has been carried out for the purpose of calculating land area requirements for drainage. To ensure that the land requirement was not underestimated, Tabec assessed drainage requirements based on providing for 1 in 10 year events in maximum 0.9m deep shallow sided basins, designed in accordance with City of Joondalup criteria (being 1 in 8 side slopes). This approach is considered to be the option that has the greatest land requirement. Of the area required for the shallow sided basins, a 50% POS credit has been assumed.

Future detailed design of POS areas may necessitate that deeper fenced basins are appropriate, particularly in areas where shallow sided basins would consume a large portion of a POS (eg. POS 1, 3 and 10). In these instances, the area required for the deeper fenced basin would be less than 50% of the area required for a shallow sided basin. As such, there will be no reduction in

effective (creditable) POS area. Typically, shallow swale type basins consume 3 to 4 times the land area that a deep basin consumes.

It is noted that the basin located in POS 15 could be constructed as a deeper fenced sump if a shallow basin can not be constructed without impacting significantly on the existing vegetation, particularly the Christmas trees. Of the total POS provision of 16.0651 Ha, 14.3921 Ha is claimed as POS with an area of 1.6730 Ha not credited. Of this non-credited area 1.3601 Ha is used for drainage. Should the nature of the drainage basins be changed from shallow to deep, the provision of 14.3921 of POS would not be reduced. The land area required for the deep basins would originate from the 1.3601 Ha area that has not been credited as POS.

Drainage reserves will be provided of sufficient area to accommodate deeper fenced basins in accordance with Council policy.

In all cases, the detailed design of both shallow and deep basins will be carried out in accordance with City of Joondalup criteria.

All roads will be kerbed and drainage water will be collected in a network of pits and pipes. The drainage networks have discharge points in basins constructed in open space areas.

Minor roads that abut public open space may utilise flush kerbing to allow direct infiltration rather than collecting stormwater and discharging to the drainage basins.

Power, Gas and Telecommunications

Existing high voltage mains in Marmion Avenue and Burns Beach Road can be utilised to supply power to the proposed development. Initial stages of development will require the installation of both high and low voltage underground power. It is proposed that the overhead powerlines along Burns Beach Road will be placed underground.

To assist in the visual amenity of the development, street lighting from Western Power 'Streetvision' range will be utilised.

Gas and communications services are available in adjacent existing development to the south and east of the site. Both of these services will be extended to include the proposed development. The services from the development at Beaumaris to the south will be extended into the development Burns Beach. These services will include access to Broadband.

Discussions have been held with Broadcast Engineering Services who operate a MATV communications and data cabling system in the adjacent suburb of Iluka. The system includes access (via underground cabling) to high speed Internet, free to air local television, a limited selection of free to air satellite stations and pay TV (Foxtel or similar).

The headworks infrastructure for these facilities are already installed at Iluka therefore access is provided by additional underground cabling. There would be no requirement for any new telecommunication towers, aerials or the like as part of the system.

13.0 TIMING & STAGING

Amendment No. 21 to the City of Joondalup Town Planning Scheme, which will rezone the land to Urban Development Zone, has been adopted by the City of Joondalup. The Amendment has now been forwarded to the Western Australian Planning Commission. Accordingly it is expected that the Amendment will be finalised and endorsed by the Minister for Planning and Infrastructure before the end of 2004.

The proposed Local Structure Plan is also anticipated to be approved by the end of 2004. Accordingly, subdivision of the subject land is expected to commence in early 2005 with the initial stage adjacent to the coast and the existing Burns Beach townsite. It is anticipated that the Estate will be developed over a period of 10 years.

14.0 CONCLUSION

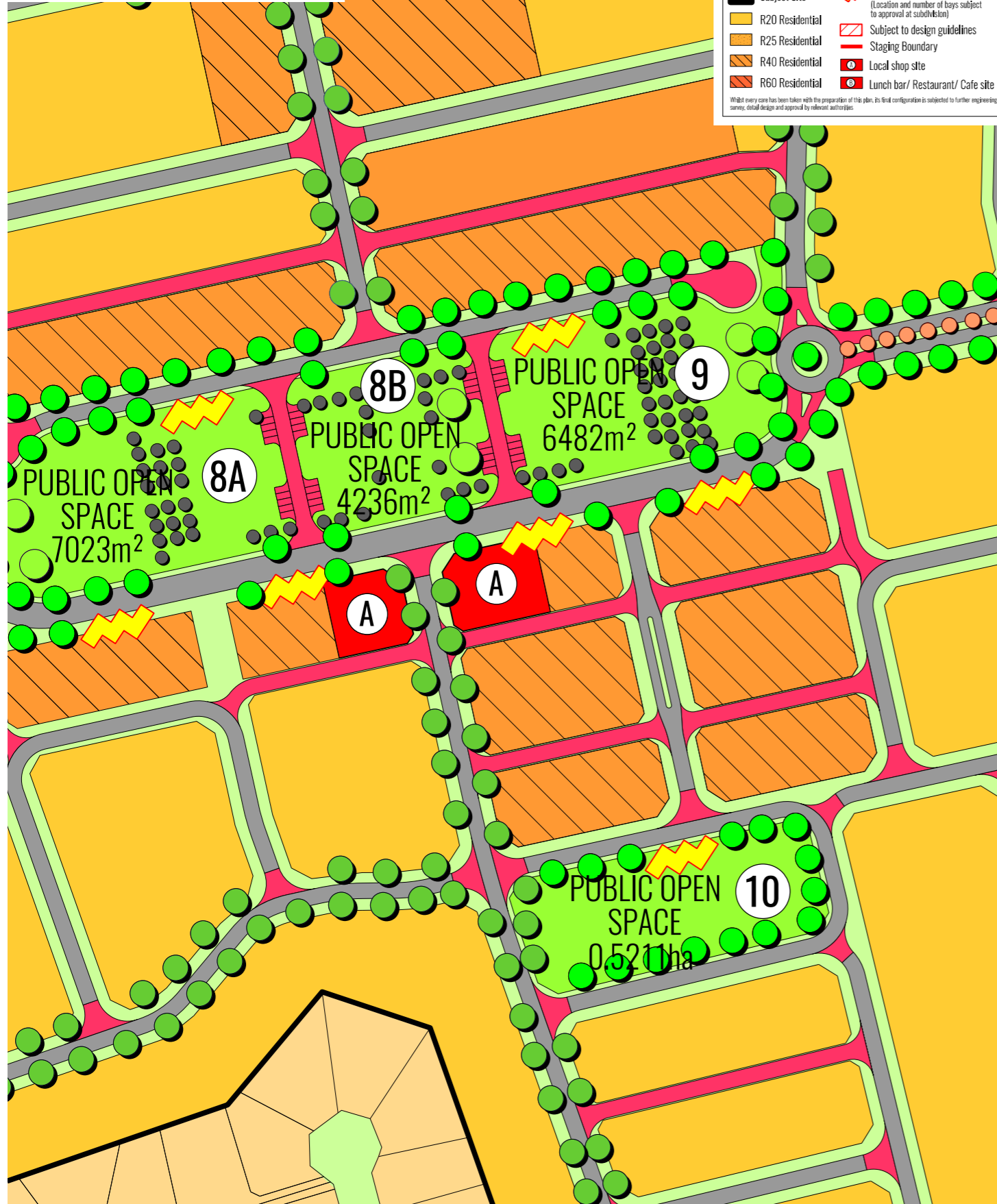
The proposed Structure Plan provides for the creation of a quality, well planned and integrated residential community. The proposed design will facilitate the creation of a vibrant coastal community that is physically and visually well connected to the coast and its natural setting and facilitates a vibrant coastal community. Significant community facilities and areas are proposed including a large bushland conservation area (144 hectares), a foreshore reserve, a primary school, the formal active recreation space, varied areas of landscaped public open space, beachside activity node and local ~~convenience shopping~~ services. The centrally located boulevard together with strong north-south and east-west road linkages provides for an estate which is fully connected with the ocean and has a strong sense of place and identity.

The Burns Beach project as proposed in this Structure Plan will result in the creation of a premier coastal settlement. Burns Beach will be a landmark, leading edge Estate that embraces sustainability principles.

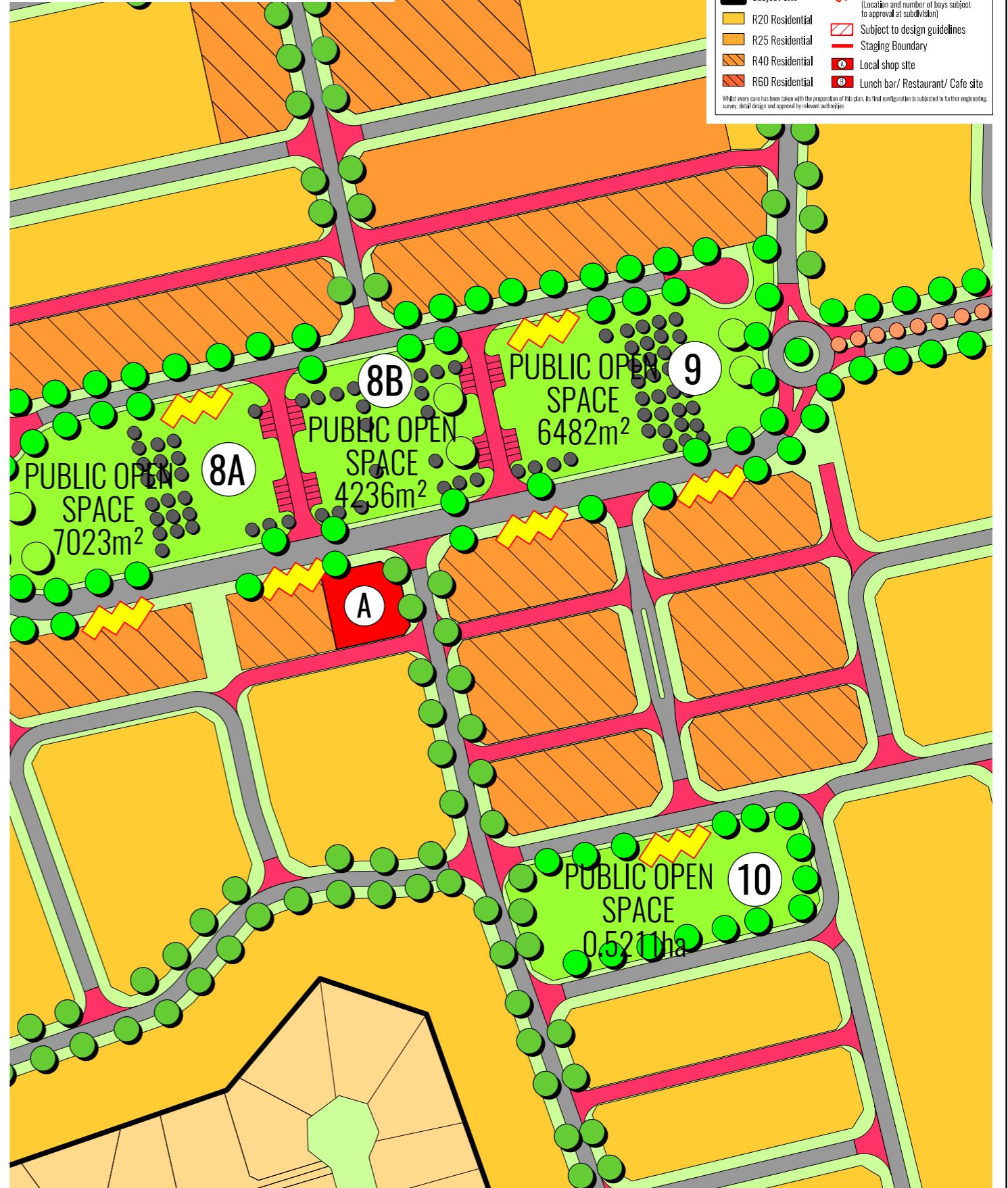
The Structure Plan has evolved from a comprehensive consultation process and now enjoys broad stakeholder support.

It is now requested that the City of Joondalup and the Western Australian Planning Commission endorse the Local Structure Plan for Lot 9017 Burns Beach Road.

EXISTING - PACBB143e



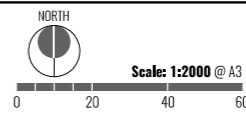
PROPOSED - PACBB-2-004



BURNS BEACH

STRUCTURE PLAN COMPARISON

Burns Beach



PLAN: PACBB-2-005
 DATE: 03/12/2019
 PROJECTION: PCG 94
 DATUM: AHD

REVISION: -
 DRAWN: RW
 PLANNER: JH
 CHECK: JH



A Unit 2, 464 Murray Street, Perth WA 6000
 P (08) 6333 1888
 E info@creativdp.com.au
 W creativdp.com.au

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4 December 2019

Chief Executive Officer
City of Joondalup
90 Boas Avenue
JOONDALUP WA 6027

ATTENTION: Chris Leigh

Dear Chris

RE: PROPOSED LOCAL STRUCTURE PLAN AMENDMENT – BURNS BEACH STRUCTURE PLAN NO. 10 – PROPOSED AMENDMENT NO. 4

Creative Design + Planning has prepared this Structure Plan Amendment on behalf of Peet Pty Ltd (Peet) and its project team in relation to Lots 243 and 244 (#44 and 46) Grand Ocean Entrance, Burns Beach (the 'subject land'). The proposed amendment is in response to a directive from the City of Joondalup during pre-lodgement consultation regarding the development of a Child Care Premises on the subject land.

1 Planning History

The *Burns Beach Structure Plan* (Structure Plan) was first endorsed by the Western Australian Planning Commission (WAPC) on 14 September 2007, at which time the 'Local Shop Precinct' (Precinct) was envisaged to bookend both corners of Grand Ocean Entrance and Whitehaven Avenue intersection; this to create a precinct to 'frame the corner and to create a small main street focus'. This configuration provided for circa 2,000m² of land and the Structure Plan emphasised provision of a Convenience Store to service the daily convenience needs of the local community.

As identified in the adopted Structure Plan – Section 7.0 *Local Shop Precinct Objective*:

"A local shop precinct has been identified to allow for the development of a small retail facility in the centre of the Estate to cater for the daily needs of the local community. It is envisaged that a small lunch bar and/or restaurant/cafe would also be developed opposite the local shop to frame the corner and to create a small mainstreet focus that enhances the vitality and vibrancy of the Estate and extends activity beyond the day light hours. Residential development will also be permitted. Shop top housing or shop top office style of development is encouraged."

Notwithstanding the above, in 2010, approval was granted to construct three single dwellings on the eastern corner site of the Grand Ocean Entrance/Whitehaven Avenue intersection; this therefore reducing the 'Local Shop Precinct' to a 877m² site on the western corner of the intersection.

The nexus and viability of a corner store in this location has declined from the original intent of the adopted Structure Plan, with commercial reality seeing said services focussed towards convenience-based retail in Service Stations or larger Local or Neighbourhood Centres. The viability of convenience retail is today often associated with a complementary or larger anchor tenant to attract greater foot traffic. As such, the reduced land area of the 'Local Shop Precinct' has significantly impacted the feasibility of a stand-alone convenience (corner) store in this locality.

This rationale also applies to the Structure Plan's other preferred convenience/retail type uses, including small lunch bar and restaurant/café. It is recognised that the City granted Planning Approval for a 'Restaurant' on the beachfront at 59 Beachside Drive, Burns Beach in July 2018. Whilst every intention is to build this Restaurant, a tenant has still yet to be negotiated and highlights the challenges of establishing a small business as a standalone operation. This also demonstrates that the viability of a second restaurant/café in the Burns Beach locality (only 450m away) is unlikely in the short-medium term.

Whilst the 'Local Shop Precinct' is significantly constrained in its feasibility for convenience-based retail land uses, there remains an opportunity for non-retail based land uses to occur on the subject site. A private entity has extended significant interest in developing a Child Care Premises as the primary land use on the subject site; this has prompted review of the permitted land uses within the 'Local Shop Precinct' as guided by the adopted Structure Plan.

2 Proposed Amendment

The purpose of the proposed Structure Plan amendment is to:

1. Modify the definition of 'Local Shop';
2. Modify the Land Use Permissibility's, Objectives and General Provisions prescribed under *Section 7.0 – Local Shop Precinct*; and
3. Update LSP Plan 1 to show:
 - Lots 313 - 315 Whitehaven Avenue as 'Residential R40' (to reflect what has been approved and constructed); thus
 - reducing the 'Local Shop Precinct' to Lots 243 and 244 Grand Ocean Entrance only.

The proposed Structure Plan amendment also provides opportunity for the Structure Plan's explanatory section to be updated, including:

- Review and update the background information regarding the development opportunities and constraints and context analysis relevant to retail and commercial facilities; and
- Update references to the City of Joondalup's District Planning Scheme No. 2 (DPS 2) to Local Planning Scheme No. 3 (LPS 3).

Attachment 1 demonstrates a comparison of the Structure Plan, before and after the proposed Structure Plan amendment.

The proposed amendment is considered to be a '**Minor**' Structure Plan amendment in light of said changes being internal to the Structure Plan boundary and reflecting changes that have already been made on the ground.

IMPORTANT NOTE:

The proposed Amendment is not intended to adjust any other objectives or provisions of the Structure Plan outside of the 'Local Shop Precinct' matter. Anticipated changes to the Burns Beach Northern Residential Precinct including matters associated with WAPC's *State Planning Policy No. 2.6 – State Coastal Planning Policy (SPP 2.6)* will be addressed via subdivision or separate Structure Plan Amendment process.

3 Land Use Justification

As prescribed under *Planning Bulletin 72 – Child Care Centres (PB 72)*, the ever increasing demand for child care centres is closely linked to demographic change. In Burns Beach there are ~3,779 persons, with the population forecast to increase to 4,218 persons by 2041 (increase of 12.2%) (Profile.id 2016). Further, as summarised in **Table 1** (over-page), in 2016 Burns Beach recorded a higher proportion of 'Pre-schoolers' and 'Primary Schoolers' than the City

of Joondalup and neighbouring suburb Kinross. It also recorded a higher proportion of households with young children than either the City of Joondalup or Kinross.

TABLE 1: Summary of Population Data (Profile.id 2016)

Category	Burns Beach	Kinross	City of Joondalup
Babies and Pre-schoolers (0 – 4yr)	7.0%	6.0%	5.7%
Primary Schoolers (5 – 11yr)	12.1%	10.5%	9.5%
Households w/ Young Children (0-15yr)	31.9%	26.8%	22.5%

With the recent trend for both parents to work due to economic pressures, there is an increased demand for child care services in newly established communities. Notwithstanding the above, Burns Beach does not have any child care centres as demonstrated in **Figure 1** below. As such, residents are required to travel outside of the Estate to their nearest child care centre.

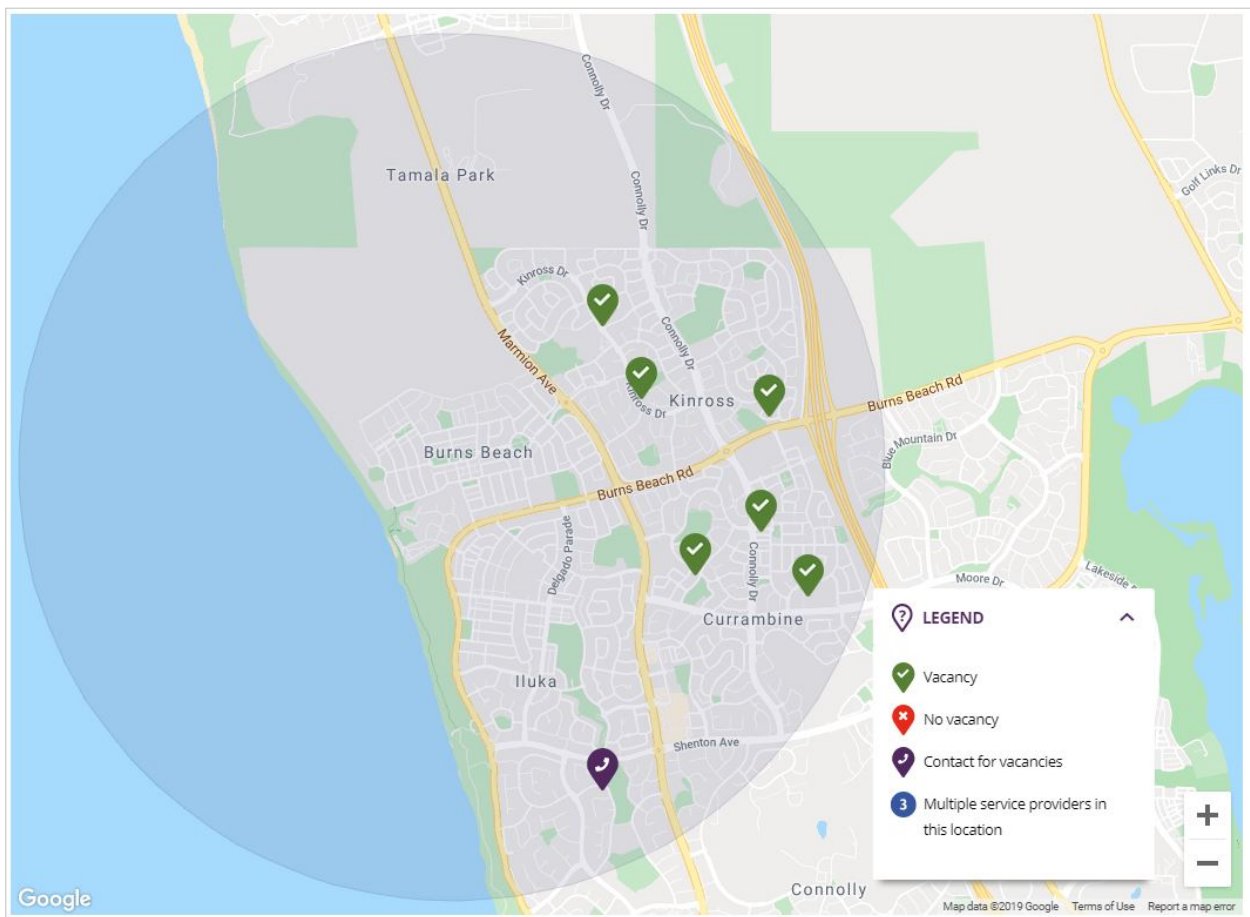


Figure 1: Department of Education and Training (2019), Child Care Finder. Map identifies Child Care Centres within a 3km radius of Burns Beach.

Child care centres provide a vital community function, supporting early childhood learning, enabling parents to re-enter the workforce and generating local employment opportunities. The proposed location of the child care premises is located central to the Structure Plan area so as to maximise the service catchment for Burns Beach residents and to ensure that it is within easy walking distance for the majority of residents.

As the proposed location of the child care centre adjoins existing residential development, the child care centre envisaged for the site has been designed to be of an appropriate size and scale that it will not impact the amenity of the surrounding residential area. More detailed planning through the development application process will ensure

that measures are also taken to address the general design outcome of the centre, traffic impacts (i.e. access and parking), noise and landscaping.

4 Summary & Conclusion

In light of the abovementioned feasibility constraints, non-retail based uses, such as a Child Care Premises, represent a more appropriate and feasible land use for sites such as this, which will see the site developed and activated, bringing benefit to the local community.

The inclusion of additional land use permissibility's, particularly the inclusion of a Child Care Premises within the Local Shop Precinct, enhances the flexibility of the subject land to respond to the local needs of a newly established residential catchment and will help generate local employment opportunities. Further, the provision of a child care centre will address the need for vital social infrastructure that, as illustrated in Figure 1 above, is so clearly missing within the Burns Beach area.

We trust the submitted documentation is to the City of Joondalup's satisfaction and look forward to liaising with the City to ensure approval for the amended Structure Plan for Burns Beach can be facilitated in a timely manner.

Yours faithfully

CREATIVE DESIGN + PLANNING

FRANK ARANGIO

Managing Director

CC

Enc. **Attachment 1** – Structure Plan Map Comparison

Amended Structure Plan Map

Amended Structure Plan Text (Track Changes)



COMMUNITY ENGAGEMENT OUTCOMES REPORT

Proposed Amendment to Burns
Beach Structure Plan

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OVERVIEW

The community was invited to provide feedback from 6 February 2020 to 4 March 2020 on an application to amend the Burns Beach Structure Plan. The amendment proposed changing the allowable land uses, general development provisions and reducing the size of the Local Shop Precinct. Feedback was sought by way of a Submission Form to determine the overall level of community support.

The City collected a total of 181 valid submissions throughout the 28-day advertised engagement period. The majority of submissions came from stakeholders who had been engaged directly by the City, indicating an overall response rate of 11.3%. This included 2 submissions from the following community and government stakeholders:

- Burns Beach Residents Association Inc
- Department of Education

Respondents were asked to indicate their level of support for the proposed amendment to the Burns Beach Structure Plan on a 5-point scale from “strongly oppose” to “strongly support”. Just under 90% of respondents indicated that they “oppose” or “strongly oppose” the proposed amendment.

Common themes that emerged from the feedback include: the view that a childcare centre would cause/exacerbate traffic/parking issues, the view that the location would be dangerous for children/parents dropping off and picking up, the view that the site should be used for its original designated purpose and that the structure plan should not be altered, and the view that a childcare centre would be better located at the site of the proposed primary school.

STAKEHOLDERS

A total of 1,596 stakeholders were *directly* engaged by the City. Stakeholders identified included:

- Residents and landowners of properties within the Burns Beach Structure Plan area = 1,404
- Community Engagement Network members residing in Burns Beach = 185
- Resident/ratepayer groups = 1
 - Burns Beach Residents Association Inc
- Government departments/agencies = 1
 - Department of Education

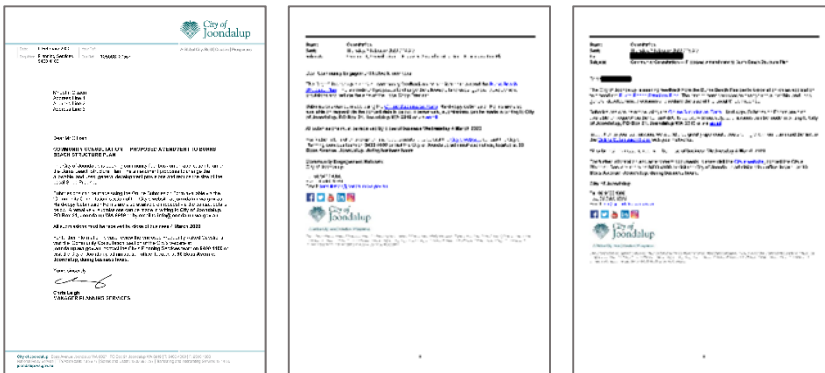
Additional stakeholders, including interested residents/landowners outside of the Burns Beach Structure Plan area, were also indirectly engaged by the City via the engagement materials described below.

ENGAGEMENT MATERIALS

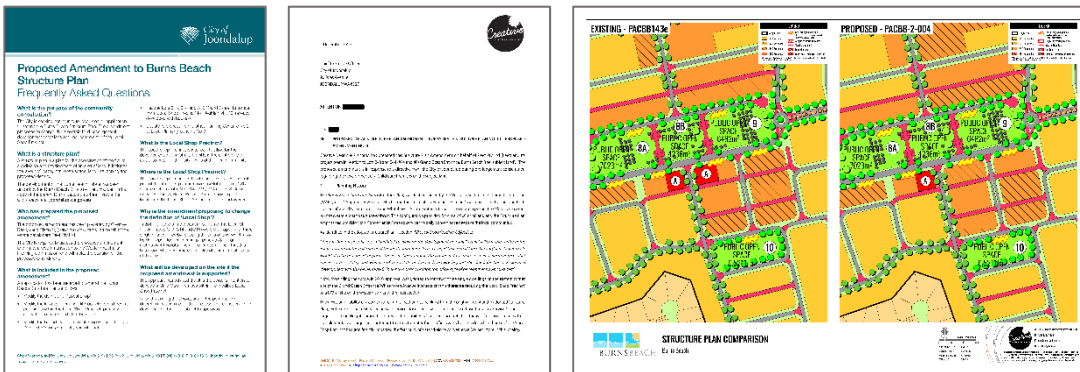
Residents and landowners of properties located within the Burns Beach Structure Plan area and the Department of Education were sent information packs through the post containing a cover letter and Frequently Asked Questions document. These stakeholders were invited to review the structure plan amendment documents available via the City's website, and submit feedback via an Online Submission Form, hard-copy Submission Form, or in writing to the City via post or email.

Members of the City's Community Engagement Network residing in Burns Beach and the Burns Beach Residents Association Inc were sent emails linking them to the City's website to review the Frequently Asked Questions document and structure plan amendment documents. These stakeholders were invited to submit feedback via the Online Submission Form, hard-copy Submission Form, or in writing to the City via post or email.

Cover letter to residents/landowners and Department of Education, email to Community Engagement Network members, and email to Burns Beach Residents Association Inc (see Appendix 1–3 for full):



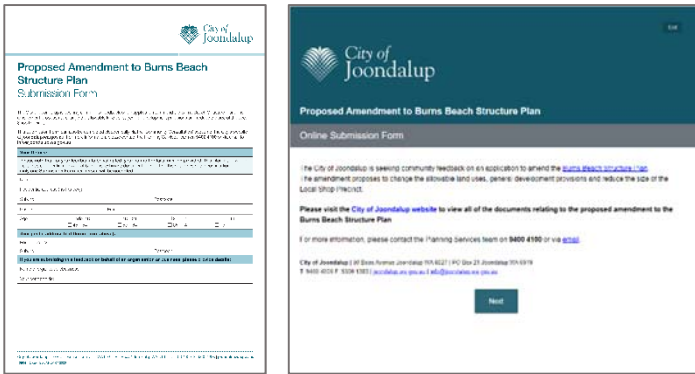
Frequently Asked Questions, Structure Plan Amendment Applicant Justification, and Structure Plan Amendment Map (see Appendix 4–6 for full):



Structure Plan Amendment Report (not provided in Appendix due to size):



Hard-copy and Online Submission Forms (see Appendix 7–8 for full):



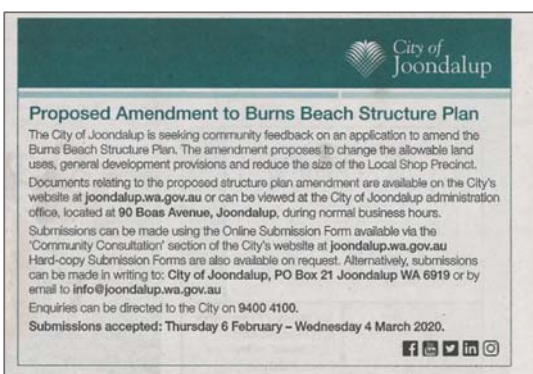
In addition to directly contacting identified stakeholders via post and email, the City advertised the engagement to other community members via the following means:

- Webpage linked through the “Community Consultation” section of the City’s website visible from 6 February 2020 to 4 March 2020.
- Signage erected on-site in Burns Beach from 6 February 2020 to 4 March 2020.
- Public notice published in the *Joondalup Times* community newspaper on 6 February 2020.

Community Consultation webpage on the City’s website (see Appendix 9 for full):



Public notice (see Appendix 10 for full):



Signage erected on-site (see Appendix 11 for full):



Proposed Amendment to Burns Beach Structure Plan

An application has been received to amend provisions related to the Local Shop Precinct within the Burns Beach Structure Plan.

Documents and further information are available on the City of Joondalup website at joondalup.wa.gov.au, or can be viewed during business hours at the City of Joondalup administration office, located at 90 Boas Avenue, Joondalup.

Enquiries can be directed to the City on 9400 4100.

Submissions accepted:
Thursday 6 February 2020 – Wednesday 4 March 2020



RESPONSE RATE

The City collected a total of 181 valid submissions throughout the 28-day advertised consultation period. Submissions that were considered valid include all those which contained contact details enabling identification and were submitted within the advertised consultation period. Where multiple submissions were received from the same individual these were combined into a single submission.

Of the 181 respondents, the majority provided feedback via the Online Submission Form (172). The remaining 9 respondents provided feedback via the hard-copy Submission Form (1) or via email or letter to the City (8). Of the 1,404 residents/landowners within the Burns Beach Structure Plan area, 173 submitted feedback. For Community Engagement Network Members, 39 submitted feedback and a further 5 community members (who were not engaged directly) also submitted feedback.

The City also received a total of 2 submissions from community and government stakeholders, including:

- Burns Beach Residents Association Inc
- Department of Education

(Note that an analysis of these stakeholder responses has not been included in this report. Full responses are provided at Appendix 12–13.)

In total, the majority of submissions came from stakeholders who had been engaged directly by the City, indicating an overall response rate of 11.3%. This data is shown in the tables below.

Submissions received by submission method:	N	%
Online Submission Forms	172	95.0%
Hard-copy Submission Forms	1	0.6%
Emails/letters	8	4.4%
Total responses	181	100.0%

	Forms sent	Forms received	Response rate
Submissions received by stakeholder type:	N	N*	%
Residents and landowners of properties within the Burns Beach Structure Plan area	1,404	173	12.3%
Community Engagement Network members residing in Burns Beach	185	39	21.1%
Resident/ratepayer groups	1	1	100.0%
Burns Beach Residents Association Inc	1	1	100.0%
Government stakeholders	1	1	100.0%
Department of Education	1	1	100.0%
Other community members (engaged indirectly)	—	5	—
Total response rate (engaged directly)	1,596	181	11.3%

*Numbers may not add up to total, as respondents can represent more than 1 stakeholder type.

DEMOGRAPHICS

Respondent address

Respondents were asked to provide their contact address and almost all respondents reside in the suburb of Burns Beach (174). This data is shown in the table and chart below.

Responses received by suburb:	N	%
City of Joondalup	177	98.9%
Burns Beach	174	97.2%
Other	3	1.7%
Other (outside City of Joondalup)	2	1.1%
Total responses (community members)	179	100.0%

Responses received by suburb:

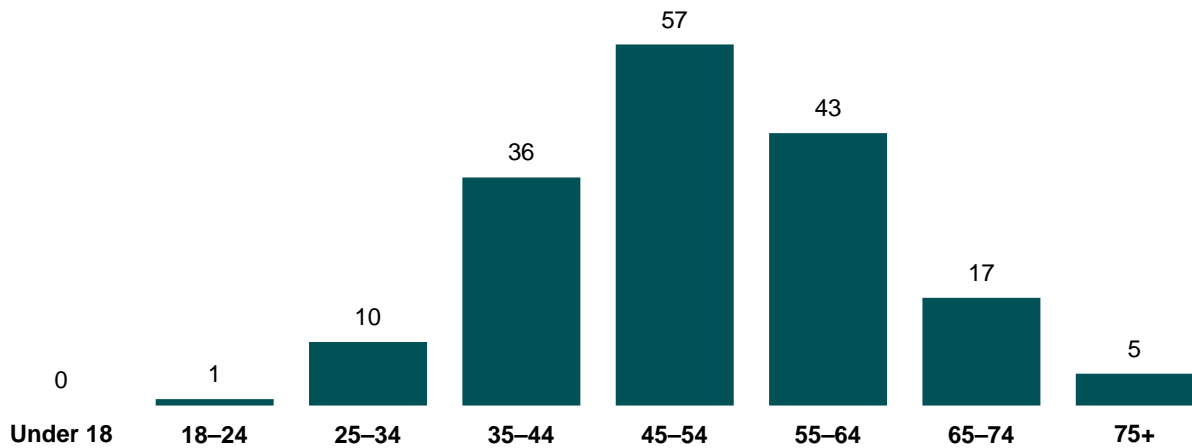


Respondent age

Respondents were asked to provide their age and just under one-third are between 45 and 54 years of age (57), a further one-quarter of respondents are between 55 and 64 years (43). Few respondents are under 35 years (11). This data is shown in the table and chart below.

Responses received by age:	N	%
Under 18 years	0	0.0%
18–24 years	1	0.6%
25–34 years	10	5.6%
35–44 years	36	20.1%
45–54 years	57	31.8%
55–64 years	43	24.0%
65–74 years	17	9.5%
75+ years	5	2.8%
No response	10	5.6%
Total responses (community members)	179	100.0%

Responses received by age:



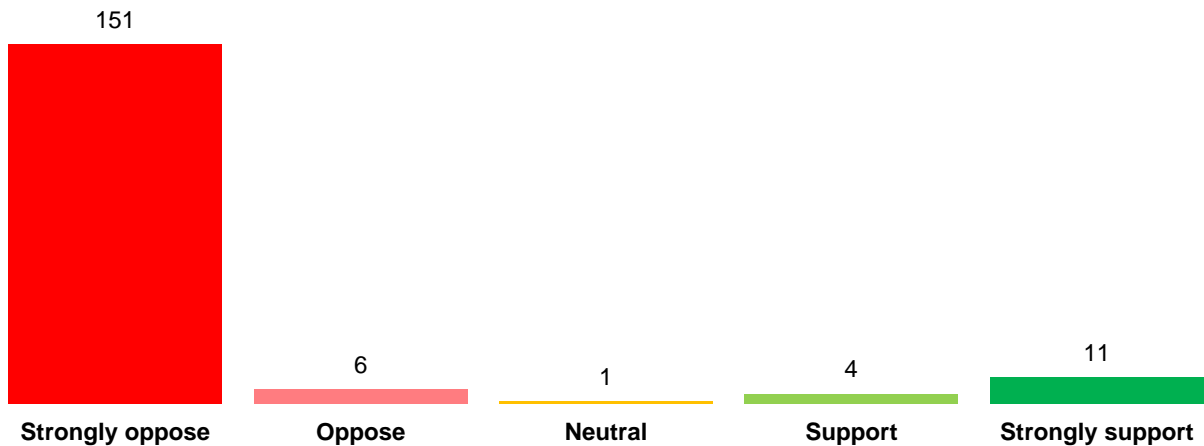
SUBMISSION FORM QUESTIONS

QUESTION: “Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan”

Respondents were asked to review all of the documents relating to the proposed amendment to the Burns Beach Structure Plan and then indicate their level of support for the proposed amendment. They were asked to indicate this on a 5-point scale from “strongly oppose” to “strongly support”. Just under 90% of respondents indicated that they “oppose” (6) or “strongly oppose” (151) the proposed amendment. This data is shown in the table and chart below.

Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan:	N	%
Strongly oppose	151	84.4%
Oppose	6	3.4%
Neutral	1	0.6%
Support	4	2.2%
Strongly support	11	6.1%
No response	6	3.4%
Total responses (community members)	179	100.0%

Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan:



QUESTION: “Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?”

Respondents were asked if they have any comments regarding the proposed amendment to the Burns Beach Structure Plan. A total of 144 respondents provided comment and these vary in subject matter. Common themes include the view that a childcare centre would cause/exacerbate traffic/parking issues (88), the view that the location would be dangerous for children/parents dropping off and picking up (55), the view that the site should be used for its original designated purpose and that the structure plan should not be altered (47), and the view that a childcare centre would be better located at the site of the proposed primary school (45). These comments have been broadly grouped and summarised in the table below. Verbatim comments have been randomised and are provided at Appendix 14.

Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?	N*	%
Support proposed amendment (in general)	3	1.7%
Childcare centre is not required (in general)	7	3.9%
Childcare centre will cause/exacerbate traffic/parking issues	88	49.2%
Childcare centre will cause noise issues	16	8.9%
Childcare centre will devalue surrounding properties	8	4.5%
Site is too small for a childcare centre	5	2.8%
Site should be used for its original designated purpose/structure plan should not be altered	47	26.3%
Housing should not have been permitted on neighbouring lots	22	12.3%
Prefer housing/residential on site	30	16.8%
Prefer shops/restaurant/café on site	18	10.1%
Do not want shops/restaurant/café on site	9	5.0%
Site should be developed to benefit whole of community/broader demographic	11	6.1%
Location is dangerous for children/parents (traffic, etc)	55	30.7%
Childcare centre will/should be located at/near school site instead	45	25.1%
Childcare centre will/should be located at Iluka commercial area instead	9	5.0%
Childcare centre should be located elsewhere instead	8	4.5%
Developer/City not serving interests of community/profit-driven	19	10.6%
Other/miscellaneous comment	19	10.6%
Total comments (community members)	144	80.4%
Total responses (community members)	179	100.0%

*Numbers may not add up to total, as respondents may have addressed more than one subject.

APPENDIX 1 — Cover letter to residents and landowners of properties within the Burns Beach Structure Plan area



Date: 6 February 2020
Enquiries: Planning Services
9400 4100

Your Ref:
Our Ref: 108563; 29557

A Global City: Bold | Creative | Prosperous

Mr John Citizen
Address Line 1
Address Line 2
Address Line 3

Dear Mr Citizen

COMMUNITY CONSULTATION — PROPOSED AMENDMENT TO BURNS BEACH STRUCTURE PLAN

The City of Joondalup is seeking community feedback on an application to amend the Burns Beach Structure Plan. The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Submissions can be made using the Online Submission Form available via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. Hard-copy Submission Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to info@joondalup.wa.gov.au

All submissions must be received by close of business **4 March 2020**.

For further information, please review the enclosed Frequently Asked Questions, visit the 'Community Consultation' section of the City's website at joondalup.wa.gov.au, contact the City's Planning Services team on **9400 4100** or visit the City of Joondalup administration office, located at **90 Boas Avenue, Joondalup**, during business hours.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chris Leigh".

Chris Leigh
MANAGER PLANNING SERVICES

APPENDIX 2 — Email to Community Engagement Network members residing in Burns Beach

From: Consultation
Sent: Thursday, 6 February 2020 7:14 AM
Subject: Community Consultation — Proposed Amendment to Burns Beach Structure Plan

Dear Community Engagement Network members

The City of Joondalup is seeking community feedback on an application to amend the [Burns Beach Structure Plan](#). The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Submissions can be made using the [Online Submission Form](#). Hard-copy Submission Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or via [email](#).

All submissions must be received by close of business **Wednesday 4 March 2020**.

For further information and amendment documents, please visit the [City's website](#), contact the City's Planning Services team on **9400 4100** or visit the City of Joondalup administration office, located at **90 Boas Avenue, Joondalup**, during business hours.

Community Engagement Network
City of Joondalup

Tel: 08 9400 4000
Fax: 08 9300 1383
Email: consultation@joondalup.wa.gov.au



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The information contained in this communication may be confidential or commercially sensitive. If you are not the intended recipient you must not copy this communication, disclose its contents to any other party, or take any action in reliance on it. Please delete and destroy all copies and immediately notify the sender on 9400 4000 or by reply email.

APPENDIX 3 — Email to Burns Beach Residents Association Inc

From: Consultation
Sent: Thursday, 6 February 2020 7:15 AM
To: [REDACTED]
Subject: Community Consultation — Proposed Amendment to Burns Beach Structure Plan

Dear [REDACTED]

The City of Joondalup is seeking feedback from the Burns Beach Residents Association on an application to amend the [Burns Beach Structure Plan](#). The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Submissions can be made using the [Online Submission Form](#). Hard-copy Submission Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or via [email](#).

In addition to your submission, we would also greatly appreciate you sharing this information and the link to the [Online Submission Form](#) with your networks.

All submissions must be received by close of business **Wednesday 4 March 2020**.

For further information and amendment documents, please visit the [City's website](#), contact the City's Planning Services team on **9400 4100** or visit the City of Joondalup administration office, located at **90 Boas Avenue, Joondalup**, during business hours.

City of Joondalup

Tel: 08 9400 4000
Fax: 08 9300 1383
Email: info@joondalup.wa.gov.au



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Proposed Amendment to Burns Beach Structure Plan

Frequently Asked Questions

What is the purpose of the community consultation?

The City is seeking community feedback on an application to amend the Burns Beach Structure Plan. The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

What is a structure plan?

A structure plan is a plan for the coordination of the future subdivision and development of an area of land. It includes the layout of roads, lots, open space, land use, zoning and proposed density.

The development of the Burns Beach Estate has been guided by the Burns Beach Structure Plan. You can find a copy of the current Burns Beach Structure Plan via the City's website at joondalup.wa.gov.au

Who has prepared the proposed amendment?

The proposed amendment has been prepared by Creative Design and Planning (planning consultants) on behalf of the estate developers Peet Pty Ltd.

The City is required to assess the proposed amendment and make a recommendation to the Western Australian Planning Commission who will make the decision on the proposed amendment.

What is included in the proposed amendment?

An application has been received to amend the Burns Beach Structure Plan as follows:

- Modify the definition of 'Local Shop'
- Modify the land use permissibility, objectives and general provisions within the Local Shop Precinct, primarily to allow the land use Child Care Premises
- Modify the boundary of the Local Shop Precinct to Lots 243 and 244 only (currently vacant land)

- Rezone Lots 313, 314 and 315 Grand Ocean Entrance from 'Local Shop Precinct' to 'Residential R40' (already developed with houses)
- Update references from District Planning Scheme No 2 to Local Planning Scheme No 3.

What is the Local Shop Precinct?

The Local Shop Precinct is intended to allow for the development of a small retail facility in the centre of the estate to cater for the daily needs of the local community.

Where is the Local Shop Precinct?

The Local Shop Precinct is located in the southern central part of the structure plan area over five lots totalling 1,860 square metres (Lots 243, 244, 315, 314 and 313 Grand Ocean Entrance, Burns Beach). A map showing the location of the Local Shop Precinct can be found overleaf.

Why is the amendment proposing to change the definition of 'Local Shop'?

In 2010, three lots in the eastern portion of the Local Shop Precinct (Lots 313, 314 and 315) were developed with three single houses, thereby reducing the area of land which may be developed for commercial purposes to 877 square metres over two lots. The applicant has advised that this has reduced the commercial viability of a small retail facility at this location.

What will be developed on the site if the proposed amendment is supported?

The applicant has advised that it is the owner's intention to develop a Child Care Premises within the modified Local Shop Precinct.

Notwithstanding the above, any of the permitted or discretionary land uses in the Local Shop Precinct could be developed on the site (subject to approval).

Does the amendment propose to change the height limit?

No. The Burns Beach Structure Plan allows a maximum height of two storeys within the Local Shop Precinct; no changes are proposed to this height limit.

Who is being consulted with on the proposed amendment?

The City is consulting directly with the following stakeholders:

- All City of Joondalup residents and landowners of properties within the Burns Beach Structure Plan area
- Community Engagement Network members living in Burns Beach
- Burns Beach Residents Association.

In addition, all information is available on the City's website and anyone interested in the proposed amendment can submit feedback. Submissions are limited to one per person.

How do I provide feedback?

Submissions can be made using the Online Submission Form available via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. Hard-copy Submission Forms are also available on request.

Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21 Joondalup WA 6919** or by email to info@joondalup.wa.gov.au

When does the community consultation period close?

The community consultation period is open for 28 days from **Thursday 6 February 2020 – Wednesday 4 March 2020**.

Will my submission or personal details be released to the public?

The City will not publish your name and address in the Council report on the outcomes of the community consultation. However, your full (anonymous) comments may be published.

What happens next?

The City will consider all submissions received and prepare a report for Council on the outcomes of consultation and the assessment of the proposed amendments to the structure plan.

Council will then make a recommendation to the Western Australian Planning Commission who will decide whether to approve the proposed amendment (with or without modifications) or refuse the amendment.

This process may take many months and the exact timing of any final decision by the State Government is unknown.

If you would like to be informed via email when the outcomes of the consultation are presented to Council, please tick the appropriate box on the Submission Form and ensure you provide your email address.

Who do I contact for further information?

For further information on the proposed amendment to the Burns Beach Structure Plan, please contact the Planning Services team on **9400 4100** or email info@joondalup.wa.gov.au

Location of Local Shop Precinct:



APPENDIX 5 — Structure Plan Amendment Applicant Justification (page 1)



4 December 2019

Chief Executive Officer
City of Joondalup
90 Boas Avenue
JOONDALUP WA 6027

ATTENTION: [REDACTED]

Dear [REDACTED]

RE: PROPOSED LOCAL STRUCTURE PLAN AMENDMENT – BURNS BEACH STRUCTURE PLAN NO. 10 – PROPOSED AMENDMENT NO. 4

Creative Design + Planning has prepared this Structure Plan Amendment on behalf of Peet Pty Ltd (Peet) and its project team in relation to Lots 243 and 244 (#44 and 46) Grand Ocean Entrance, Burns Beach (the 'subject land'). The proposed amendment is in response to a directive from the City of Joondalup during pre-lodgement consultation regarding the development of a Child Care Premises on the subject land.

1 Planning History

The *Burns Beach Structure Plan* (Structure Plan) was first endorsed by the Western Australian Planning Commission (WAPC) on 14 September 2007, at which time the 'Local Shop Precinct' (Precinct) was envisaged to bookend both corners of Grand Ocean Entrance and Whitehaven Avenue intersection; this to create a precinct to 'frame the corner and to create a small main street focus'. This configuration provided for circa 2,000m² of land and the Structure Plan emphasised provision of a Convenience Store to service the daily convenience needs of the local community.

As identified in the adopted Structure Plan – Section 7.0 *Local Shop Precinct Objective*:

"A local shop precinct has been identified to allow for the development of a small retail facility in the centre of the Estate to cater for the daily needs of the local community. It is envisaged that a small lunch bar and/or restaurant/cafe would also be developed opposite the local shop to frame the corner and to create a small mainstreet focus that enhances the vitality and vibrancy of the Estate and extends activity beyond the day light hours. Residential development will also be permitted. Shop top housing or shop top office style of development is encouraged."

Notwithstanding the above, in 2010, approval was granted to construct three single dwellings on the eastern corner site of the Grand Ocean Entrance/Whitehaven Avenue intersection; this therefore reducing the 'Local Shop Precinct' to a 877m² site on the western corner of the intersection.

The nexus and viability of a corner store in this location has declined from the original intent of the adopted Structure Plan, with commercial reality seeing said services focussed towards convenience-based retail in Service Stations or larger Local or Neighbourhood Centres. The viability of convenience retail is today often associated with a complementary or larger anchor tenant to attract greater foot traffic. As such, the reduced land area of the 'Local Shop Precinct' has significantly impacted the feasibility of a stand-alone convenience (corner) store in this locality.

Unit 2/464 Murray Street Perth WA 6000 | PO Box 8002 Perth WA 6850 | ACN 600 658 722 | ABN 47 600 658 722
T +61 8 6333 1888 | E info@creativedp.com.au | W www.creativedp.com.au

This rationale also applies to the Structure Plan's other preferred convenience/retail type uses, including small lunch bar and restaurant/café. It is recognised that the City granted Planning Approval for a 'Restaurant' on the beachfront at 59 Beachside Drive, Burns Beach in July 2018. Whilst every intention is to build this Restaurant, a tenant has still yet to be negotiated and highlights the challenges of establishing a small business as a standalone operation. This also demonstrates that the viability of a second restaurant/café in the Burns Beach locality (only 450m away) is unlikely in the short-medium term.

Whilst the 'Local Shop Precinct' is significantly constrained in its feasibility for convenience-based retail land uses, there remains an opportunity for non-retail based land uses to occur on the subject site. A private entity has extended significant interest in developing a Child Care Premises as the primary land use on the subject site; this has prompted review of the permitted land uses within the 'Local Shop Precinct' as guided by the adopted Structure Plan.

2 Proposed Amendment

The purpose of the proposed Structure Plan amendment is to:

1. Modify the definition of 'Local Shop';
2. Modify the Land Use Permissibility's, Objectives and General Provisions prescribed under *Section 7.0 – Local Shop Precinct*; and
3. Update LSP Plan 1 to show:
 - o Lots 313 – 315 Whitehaven Avenue as 'Residential R40' (to reflect what has been approved and constructed); thus
 - o reducing the 'Local Shop Precinct' to Lots 243 and 244 Grand Ocean Entrance only.

The proposed Structure Plan amendment also provides opportunity for the Structure Plan's explanatory section to be updated, including:

- Review and update the background information regarding the development opportunities and constraints and context analysis relevant to retail and commercial facilities; and
- Update references to the City of Joondalup's District Planning Scheme No. 2 (DPS 2) to Local Planning Scheme No. 3 (LPS 3).

Attachment 1 demonstrates a comparison of the Structure Plan, before and after the proposed Structure Plan amendment.

The proposed amendment is considered to be a 'Minor' Structure Plan amendment in light of said changes being internal to the Structure Plan boundary and reflecting changes that have already been made on the ground.

IMPORTANT NOTE:

The proposed Amendment is not intended to adjust any other objectives or provisions of the Structure Plan outside of the 'Local Shop Precinct' matter. Anticipated changes to the Burns Beach Northern Residential Precinct including matters associated with WAPC's *State Planning Policy No. 2.6 – State Coastal Planning Policy (SPP 2.6)* will be addressed via subdivision or separate Structure Plan Amendment process.

3 Land Use Justification

As prescribed under *Planning Bulletin 72 – Child Care Centres (PB 72)*, the ever increasing demand for child care centres is closely linked to demographic change. In Burns Beach there are ~3,779 persons, with the population forecast to increase to 4,218 persons by 2041 (increase of 12.2%) (Profile.id 2016). Further, as summarised in **Table 1** (over-page), in 2016 Burns Beach recorded a higher proportion of 'Pre-schoolers' and 'Primary Schoolers' than the City



of Joondalup and neighbouring suburb Kinross. It also recorded a higher proportion of households with young children than either the City of Joondalup or Kinross.

TABLE 1: Summary of Population Data (Profile.id 2016)

Category	Burns Beach	Kinross	City of Joondalup
Babies and Pre-schoolers (0 – 4yr)	7.0%	6.0%	5.7%
Primary Schoolers (5 – 11yr)	12.1%	10.5%	9.5%
Households w/ Young Children (0-15yr)	31.9%	26.8%	22.5%

With the recent trend for both parents to work due to economic pressures, there is an increased demand for child care services in newly established communities. Notwithstanding the above, Burns Beach does not have any child care centres as demonstrated in Figure 1 below. As such, residents are required to travel outside of the Estate to their nearest child care centre.

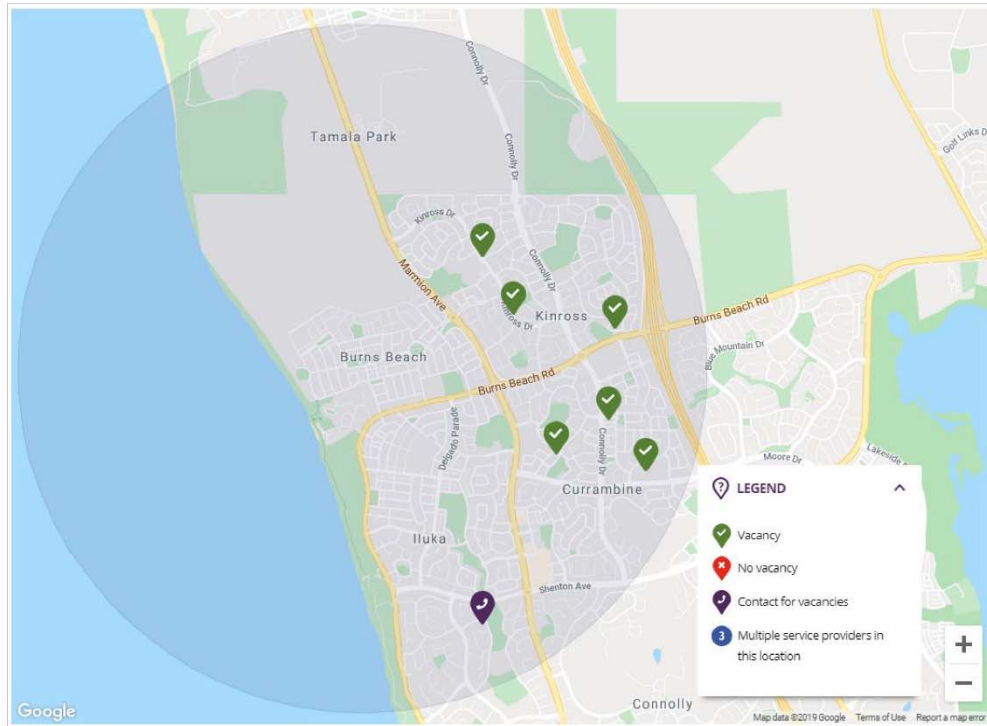


Figure 1: Department of Education and Training (2019), Child Care Finder. Map identifies Child Care Centres within a 3km radius of Burns Beach.

Child care centres provide a vital community function, supporting early childhood learning, enabling parents to re-enter the workforce and generating local employment opportunities. The proposed location of the child care premises is located central to the Structure Plan area so as to maximise the service catchment for Burns Beach residents and to ensure that it is within easy walking distance for the majority of residents.

As the proposed location of the child care centre adjoins existing residential development, the child care centre envisaged for the site has been designed to be of an appropriate size and scale that it will not impact the amenity of the surrounding residential area. More detailed planning through the development application process will ensure



that measures are also taken to address the general design outcome of the centre, traffic impacts (i.e. access and parking), noise and landscaping.

4 Summary & Conclusion

In light of the abovementioned feasibility constraints, non-retail based uses, such as a Child Care Premises, represent a more appropriate and feasible land use for sites such as this, which will see the site developed and activated, bringing benefit to the local community.

The inclusion of additional land use permissibility's, particularly the inclusion of a Child Care Premises within the Local Shop Precinct, enhances the flexibility of the subject land to respond to the local needs of a newly established residential catchment and will help generate local employment opportunities. Further, the provision of a child care centre will address the need for vital social infrastructure that, as illustrated in Figure 1 above, is so clearly missing within the Burns Beach area.

We trust the submitted documentation is to the City of Joondalup's satisfaction and look forward to liaising with the City to ensure approval for the amended Structure Plan for Burns Beach can be facilitated in a timely manner.

Yours faithfully

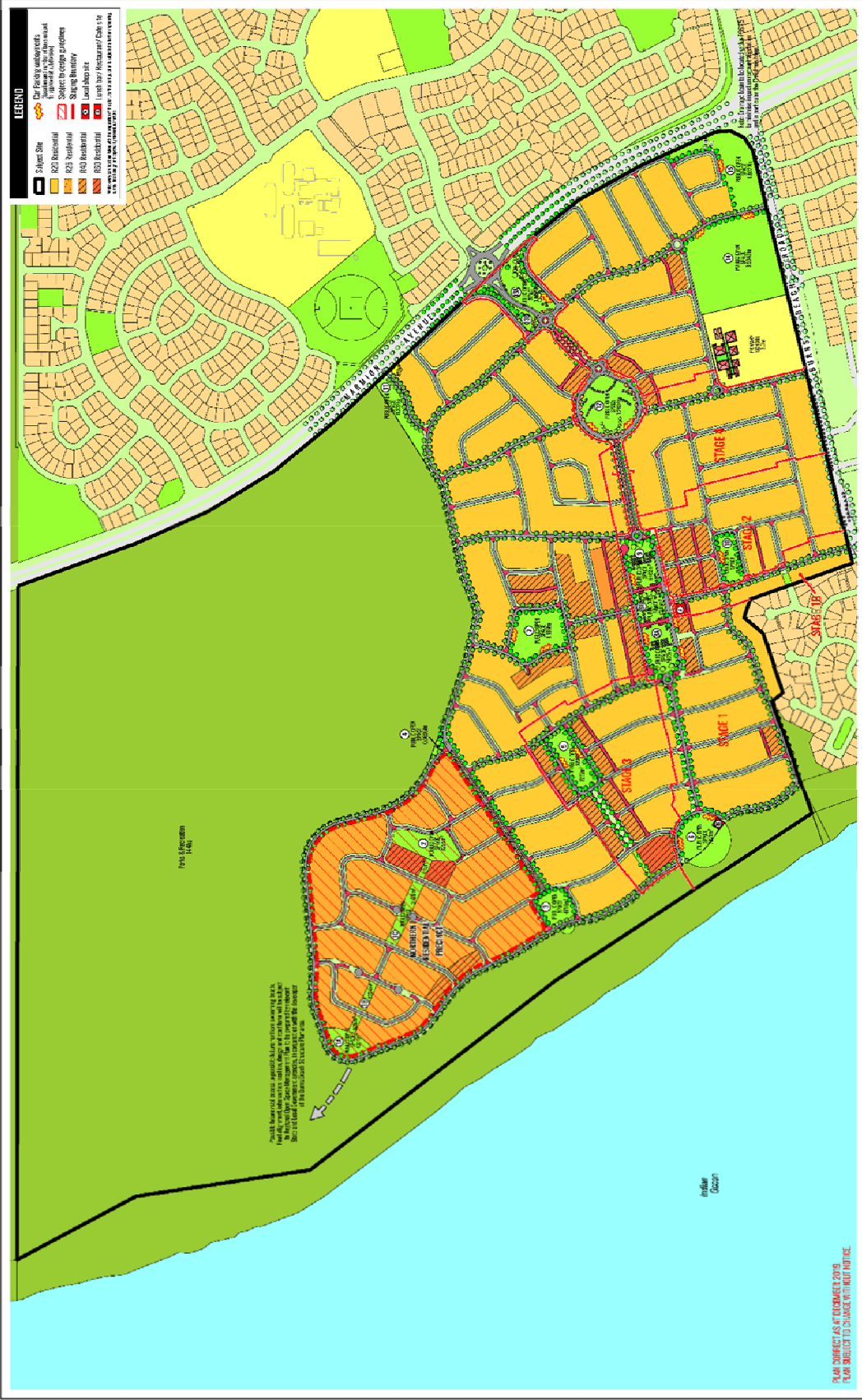
CREATIVE DESIGN + PLANNING

██████████
██████████

CC

- Enc. **Attachment 1** – Structure Plan Map Comparison
 - Amended Structure Plan Map
 - Amended Structure Plan Text (Track Changes)





APPENDIX 7 — Hard-copy Submission Form (page 1)



Proposed Amendment to Burns Beach Structure Plan Submission Form

The City of Joondalup is seeking community feedback on an application to amend the Burns Beach Structure Plan. The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

This Submission Form can also be completed electronically via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. For more information, please contact the Planning Services team on **9400 4100** or via email to info@joondalup.wa.gov.au

Your Details:				
Please note that for your feedback to be validated, your contact details must be provided. This information will be treated as confidential and will not be published in any document or report on the outcomes of the consultation. Only one Submission Form per person will be accepted.				
Name:				
Residential address (no PO box):				
Suburb:		Postcode:		
Phone:		Email:		
Age:	<input type="checkbox"/> under 18	<input type="checkbox"/> 18 – 24	<input type="checkbox"/> 25 – 34	<input type="checkbox"/> 35 – 44
	<input type="checkbox"/> 45 – 54	<input type="checkbox"/> 55 – 64	<input type="checkbox"/> 65 – 74	<input type="checkbox"/> 75+
Your postal address (if different from above):				
Postal address:				
Suburb:		Postcode:		
If you are submitting this feedback on behalf of an organisation or business, please provide details:				
Name of organisation/business:				
Your position/title:				

Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan as per the amendment documents available via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au

<input type="checkbox"/> Strongly oppose	<input type="checkbox"/> Oppose	<input type="checkbox"/> Neutral	<input type="checkbox"/> Support	<input type="checkbox"/> Strongly support
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Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?

Request to be informed:

Community engagement assists Council in deliberating and then making decisions on certain matters. The analysis from this engagement will be provided to Council to assist them in their decision-making role first at a Briefing Session and then at a Council meeting. Deputations can be made at Briefing Sessions by appointment, and questions and public statements can be presented at Council meetings.

I would like to be informed via email when this engagement will be presented at a Briefing Session and Council meeting.
Please ensure your email address is provided in the 'Your details' section.

City of Joondalup Community Engagement Network:


The Community Engagement Network is a network of community members interested in being consulted and engaged on an ongoing basis about future strategic initiatives in the City of Joondalup. Contact details are kept strictly confidential and members can opt-out at any time. If you are interested in joining the City of Joondalup Community Engagement Network, subscribe on the City's website at joondalup.wa.gov.au or tick the box below.

I would like to join the City of Joondalup Community Engagement Network
Please ensure your email address is provided in the 'Your details' section above.

Thank you for your feedback.
Submissions accepted: Thursday 6 February 2020 – Wednesday 4 March 2020.

APPENDIX 8 — Online Submission Form (page 1)

[Exit](#)

 **City of
Joondalup**

Proposed Amendment to Burns Beach Structure Plan

Online Submission Form

The City of Joondalup is seeking community feedback on an application to amend the [Burns Beach Structure Plan](#). The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Please visit the [City of Joondalup website](#) to view all of the documents relating to the proposed amendment to the Burns Beach Structure Plan.

For more information, please contact the Planning Services team on **9400 4100** or via [email](#).

City of Joondalup | 90 Boas Avenue Joondalup WA 6027 | PO Box 21 Joondalup WA 6919
T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

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Proposed Amendment to Burns Beach Structure Plan

Online Submission Form

Please note that for your feedback to be validated, your full contact details must be provided. This information will be treated as confidential and will not be published or linked to your comments in any report to Council on the outcomes of the consultation.

Only one Submission Form per person will be accepted.

*** Your details:**

Name:

Residential address (no PO Box):

Suburb:

Postcode:

Phone:

Email:

Your postal address (if different from above):

Postal address:

Suburb:

Postcode:

Your age:


If you are submitting this feedback on behalf of an organisation or business, please provide details:

Name of organisation/business:

Your position/title:

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T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

[Exit](#)



City of Joondalup

Proposed Amendment to Burns Beach Structure Plan

Online Submission Form

Please visit the [City of Joondalup website](#) to view all of the documents relating to the proposed amendment to the Burns Beach Structure Plan

Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan.

Strongly oppose	Oppose	Neutral	Support	Strongly support
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?

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T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

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Proposed Amendment to Burns Beach Structure Plan

Review Your Submission

A copy of your submission is available below for your review, this can be printed through your browser. If you would like to make any changes, please click on the "Prev" button at the bottom of the screen. If you would like to proceed with the submission, please click on the "Next" button.

Your Details

Your contact details:

Name: SAMPLE
Residential address: SAMPLE
Suburb: SAMPLE
Postcode: SAMPLE
Phone: SAMPLE
Email: SAMPLE

Your postal address:

Postal address: SAMPLE
Suburb: SAMPLE
Postcode: SAMPLE

Your age: Under 18 years

Submitting on behalf of an organisation, trust or business:

Name of organisation/business: SAMPLE
Your position/title: SAMPLE

Feedback on Proposed Amendment to Burns Beach Structure Plan

Please indicate your level of support for the proposed amendment to the Burns Beach Structure Plan as per the amendment documents:

Neutral

Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?


SAMPLE

City of Joondalup | 90 Boas Avenue Joondalup WA 6027 | PO Box 21 Joondalup WA 6919
T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

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City of Joondalup

Proposed Amendment to Burns Beach Structure Plan

Online Submission Form

Request to be informed:

Community consultation assists Council in deliberating and then making decisions on certain matters. The analysis from this consultation will be provided to Council to assist them in their decision-making role first at a Briefing Session and then at a Council meeting. Deputations can be made at Briefing Sessions by appointment and questions and public statements can be presented at Council meetings.

I would like to be informed via email when this consultation will be presented at a Briefing Session and Council meeting

Email address:

City of Joondalup Community Engagement Network:

The Community Engagement Network is a network of community members interested in being consulted and engaged on an ongoing basis about future strategic initiatives in the City of Joondalup. Contact details are kept strictly confidential and members can opt-out at any time. If you are interested in joining the City of Joondalup Community Engagement Network, subscribe on the City's [website](#) or select the box below.

I would like to join the City of Joondalup Community Engagement Network


Email address (if not entered above):

City of Joondalup | 90 Boas Avenue Joondalup WA 6027 | PO Box 21 Joondalup WA 6919
T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

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Proposed Amendment to Burns Beach Structure Plan

Online Submission Form


Thank you for your feedback. Please click on the **SUBMIT FORM** button below to complete your submission.

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SUBMIT FORM

APPENDIX 9 — Community Consultation webpage

For Residents For Business For Visitors MENU

Home / Organisation and Council / Community Consultation / Proposed Amendment to Burns Beach Structure Plan

Proposed Amendment to Burns Beach Structure Plan

Categories: **Community Consultation**

Published on 05/02/2020

The City is seeking community feedback on an application to amend the [Burns Beach Structure Plan](#). The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Documents relating to the proposed structure plan amendment are available below or can be viewed at the City of Joondalup administration office located at **90 Boas Avenue, Joondalup**, during business hours.

Submissions can be made using the Online Submission Form or hard-copy Submission Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by [email](#).

[ONLINE SUBMISSION FORM](#)

For further information, review the Frequently Asked Questions, contact the City's Planning Services team or visit the City of Joondalup Administration office during business hours.


Submissions accepted: Thursday 6 February 2020 to Wednesday 4 March 2020

Documents and Downloads

- [Burns Beach Structure Plan – Proposed Amendment Frequently Asked Questions \(pdf 442 KB\)](#)
- [Burns Beach Structure Plan – Proposed Amendment Report \(pdf 4892 KB\)](#)
- [Burns Beach Structure Plan – Proposed Amendment Applicants Justification \(pdf 1117 KB\)](#)
- [Burns Beach Structure Plan – Proposed Amendment Map \(pdf 296 KB\)](#)

Planning Services
9400 4100
info@joondalup.wa.gov.au

Burns Beach WA 6028, Australia



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CONTACT US

9400 4000

Something wrong with this page?

APPENDIX 10 — Public notice (*Joondalup Times*,
6 February 2020, p. 10)



Proposed Amendment to Burns Beach Structure Plan

The City of Joondalup is seeking community feedback on an application to amend the Burns Beach Structure Plan. The amendment proposes to change the allowable land uses, general development provisions and reduce the size of the Local Shop Precinct.

Documents relating to the proposed structure plan amendment are available on the City's website at joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office, located at **90 Boas Avenue, Joondalup**, during normal business hours.

Submissions can be made using the Online Submission Form available via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. Hard-copy Submission Forms are also available on request. Alternatively, submissions can be made in writing to: **City of Joondalup, PO Box 21 Joondalup WA 6919** or by email to info@joondalup.wa.gov.au.

Enquiries can be directed to the City on **9400 4100**.

Submissions accepted: Thursday 6 February – Wednesday 4 March 2020.





Proposed Amendment to Burns Beach Structure Plan

An application has been received to amend provisions related to the Local Shop Precinct within the Burns Beach Structure Plan.

Documents and further information are available on the City of Joondalup website at joondalup.wa.gov.au, or can be viewed during business hours at the City of Joondalup administration office, located at **90 Boas Avenue, Joondalup**.

Enquiries can be directed to the City on **9400 4100**.

Submissions accepted:
Thursday 6 February 2020 – Wednesday 4 March 2020



APPENDIX 12 — Submission from Burns Beach Residents Association (page 1)

From: [REDACTED]
Sent: Saturday, 29 February 2020 12:39 PM
To: info@joondalup.wa.gov.au
Subject: RE: Community Consultation - Proposed Amendment to Burns Beach Structure Plan
Importance: High

Thank you for the opportunity to participate in this Community Consultation for this issue, which is of great importance to the Burns Beach Community.

In my capacity as [REDACTED] of Burns Beach Residents Association, and with the support of BBRA Committee and Members, I herewith submit the BBRA response to the Community Consultation.

BBRA strongly opposes both of the major amendments proposed by the Applicant (PEET) to the Approved Structure Plan:

- 1) To retrospectively change the zoning of the 3 Local Shop Precinct Lots where houses have been built to permit wholly residential use.
- 2) To allow development of a child care facility at the Local Shop Precinct

Rezoning of the Three (3) existing wholly residential Lots

The Burns Beach Structure Plan was endorsed and implemented by all key stakeholders (PEET, City of Joondalup and WA Planning Commission) prior to commencing the Burns Beach Development. It is very clear that PEET and City of Joondalup Planning Officers are obliged to ensure that all developments with the Burns Beach Estate comply with the Burns Beach Structure Plan. No previous amendments to the Burns Beach Structure Plan to date have modified the intentions or the obligations detailed regarding the Local Shop Precinct.

The Applicant is now proposing amendments to the Approved Burns Beach Structure Plan, to address issues that are not compliant with the Approved Structure Plan. Furthermore City of Joondalup Planning Officers have initiated a Community Consultation process to cover the proposed amendments.

However there is a clear an obvious question raised. Why was there no community consultation prior to the building of wholly residential properties in 3 of the 5 Local Shop Precinct Lots?

Putting it simply, PEET sold 3 of the 5 Local Shop Precinct Lots for wholly residential use in clear breach of the Approved Burns Beach Structure Plan. City of Joondalup Planning Officers then failed in their duty to ensure compliance with the Approved Burns Beach Structure Plan by approving wholly residential development of these 3 Lots.

Both PEET and City of Joondalup Planning Officers undertook actions that were in clear breach of the Approved Burns Beach Structure Plan, and one consequence of this is that development of the Burns Beach Local Shop Precinct as a hub for vitality, vibrancy and social interaction, as a source of local employment opportunities, and as a place to access and purchase every day needs has been severely compromised. All of this was done with no community consultation, and with no engagement with City of Joondalup Elected Members.

It is not acceptable to the Burns Beach Community for PEET (and City of Joondalup Planning Officers) to walk away from the commitments made in the Approved Structure Plan by simply retrospectively amending it to give legitimacy to the previous clear breaches. Where is the apology for the clear breaches? Where is the proposal to make alternative provisions for the vitality, vibrancy, hub for social interaction, local employment opportunities, access to purchase every day needs within the Burns Beach development?

BBRA would welcome discussion with all relevant parties to ensure that all stakeholders follow through with development decisions that honour the clear intentions of the Approved Burns Beach Structure Plan, so that Burns Beach residents can live in a community which includes the vital social fabric that was intended from the outset.

Proposed Child Care Facility

PEET is suggesting that a child care facility is needed in Burns Beach. However they appear to completely overlook the fact that the new Burns Beach Primary School (opening for 2022 school year) has provision for a child care facility on site. This fact alone renders the PEET proposal to be completely unwarranted.

However there are other reasons why a child care facility is inappropriate.

The remaining Local Shop Precinct Lots are located on the intersection of Grand Ocean Entrance and Whitehaven Avenue. This intersection is undoubtedly the main intersection used by the majority of residents and non-residents to enter and leave the Burns Beach development. If we had a local shop or café at this location, the available parking bays in Bengello Park would be suitable, given the demographic of those using the shop/café and the general “round the clock” visits. On the other hand, for a child care facility, the users would exclusively be young children accompanied by carers, and visits would generally be at peak periods coinciding with school runs. It is simply inconceivable for anyone to seriously contemplate putting a child care centre on this busy intersection, with the need for carers and young children to cross the road to/from parking bays by walking across Grand Ocean Entrance during peak traffic periods. The road safety issues that this generates for carers, young children and road users is entirely unwarranted. Simply put, if anyone was planning to develop a child care centre in Burns Beach the proposed location would be one of the least appropriate locations within the Estate.

Nearby residents have committed to creating a family home by investing in Burns Beach in good faith. The Approved Burns Beach Structure Plan made it clear from the outset where commercial developments would be permitted, and what type of commercial development would be permitted. The vitality, vibrancy, social hub, employment opportunities and access to purchase every day needs provided by the Local Shop Precinct are fundamental to the establishment of a community feel in Burns Beach. PEET (and City of Joondalup Planning Officers) have seriously undermined the potential for the essential amenity of the Local Shop Precinct by breaching the Approved Structure Plan, and PEET now intends to “put the final nail in the coffin” so to speak by removing any possibility of the intended amenities being developed. Obviously a child care facility is potentially only beneficial to a very small demographic of Burns Beach residents (parents with pre-school children who prefer not to make use of the child care facility at Burns Beach Primary School). The overwhelming majority of Burns Beach residents would have no benefit whatsoever from the proposed child care facility. This leads one to question why this is being proposed. The only answers that the community consultation provides is that there is an interested party that wants to invest in a child care facility, but only if the Burns Beach Structure Plan is amended to suit their specific requirements (and if the Local Shop Precinct plan is completely eliminated), and that PEET wants to monetise the remaining Local Shop Precinct Lots (with no respect and consideration given to the needs of the Burns Beach community). This justification carries no weight with the Burns Beach community, and is particularly insulting to those nearby residents that have invested in good faith, with no such pre-conditions.

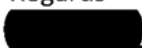
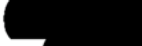
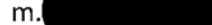
The issues here are not about property values, noise, traffic and “not in my backyard”.

The issues here are about:

- Compliance
- Trust
- Integrity
- Community
- Social Fabric
- Road Safety
- Appropriate Commercial Development
- Liveability

BBRA is committed to acting in the best interests of the Burns Beach community at all times. This includes a willingness to discuss any issues that affect Burns Beach residents with key stakeholders. Please do not hesitate to contact us should any clarification be required.

Regards


 Burns Beach Residents Association
m. 

APPENDIX 13 — Submission from Department of Education



Government of Western Australia
Department of Education

Your ref :
Our ref : 108563;29557
Enquiries : D20/0088424

Chief Executive Officer
City of Joondalup
P O Box 21
JOONDALUP, WA, 6919

Attention: [REDACTED]

Dear Sir,

Proposed Amendment to Burns Beach Structure Plan

I refer to your letter dated 4 February 2020 providing the Department of Education (Department) the opportunity to comment on the abovementioned matter.

The Department has reviewed this minor structure plan amendment. No objection is raised based on the Child Care premises being the primary land use within the *Local Shop Precinct* and that no change to residential densities and yields are proposed.

For more information, please do not hesitate to contact [REDACTED] on [REDACTED] or please email [REDACTED]

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

22 February 2020

151 Royal Street, East Perth Western Australia 6004

APPENDIX 14 — Verbatim responses

QUESTION: “Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan?”

Note: Words that may identify respondents or contain offensive language have been removed and replaced with square brackets, ie [- - -]. Minor alterations have been to spelling/grammar to enhance readability.

Verbatim responses — Do you have any comments regarding the proposed amendment to the Burns Beach Structure Plan? (N = 142)

The proposed area is a residential area and, as such, having increased traffic at peak times, dropping off and picking up, isn't appropriate. The original plans were for a small shop — that wouldn't have the traffic and noise of a childcare facility. Peet are the only people to benefit in driving this agenda in a bid to make this estate/suburb more appealing to younger families.

Not a safe, nor appropriate area for this business type. Increases in traffic flow and inadequate parking and access will cause traffic hazards and disruption to local residents. Whitehaven Avenue and Grand Ocean Entrance are two of the limited access points to the entire suburb (new Burns area). Traffic volume and behaviour is already a regular point of discussion amongst residents. There is a need for such a service in the area. Much more appropriate and common sense to locate a childcare service in the vicinity of the soon-to-be-constructed primary school. Better access, less local disruption and proper planning will ensure community safety. The 2 x lots should be converted to residential in line with the rest of the immediate area. History shows the corner shop scenario is no longer a viable or sustainable business proposition.

Dear Sir. In the original plans this area was designated for shops and that I believe is still the case. Why do we need to plan/build for another day care when one is due at the new school??

I do not have objections to childcare centres in general, but that particular location is unsuitable, as the block is too small and has inadequate parking. It is also located on a busy intersection and will be very dangerous if traffic and pedestrian flows are dramatically increased.

Don't [- - -] the residents just because of money.

Certainly opposed to a childcare centre in that position and the impact it will have. Not really fair on residents there already as it wasn't originally planned. Definitely like to see an upgrade to the foreshore and café and other amenities there, but allow for extra parking

I have no objection to a childcare facility. However, given there are few two-way entrance/exits out to Burns Beach estate (there are a few others with one-way access), and the proposal affects land adjacent to one of the two-way roads, I think it will have a seriously detrimental effect on local traffic to the point where it becomes a safety hazard. Whilst this is not the specific intention of this proposal, given that the current use of the land has failed to attract any interest, why not change the structure plan to change it to residential and bring it into harmony with the rest of its surroundings?

I strongly oppose the development 44–54 Grand Ocean Boulevard, Burns Beach. I believe the increase in traffic and the noise of such a development would impact on a currently quiet neighbourhood! The proposal will generate an increase in parking needs and impact on the already very limited park bays allocated to residents. "No" shops/businesses!!!! "Yes" to more houses in this quiet area. Thank you.

The Burns Beach Structure Plan Should not be amended from it's original — especially to develop a childcare facility on the corner of Whitehaven and Grand Ocean Entrance. This would be a totally unsafe and dangerous location for a childcare centre. I understand a childcare facility will be included in the Burns Beach school plan — so there will be no need for another one in this suburb. I also believe Peet should not be allowed to change the structure plan as and when it suits them— as they already allowed residential builds on land designated commercial/shop without consultation or amendment of the Burns Beach Structure Plan!

As the proposed redevelopment is [- - -] from my home, I strongly oppose this submission. I would expect the re-zoning to be residential as this will have less impact on the area. Currently, the traffic is already very busy and street parking is at a premium.

I believe a local convenience store/café/deli would be of benefit to the wider community, rather than a childcare centre which would be used by only a specific portion of the community. A convenience store/café would activate the area for all members of the community, not just those with small children. Grand Ocean Entrance and Whitehaven are very busy roads with significant local traffic and a bus route. The amount of traffic is not conducive to having a childcare premises (with younger children especially not having any road sense) and the increase in traffic to and from this facility will decrease safety for our older children who use these roads to get to/from school. This is not the area for a childcare centre. Near the school should be suggested. Further a childcare centre is currently being developed in Iluka which will surely serve Burns Beach residents also. The area set aside for retail has already been decreased. Making it smaller will make the eventuality of having small retail offerings in the suburb even lower.

Parking and traffic management will be important to get right.

Re-zone the local shop precinct as residential as three of the local shop lots already have houses built on them. Any commercial development on the two last existing lots is ridiculous. A childcare centre may disturb the residents' peace, especially if shift workers live nearby. The area is inadequate to cater for parking. A traffic counter should be installed to monitor the traffic. Whitehaven Avenue is the busiest road in the area. Watcombe and Mattingleys need to be opened up from Burns Beach Road, especially to cater for the new school. There is going to be a childcare centre included within the plans of the school that is going to be built beginning this year. WA Planning need to consider all of these comments. Thanks.

All home buyers in the area purchased property on the basis there would be a local village/shop facility on the site — not a childcare centre. Secondly, this junction is the probably the third busiest in the suburb, which already has a 90 degree blind T-junction — cars turning left into Whitehaven from Grand Ocean are already partially unsighted — the 471 bus (probably the most inappropriate route in WA) cannot even get around this corner without driving on the opposing side of the road into oncoming traffic — which will be right where families are dropping/collecting kids at the childcare centre, or parking on the verges preventing residents from exiting Figtree Lane and Broulee Lane, the whole concept is a recipe for disaster. Our priority should be the safety and wellbeing of our children and residents — not the profitability of another business.

Traffic (already two busy roads), noise, litter, parking issue in our lanes.

This proposal is strongly opposed. As it is, Whitehaven Avenue probably carries the 2nd highest level of traffic in Burns Beach, except for Burns Beach Road. There is no sufficient parking and, having children and parents walk across the road from the park, is going to be very risky because of all the traffic on that corner. It will not be safe for the children and the residents residing in close proximity. I am of the understanding that there is already a proposal for a crèche when the new school is built. That area would be appropriate because there will already be traffic going to that area. The best for Burns Beach and the traffic situation is to reclass those lots to residential properties. I don't see any need to have a business running out of those areas.

Parking is a big issue in this area due to residents having multiple cars. A childcare centre, with traffic coming and going and parents needing parking space to drop off and pick up from the centre, would add to an already existing problem. I strongly oppose this.

I strongly oppose the proposal for a childcare facility at the corner of Whitehaven Avenue and Grand Ocean Entrance. Childcare centres are planned for the new Iluka development as well as the Burns Beach school site. Another centre is, not only unnecessary, but would negatively impact on nearby residents due to noise and increased traffic. At the times when children would be dropped off, crossing Grand Ocean Entrance to reach Bengello Park is already dangerous due to the 2 blind bends at each end and the work vehicles entering and exiting Burns Beach by Whitehaven Avenue. The park is popular with residents walking dogs before work, so the mix of traffic, small children and dogs is an accident waiting to happen. As the area has been denoted as a "local shop precinct", then an appropriate use is as a local convenience store, ideally with a takeaway coffee bar, which would benefit the residents and park users.

I wish to lodge my objection to the proposed childcare facility in the Local Shop Precinct on Grand Ocean Boulevard, as I believe it an inappropriate location for this type of facility. The site is located on a key intersection, within a totally residential and quiet area of Burns Beach. I do not believe that it is an ideal or even safe location for a childcare centre, considering that parents will be doing drop-offs and pick-ups at the very same times as local residents are using this intersection to go to work/school and then again when coming home from work and the school pick-ups. The intersection is also on the bus route, which could create local traffic congestion at peak times. In addition, the only available car parking close to the area is within Bengello Park, which will involve parents parking either in the street or across the road in the car park and then walking with their youngsters across Grand Ocean Entrance, at the intersection with Whitehaven Avenue. I strongly believe that this potentially dangerous scenario rules out the suitability of this location as a childcare facility, as it presents an obvious safety risk to parents, children and road users.

I believe the proposed location will create a seriously unsafe situation for parents and children attending the centre, as the road and parking layout are not appropriate for such a facility. This is a significant safety concern and to allow this development would be grossly negligent.

*[- - -]
[- - -]
[- - -]*

6th February 2020

Community Consultation

Proposed amendment to the Burns Beach Structure Plan

Reference 108563 29557

Dear Sir/Madam

I wish to lodge my objection to the proposed amendment to allow a childcare centre on lots 243 and 244, 44 and 46 Grand Ocean Boulevard, Burns Beach. My objection is based on the amount of traffic on both Grand Ocean Boulevard and Whitehaven Avenue. Many residents travelling from Wanneroo Road, the Freeway and Marmion Avenue turn onto Burns Beach Road, then right at the roundabout onto Whitehaven Avenue. It being a major access road into the estate. This road can be difficult enough at times when people park their cars on the side of the road and there is oncoming traffic. I can only imagine the impact parents picking up children would make. Then there is Grand Ocean Boulevard. Another major road for entry and exit into the estate from the north. Once again, very limited parking on the verge and a significant amount of traffic, some travelling extremely fast. There has been a number of dogs hit and killed along this section of road. I would hate the same thing to happen to a small child who has no road sense at all. This leaves only the park for parents to park while collecting children. They must negotiate the busy road with an adult. Little ones don't always listen to adults, so I can see an accident waiting to happen. The other solution is to provide parking for the centre on the lots 243 and 244. This will cause more traffic along Whitehaven Avenue as they deliver and collect children and, if the car park is full, where do they park then? Human nature — the closest to the day care centre as possible, ie along the verge. Traffic chaos.

Yours sincerely,

[- - -]

I oppose this plan as it is [- - -] to my home and the additional traffic and noise is a big factor in my opposition to this proposal.

The site is not a large enough area to house a safe environment for young children. Traffic along Whitehaven Drive is already chaotic enough, without having to deal with additional numbers of vehicles using this road. The sites which were originally proposed as small business sites were sold to private residential owners, these sites should also be allocated for this intention. There are many well established day care centres in adjoining suburbs which could be used instead of establishing a new one in such a busy, busy road.

<p>The proposal does not comply with the Burns Beach Structure Plan. Three homes have already been built on lots the adjacent side without public consultation. As a resident that would be affected by this it would be unfair for a non-compliant facility to be imposed on other nearby residents. Car parking over the road in Bengello Park is not an option, as this would require crossing a road at a busy intersection with small children. Aligned to this, it's hard to imagine a more inappropriate location. The site is located exactly at a key intersection. The only available car parking is in Bengello Park. Parents and business coasters doing drop-offs and pick-ups will be doing so at similar times, and when many others are using this intersection to go to work/school run or coming home from work/school run. The intersection is also on the bus route. Traffic movement and waste disposal would increase risk and create a noise hazard. [- - -] advised [- - -] that the new Burns Beach Primary School provides land allocation for a childcare centre. The new policy from State Government is that every new Primary School will have a childcare facility. Most schools now have an after-care facility for the children of working parents.</p>
<p>Once residential homes had been built on the blocks planned for a local shop precinct, the proposition lost validity. There is now insufficient land for a community development of any kind. Whitehaven Avenue is a very busy entry and exit point to Burns Beach and Grand Ocean Entrance is a main arterial. To increase traffic volume by establishing a childcare premises would be irresponsible. It would be very difficult to ensure the safety of small children in such a heavy traffic area.</p>
<p>The road is too busy at the moment with vehicles using Whitehaven to cut through Burns Beach from Burns Beach Road to get to Marmion Avenue. The intersection at Whitehaven and Grand Ocean Entrance is also quite dangerous, as most cars that pull out of Whitehaven to turn right on Grand Ocean Entrance don't always stop to oncoming cars down Grand Ocean Entrance, as they think they are turning left into Whitehaven. I've had to stop suddenly many times here. Dangerous spot for any type of business to be put, especially a childcare centre, where young children could run out onto a busy road.</p>
<p>Burns Beach has now become a rat run for so much traffic since opening up Burns Beach Road through Iluka. Likewise since the new bus route was introduced; running up Burns along Whitehaven etc the traffic becomes congested. The proposed construction of a school next to Burns Beach Road will cause further congestion. The introduction of a childcare centre on a busy intersection (Grand Ocean Entrance and Whitehaven) seems to be in poor judgement and an OHS serious consideration.</p>
<p>I would prefer a shopping precinct over a day care centre as the proposed primary school has a day care centre. Burns Beach needs a local shop area. I have [- - -] who is in day care and I would still prefer local shops over a day care in that location.</p>
<p>Burns Beach residents were promised a local shop to service the needs of the entire suburb. 3 of these lots have already been built on with the other 2 being proposed as a day care centre. Burns Beach desperately needs some form of shop as there are now too many homes leading to residents travelling elsewhere. There is not adequate parking in this area to facilitate this. Whitehaven Avenue and Grand Ocean Entrance roads are too busy already, with a high amount of traffic coming through. Enough is enough. Burns Beach residents have been promised so much and the City "amends" it's plans too much for its own benefit. Strongly oppose this amendment.</p>
<ol style="list-style-type: none"> 1. Does not comply with the Burns Beach Structure Plan. 2. Unfair for a non-compliant facility to be imposed on nearby residents. 3. Burns Beach residents were promised a Local Shop Precinct with multiple commercial facilities to provide job opportunities and to provide a hub for social interaction. 4. Traffic safety — car parking over the road in Bengello Park not an option as this would require crossing a road at a busy intersection with small children.
<p>A childcare centre in this location would increase traffic flow on an already busy road creating an unsafe environment for children, walkers and drivers alike, not to mention the safety of the children having to cross the road morning and evening to access the proposed childcare centre. Additionally, when purchasing our block, we were told the blocks in question were marked for a local café/deli. Something that would enhance our community and something we were excited about. It is unfair to have the land use changed to suit a private investor without consideration for the surrounding residents, their daily lifestyle and pre-existing expectations of the blocks.</p>

<i>Ridiculous proposal. Why have a childcare centre in such a position on a road which is already getting busy and so close to homes on this site? There is ample space on the proposed school site at Bramston Park, which we were promised was being built when we bought in Burns Beach over [- -] years ago. Get a grip Peet.</i>
<i>This will bring additional traffic (cars and humans) through our quiet neighbourhood and cause a disruption to our way of life.</i>
<i>Burns Beach has one tiny beach café, with bad service, mediocre food, no liqueur licence and does not trade after business hours. As a resident and in conversation with other residents, it has been our hope that the zoned shop area would bring in a restaurant with liqueur licence. There are a number of childcare centres in Currambine and Kinross that can serve Burns Beach.</i>
<i>I strongly oppose the proposal for a "local shop" precinct at 44–54 Grand Ocean Boulevard, Burns Beach. I believe it will be extremely disruptive to a quiet neighbourhood and I certainly did not invest in my current dwelling to be living close to "shops". I chose to live in a quiet and beautiful area not be disrupted by noise and an increase in traffic. I strongly oppose this development. More houses "yes", no shops thank you!!</i>
<i>Burns Beach residents were promised a Local Shop Precinct with multiple commercial facilities to provide job opportunities and to provide a hub for social interaction.</i>
<i>This amendment is totally unnecessary with the new primary school already set to contain a facility less than 1 km away, and the Iluka commercial area also set to include a facility. The local shopping precinct has already been reduced by 60%, the remaining 40% should be upheld to deliver what residents expected when purchasing land nearby.</i>
<i>There is already enough local traffic going through Whitehaven Avenue. There is no need for more. Moreover, the local shop precinct should just be made to residential instead, given that the other lots were already repurposed back in 2010.</i>
<i>Do not think it is appropriate to have a childcare centre or any shops in this area. Keep it residential.</i>
<i>Given the proximity of the new plaza just off Burns Beach Road, Currambine Shopping precinct, Kinross shops off Edinburgh Road, IGA off Connolly and not to mention the huge mall in Joondalup, I feel the area has more than enough access to shops, but the area would benefit greatly from a day care.</i>
<i>This is highly residential. There are enough shops near here.</i>
<i>The location suggested is totally inappropriate for a childcare centre. It is at the junction of two busy roads, on the bus route, and the parking is totally inadequate. Parents would need to park at the park across the road and try to cross at a junction of two busy roads, plus watch out for people cutting through the park. There are large parts of the estate as yet undeveloped so it would be better to find a location there. Regarding the lots which were zoned for commercial but now have houses on them, it would be unfair to the owners of those houses to penalise them, but I think CoJ should consider penalties against Peet for misspelling those lots. Presumably that's illegal?</i>
<i>Ridiculous! Extreme noise, safety issue, traffic problem. Already these are busy roads</i>
<i>This area was destined to be a shop precinct — which was drastically reduced when three of the lots had homes built on them in contravention of the original plan, which was never correctly amended. Lots in the area were sold with buyers being advised this was a shop precinct, not for a childcare centre. Being a very busy area, it would be inconceivable to have children and parents crossing these busy roads to get their children to the childcare centre. Poses a serious safety hazard. It is my understanding that there is a childcare facility included in the plans for the new Burns Beach Primary School and a childcare centre to be incorporated into the new business district in Iluka. Definitely no need for a third childcare centre in such a small area. In my opinion, the two lots in question should be re-zoned as home builds and sold as such.</i>
<i>Not the right place for a high traffic of kids and cars in a residential area where cars are already filling roads.</i>

<p><i>I strongly oppose this amendment as the location could not be more inappropriate, road safety-wise. It would be at a key intersection, with the main parking available across the road at Bengello Park, which would lead to parents crossing Grand Ocean Entrance with their toddlers during busy periods on the work/school runs, as well as being on a bus route. Also, approval of a childcare facility would remove the opportunity for there to be a local shop for convenience and a point of social interaction in Burns Beach.</i></p>
<p><i>1. This was not an expectation at the time residents purchased land and built homes — the original purpose of the land should remain.</i></p> <p><i>2. It is the wrong location for a childcare centre and will present a health and safety risk given expected volume of traffic.</i></p> <p><i>3. The aesthetics of the street will be spoilt, including once additional traffic/vehicles are considered.</i></p> <p><i>4. It will potentially devalue neighbouring homes.</i></p>
<p><i>We would like a deli-style shop/café built on this land as originally planned. In this part of Burns Beach there is no facility to purchase daily type supplies (bread, milk, newspaper etc.) without crossing Marmion Avenue. Also, the proposed use of the land as a childcare facility would create more traffic on the normally quiet local roads. Kind regards [- -] and [- -].</i></p>
<p><i>This is a breach of the commercial agreement. You have already allowed two of these blocks to be residential! The remaining were supposed to be commercial — shops! Having a childcare centre here is a huge safety issue, re crossing of the roads. There is already a plan by the State Government to include a childcare centre in the proposed Burns Beach School.</i></p>
<p><i>The proposal of a childcare centre is not required I believe, due to the childcare centre already being placed at the proposed Burns Beach Primary School location. It is an undesirable location as it is in the middle of a residential area — quite a safety problem I would expect for dropping off and picking up one or more small children.</i></p>
<p><i>I feel that the chosen location will cause traffic issues in that area as it's a main route in and out of Burns Beach and I cannot understand why a childcare centre would not be better located near the proposed school planned for Burns Beach Road.</i></p>
<p><i>I am worried increased traffic within the vicinity will cause congestion and disruption to local vehicles already using this intersection, also safety issues for children using the park.</i></p>
<p><i>Regarding facilities in Burns Beach, I think there is a greater need for local retail/amenities/shop above a childcare facility. The proposed location would also potentially increase traffic coming in and out of the estate on what is already a busy intersection, especially at peak work/school travel times.</i></p>
<p><i>A safety issue with arrivals and drop-offs for parents and children and a noise factor for residents.</i></p>
<p><i>Would be better located where the new school development is proposed. Doesn't make sense to develop a childcare centre in a middle of a busy residential area.</i></p>
<p><i>It is a residential area on a very busy street. More traffic in the area is not required.</i></p>
<p><i>Amending the BB Structure Plan to allow a childcare centre, will increase already heavy traffic on Whitehaven Avenue. Probably some residents who live close would walk there, but a lot will drive and drop children off on the way to work etc., and some may come from other suburbs. I believe there is planning for a childcare centre attached to the primary school when that will be built, so don't feel there is necessarily a need for another.</i></p>
<p><i>Extra childcare in the area is a much better idea than a deli/shop.</i></p>
<p><i>Don't want childcare centre (and traffic) in my street. Should be close to the school area.</i></p>
<p><i>Strongly oppose anything but houses to be built on this site. This is in the middle of homes and near a park. There are limited parking areas. That corner is a high traffic area for residents accessing Burns Beach Road. I would think there is more than enough space in the new shopping centre in Iluka. If it is deemed necessary, a better site would be where the "future" primary school is going. Thanks.</i></p>

This is a very dangerous intersection! Drivers continually cut the corner here! It is far too dangerous to have a childcare centre here. It will be an accident waiting to happen. The school being built is going to have a childcare centre attached. It is not necessary to have a second childcare centre in Burns Beach. We purchased our block in [- -] expecting to have a local precinct shop. It is very disappointing that 3 residential premises were allowed to be built on land designated for a local shopping precinct. Perhaps the remaining two blocks should also be re-zoned residential?

*City of Joondalup Council
P.O. Box 21,
Joondalup.
Perth*

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[- -]

[- -]

11th Feb 2020

For the Attn: [- -] — ref: community consultation Burns Beach

Dear [- -],

I have lived in Burns Beach for over [- -] years and a small local [illegible] much appreciated.

When I purchased my property, I read the project vision regarding a small-scale, sustainable community facilities. To date, none have been provided, but I understand some are due to be finalised. I am amazed you allowed Peet to reduce the size of the shopping precinct to make it not fit for its original purpose. I welcome your invitation to comment, as out of some interest I approached Peet regarding the remaining plots [- -]. I was informed the plan for the shopping precinct is definitely not going ahead — in the lady's own words: "this shopping precinct is not, I repeat not, going ahead". This raises the question — is this consultation just a formality?

With regards to their suggestion of a childcare facility, I could not pick a worse siting for this with regard to reasonable parking and close to a road intersection.

There is a large parcel of land earmarked for a school on Burns Beach, surely the childcare unit could be integrated at this stage. At the moment, I feel let down by Peet and Planning Services, having let houses be built on a shopping precinct zoning, could there not have been something planned to benefit all residents, not just private housing?

Regards

[- -]

[- -] and [- -]

Dear Sir/Madam

I do not support the proposed amendment to the Burns Beach Structure Plan. I believe the proposed changes would be unfair, both to nearby residents, and to the wider Burns Beach community. We were promised a Local Shop Precinct "intended to allow for the development of a small retail facility in the centre of the estate to cater for the daily needs of the local community". As such, a Local Shop Precinct would provide a much greater level of amenity for all Burns Beach residents, rather than a non-compliant childcare centre which would cater for a minority group. The Local Shop Precinct would also provide local job opportunities, and a community hub.

The new primary school will incorporate a childcare facility and, in addition, will provide safe parking areas for parents with small children, unlike the site which is now being proposed.

Yours faithfully,

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We do not need two childcare centres in Burns Beach.

The idea is ludicrous, clearly not much thought has gone into this. There is not only a big safety issue, you will be cheapening the area.

Not a very well-thought-through and sneaky amendment which obviously will impact very negatively on surrounding property owners in regards to safety and risk; noise pollution; traffic and congestion; property devaluation etc.

<p><i>It is unfair on local residents who purchased property in the vicinity of the local shop precinct to now have a day care facility located in its place. I oppose the amendment to modify the land use permissibility from local shop precinct to allow the land use as Childcare Premises for the following reasons: There is no parking on site for parents. It is unsafe to have parents, toddlers and people with prams crossing one of the main thoroughfares through Burns Beach. It was not in the original plans when residents purchased their property. I propose these lots are re-zoned as residential and, if Burns Beach requires a day care centre, then consideration be given to one's development in the northern parts of the estate which are still under development.</i></p>
<p><i>I strongly oppose the construction of proposed childcare/shop facilities. My reasons for opposing are that the corner block earmarked for this construction is on the corner of Whitehaven and Great Ocean Entrance. This intersection is already a 'shortcut' for motorists cutting through to avoid using Marmion to enter their particular part of Burns Beach. This development would cause considerable traffic flow and congestion to the area, making an already heavily used intersection, worse. Also, there is no parking, other than that used by the 'cottage style' homes already using street parking in this area. I feel that this is a poorly thought through option. The negatives far outweigh any supposed positives this would bring to the area.</i></p>
<p><i>I feel that the impact on traffic will be increased in a location where it is already a hot spot for cars pulling straight out onto the road. There is sufficient space up where the proposed school is going to cater for a childcare facility. There are enough facilities in the area that we do not need another in Burns Beach. We need something that will benefit the whole of the community.</i></p>
<p><i>Without stating the obvious that you should already know, and will no doubt hear it from others more, but whether you take it into account against profit and loading it off as someone else's responsibility, the location is not a safe place for a child-care centre. In addition, why build one there when there's a location already set aside where the Burns Beach School is to be built? Is this centre not to accommodate "all children"? Or only for use of the children attending the school? Is it a private entity application? Plus, I really don't see it would be a viable prospect, the area isn't big enough. However, the real issue here is clear, CoJ and Peet's legal cover-up — firstly, allowing houses to be built on the east side of Grand Ocean Entrance and Whitehaven against Structural Plans, and now trying to change them as a cover-up, and thus being able to propose the non-compliant childcare centre. I smell a rat and some shonky dealings here. Who was accountable and how did they answer to the building of three houses east of the corner of Grand Ocean Entrance and Whitehaven against Structure Plans? As before, there's something going on behind the scenes here no one's been made aware of and suspicions of back-hand deals.</i></p>
<p><i>I disagree that a childcare centre should be allowed on the site. There is insufficient parking for parents to drop their children off at such a centre. The corner where it is proposed to be situated is a very busy one. There will be too much dropping off/picking up of children right outside the premises at peak hour traffic times.</i></p>
<p><i>Will increase traffic in my area.</i></p>
<p><i>The new café is a great idea. The childcare centre would be dangerous on the corner.</i></p>
<p><i>I do not wish to see a day care centre [- -] from where I live.</i></p>
<p><i>Let's keep Burns Beach beautiful and not have any commercial activities.</i></p>
<p><i>Childcare centre would be a great concern for road safety. Also, the new Burns Beach Primary School has a dedicated area set aside for a childcare facility, we don't need two,</i></p>
<p><i>The location for the nominated childcare centre is insensitive to a sensible [illegible]. It is located on the corner of Whitehaven Avenue and Grand Ocean Entrance, in addition to a by-lane, Broulee Lane. Traffic here is very heavy and this will add to more congestion should this amendment be passed! Surely a childcare centre would be better placed by the proposed Primary School location. My suggestion is that the vacant site be returned to residential, and the design of [illegible] can have to [illegible] presentations to either street. NB: However, I prefer a childcare centre to shop location!</i></p>

'Local Shop' implies a convenience/retail store which we do not have in Burns Beach, but residents have always looked forward to. We were previously advised there were delays due to errors in zoning, but now conveniently, where there is someone interested in developing a childcare centre, a study has been completed to advise there is no viability for a neighbourhood convenience store. A café/restaurant and a local deli-like shop are different, and the viability may be different — particularly as the original local shop was envisaged as a mixed-use shop with housing above. Besides above, turning the site into a childcare centre would put increased demand on the roads and visitor bay parking at certain times of the day (~7–8 am and 5–6 pm) rather than a steady stream of foot/bicycle/car traffic that would be expected for a local shop.

- 1) We are supposed to have a local shop and/or café at this site. Not a childcare centre.*
- 2) There is going to be a childcare centre at the new Burns Beach Primary School.*
- 3) The Grand Ocean Entrance/Whitehaven Avenue intersection is not a suitable site for a childcare centre. It will be very dangerous for parents and children to cross the road there.*

Having read all documentation relating to the proposed amendment for the Local Shop Precinct at the corner of Whitehaven and Grand Ocean Entrance, I wish to submit my rejection to the proposed amendment submitted by Peet and Co. The reasons for my rejection are listed below:

- 1) Any proposed structure(s) being of greater than 2-storey height would possibly impose privacy concerns for adjacent residence.*
- 2) Any structure should comply with existing residential codes regarding structure height and secured parking. I would, however, support the construction of structure(s) that had 'below-ground' undercroft-style car parking where a 2-storey structure 'above-ground' structure was built.*
- 3) A childcare-like facility would be vastly better located adjacent to or on the grounds of the proposed Burns Beach Primary School area. The corner of Whitehaven and Grand Ocean Parade should be a general 'all ages' attractive commercial area (i.e. a corner deli/café).*
- 4) The previous structure plans being for a deli/café on the actual corner of Whitehaven and Grand Ocean Entrance with possibly 1 or 2 more commercial businesses (such as a hair-dressing salon/real estate office) operating — I would welcome if there were a secured and safe parking provided to each business located on the actual lots themselves, be this for the business staff and/or clients. The car parking area(s) at Bengello Park should not be the only parking option for staff and clients visiting the Local Shop Precinct.*
- 5) The ground floor single-storey commercial properties should have the option to "build on top of" a first-floor residential structure for the purpose of housing the business owners/operators in a regular family-type environment.*
- 6) I would reject any proposal to construct an apartment-type structure with the intention to contain multiple apartments should this exceed a 2-storey structure.*

*Additionally, should Peet and Co change this proposal again to be purely residential zoning, removing any commercial codes, I would fully support such a proposal if this were ever to occur. Having read all the information provided from Peet and Co, CoJ, and the [- - -], I wish to state for the record that information provided by [- - -] chairman [- - -] relating to this proposed change was vastly more concise and easier to digest for making my educated opinion in this subject. I would also wish to thank CoJ for taking the time to consult any/all proposed changes regarding Burns Beach with the [- - -] and for seeking community feedback. Regardless of whatever has occurred previously, erroneously or otherwise by any parties, moving forward with the intention to make better for the community and suburb should always be the preferred way forward. Thank you to the CoJ and [- - -] for the continued efforts and commitment with making the Shire, suburbs and precincts a wonderful place to live, work and play.
Yours sincerely, [- - -].*

This proposed amendment does not comply with the Burns Beach Structure Plan to which I bought the block on. It is unfair for a non-compliant facility to be imposed on nearby residents and car parking over the road in Bengello Park is not an option as this would require crossing a road at a busy intersection with small children. Plus, Burns Beach residents were promised a Local Shop Precinct with multiple commercial facilities to provide job opportunities and to provide a hub for social interaction. We don't have any shops that are walkable for our teenagers.

Rezoning to residential R40, not for local shop precinct.

<p><i>This location is not ideal for a childcare centre. Whitehaven is already very busy, and this will compound the issue, coupled with parking issues. The residents in the immediate vicinity bought their properties with the knowledge of the structure plan and changing this will have negative effects on the value of the properties surrounding. A better location would be near the proposed school.</i></p>
<p><i>The current café in Burns Beach is far from the level expected of a million-dollar belt, so the new café is an excellent idea. The childcare centre is in a dangerous location as buses and cars zoom past.</i></p>
<p><i>It is disappointing that the 3 single-dwelling houses were allowed to be built with the obvious outcome of diminishing the viability of the area for a local shop. A local shop would be far more beneficial for the majority of residents, rather than the select few that would benefit for a childcare facility. The proposed restaurant on the beachfront is just that, a restaurant. It not a shop for convenience and may never eventuate anyway. The encouragement or recommendation for "shop-top housing or shop-top office style of development" where the 3 single-dwelling houses now stand should have been enforced so as not to diminish the viability of the area. This is a disappointing proposal.</i></p>
<p><i>There are more than enough local shops. Also, to change the amendment after people have already purchased land is a disgrace. If this goes ahead, I will certainly be throwing my weight behind a change in local government and I don't even live close to the proposed precinct. A shopping precinct will attract noise, rubbish and loitering youths and it is totally unnecessary.</i></p>
<p><i>Whitehaven Avenue has seen a significant increase in traffic, and I believe a childcare centre would add to this. There is a blind spot just before the bus stop when driving north from Burns Beach Road making resident entry and exit to driveways problematic. Added to this, resident parking on verges makes seeing oncoming traffic very difficult. Should any further development occur in the area, both Watcombe Avenue and Mattingleys Approach need to be accessed from Burns Beach Road to ease some of the traffic. A childcare centre should be built within walking distance of the proposed school.</i></p>
<p><i>Having bought into the "dream" of Burns Beach from the beginning in Stage 1, I find this very disappointing. Firstly, please advise how these houses (nos 50, 52 and 54) were approved for development given the land use was for commercial shop, and therefore as you state has reduced the commercial viability of this small retail area? Secondly, with regard to the change of use to allow for a Childcare Premises, the traffic flow and noise generated by this type of Premises, with a high flow of traffic at "drop off" and "pick up" times, with vehicles also coming from the surrounding suburbs also. This will totally change the traffic flow of the suburb. Please provide me a reference for this response. Please also advise on the Council's recommendation, post consultation, and also the Council meeting dates on which this will be discussed. Thanks.</i></p>
<p><i>As previous structure plan, a deli to cater for all the community. No to childcare.</i></p>
<p><i>We have no local shops within walking distance and have to drive just to pick up some milk. Have been waiting for shop to open and was promised on purchase of land in [- -]. The shop location I think was just big enough for small shop and small car park. I can imagine a day care centre on here. The Whitehaven Avenue/Grand Ocean intersection is dangerous as it is and, with small children around, and possibly overflowing car parking into car park across the road, and needing to cross this road, I have serious safety concerns. A small corner store/deli/convenience store is what is needed for the area. I have read in other documents that it has been confirmed a childcare facility will be built along with the new primary school. I have [- -] children aged [- -] and one of reasons for moving to the area was the proposed new school and am waiting with anticipation for it to open. Unfortunately, our children have had to [- -]. If this structure plan is changed it is just another proposal that we have been let down with from the developer for proposed infrastructure that hasn't eventuated.</i></p>
<p><i>Believe there is not adequate parking — busy intersection. Should be sold off as residential lots.</i></p>
<p><i>Inappropriate location. Should be residential or retail convenience. Noise and traffic will have a significant impact in this location. Would be more suited close to proposed school. The suburb needs something that suits a wider age range/demographic. Need to follow suit of other coastal suburbs with café/bars, eg Alkimos, Eden Beach, etc.</i></p>

<p><i>Burns Beach residents were promised a local shop to service the needs of the entire suburb. 3 of these lots have already been built on with the other 2 being proposed as a day care centre. Burns Beach desperately needs some form of shop as there are now too many homes leading to residents travelling elsewhere. There is not adequate parking in this area to facilitate this. Whitehaven Avenue and Grand Ocean Entrance roads are too busy already, with a high amount of traffic coming through. Enough is enough, Burns Beach residents have been promised so much and the City "amends" it's plans too much for its own benefit. Strongly oppose this amendment.</i></p>
<p><i>This is one of the busiest intersections in Burns Beach, particularly at peak morning and evening times as Whitehaven takes all of the traffic that comes off and onto the freeway if residents in the northern part of Burn Beach do not enter the suburb through Grand Ocean Entrance. Given this busy-ness, I think it was ill-conceived in the first place to have any commercial development on these corners. The dropping-off of young children to a childcare facility on this corner at peak times would add to this problem, particularly if the parents have to park on the other side of the road in the park area. I am also led to believe, from our local member, that a childcare facility will be incorporated when the plans for the primary school are drawn up. I think it would be better to re-zone the land to residential and allow Peet to sell the land for solely residential purposes to avoid increasing traffic at this busy intersection. Whilst it is disappointing that we will not have any shops in the suburb, the new shopping centre in nearby Iluka should satisfy our needs.</i></p>
<p><i>Strongly oppose...no need for any childcare and unnecessary disruption to the area. Area not suitable either.</i></p>
<p><i>It's a residential area and we want it to be a residential area please.</i></p>
<p><i>I live [- -] from the proposed site and would prefer to see such a facility placed either in a commercial precinct, or within close proximity to a school. The proposed new primary school site would be a possible alternative. You only need to take note of other childcare facilities in other suburbs to see the congestion, litter and general unsightly condition, not to mention the negative impact on the value of surrounding properties. I enjoy living in Burns Beach, largely due to the quiet streets and well-kept neighbourhood. I strongly urge the City of Joondalup to decline the proposed development and amendment to Burns Beach Structure Plan.</i></p>
<p><i>I would prefer a small local shop/deli to be built on the proposed site. I feel the area is too small to support a childcare centre.</i></p>
<p><i>I strongly oppose this proposed change. Parking is a major concern. We have a rental property in close proximity to this area and parking is already an issue without adding to this problem by the construction of commercial premises. In my opinion, the land should be re-zoned as residential and developed as cottage blocks with two-storey homes, as per the current surrounding homes. A childcare centre or kindergarten is not necessary as we believe the proposed primary school will cover these requirements.</i></p>
<p><i>The community have sufficient amenities in the suburb and do not require an additional shopping centre. The construction of the shopping centre in Iluka has just started and it is quite close to this area, so not sure why this additional allocation to shopping is required. To my knowledge, all the residents have at least a car and can drive to one of the shopping centres nearby, so developing this area as another shopping centre would be nothing but profit to some business owners and be no benefit to the residents.</i></p>
<p><i>The local shop provides a community facility for all, this was used in sales advertising by Peet to forge a sense of community. The developer now wants to offer the lots as a childcare facility. This is unacceptable, and the developer should be made to follow through on the original structure plan developed for the estate. The provision of a local shop for everyone and everyday needs will enhance the wellbeing of the community and reduce the need for car trips to buy a paper, milk etc., and discourage reliance on car use. The nearest shops are Kinross or Beaumaris; a local shop would be of great benefit to all the community; this cannot be denied. Numerous childcare facilities are already available in the Joondalup area in more suitable locations than a residential estate.</i></p>

The site on the corner of Grand Ocean and Whitehaven where Peet would like to build a childcare centre is not suitable for the following reasons:

1. Very busy intersection.
2. No parking — if parking over the road in Bengello Park is envisaged, this would be highly dangerous for parents and children crossing a busy main road.
3. Area is very small — limited space for children's playgrounds.
4. Adjoining residents were not expecting a noisy childcare centre to be build next door.

In addition to the fact Peet have negligently allowed the initial 5-lot Local Shop Precinct to be whittled down to 2 lots, and incorrectly issued the titles to these lots, thus far preventing any possible commercial development, the location presents a significant road safety threat. There remains insufficient space to safely facilitate set down and pick up of children at peak travel times. Suggesting the Bengello Park parking bays are sufficient does not account for the necessity to safely navigate the 7 roadways that surround these blocks (Grand Ocean from east and west directions, Rundle Link, Figtree Lane and Whitehaven). This intersection is on both the Transperth bus route and the private school collection route. It is simply a significant accident waiting to happen. We have [- -] children and live in this vicinity; we do not accept the increased risk to their safety on account of the mismanagement of these lots. Furthermore, there is already an area ring-fenced in the primary school development for a childcare facility, a mere 750 m away from this proposed site. The school will obviously be designed by the State Government and Department of Education with safe drop off/collection of children and road safety in mind. In addition, there is a childcare facility being established in the new Iluka development only 1 km from this proposed site. We see no need for a 3rd facility in this area, potentially leading to this site not being commercially viable. Regardless, if a 3rd facility is required, then it should be Peet's responsibility to properly design it into the as-yet released northern precinct of the suburb, where full consideration of road safety issues can be considered. Finally, when we elected to make a significant investment in Burns Beach, we did so on the promise of a Local Shop Precinct within the structure plan, offering a hub for social interaction, of facilities to purchase simple items like bread and milk, a potential café or other facility to add some vibrancy to the suburb. Peet's mismanagement of the Local Shop Precinct should not be so quickly swept under the carpet as a "minor" change to the structure plan, which has already seen 60% of the usable Local Shop Precinct negligently misappropriated. We expect what is left of the structure plan to be upheld. If a 3rd childcare facility is required within this area, then we expect it to be designed properly and in accordance with the structure plan. The new northern precinct is an entirely viable location which can be properly designed, and the structure plan can be upheld.

The intersection of Grand Ocean Entrance and Whitehaven Avenue is one of the busiest in Burns Beach. There is very minimal on-street car parking close to the intersection. There is no pedestrian crossing at this location and, as a grandparent of a [- -] year old, I know how slow it can be to cross the road with [- -] children. There is some car parking in Bengello Park at the western side crossover but, if this is used by people dropping off and picking up of children, it will create congestion. This crossover is utilised "as a road" by some local residents going to and from work. Speed humps will need to be installed at each end of the crossover (some residents speed through this area). As a resident in Burns Beach for [- -] years, and a [- -] user of our great Bengello Park, my observation is that this site is not suitable for a pre-school child-minding centre, based on the many safety issues it will create. Rezoning Lot 243 and Lot 244 to allow houses to be built on them would best use of this land. Yours sincerely, [- -].

Concerned about increase in traffic, parking, noise and impact on property valuations. If the facility plans to use car parking across the road, this adds the concern of children crossing. This road is already fairly busy, being the main route into this end of the estate. There are already facilities for childcare in the area — you can use private, at home care. Many schools also have out of school hours and vacation care facilities.

I don't think the site is suitable for a childcare centre. It is already a very busy area and I think the safety of children and parents is concerning. There is a proposed childcare centre near the school which would be a more suitable location if adequate parking is provided.

<p><i>I strongly oppose the proposal for a childcare facility at the corner of Whitehaven Avenue and Grand Ocean Entrance. Childcare centres are planned for the new Iluka development, as well as the Burns Beach school site. Another centre is not only unnecessary, but would negatively impact on nearby residents due to noise and increased traffic. At the times when children would be dropped off, crossing Grand Ocean Entrance to reach Bengello Park is already dangerous due to the 2 blind bends at each end and the work vehicles entering and exiting Burns Beach by Whitehaven Avenue. The park is popular with residents walking dogs before work, so the mix of traffic, small children and dogs is an accident waiting to happen. As the area has been denoted as a "local shop precinct", then an appropriate use is as a local convenience store, ideally with a takeaway coffee bar which would benefit the residents and park users.</i></p>
<p><i>The proposed Childcare Premises should be attached to the new Burns Beach Primary School, similar to that operating at Mindarie Primary School. Having a childcare facility on Grand Ocean Entrance would not to be a safe option because it is a main thoroughfare opposite a playground, which could entice children to run across a busy road to enter the facility. I also think not enough parking bays would be provided to make the area safe for families and their young children. A better considerate option would be to provide a childcare facility, easily accessed from the new school, which would provide safer parking bays and be in an area zoned with lower speed limits, especially during 'school drop off and pick up'. Considering there will be a number of children going to the new Burns Beach school who have younger siblings, this placement of the childcare facility makes sense.</i></p>
<p><i>This site should be used for its original and advertised purpose. A childcare centre will not contribute as much to the community as a local shop. Burns Beach is poorly serviced by commercial interests already and a change of use will not assist this situation. There is already a proposed childcare centre nearby in Iluka which renders one unnecessary in Burns Beach. I strongly oppose this change.</i></p>
<p><i>I strongly oppose this amendment as the location could not be more inappropriate road safety-wise. It would be at a key intersection, with the main parking available across the road at Bengello Park, which would lead to parents crossing Grand Ocean Entrance with their toddlers during busy periods on the work/school runs, as well as being on a bus route. Also, approval of a childcare facility would remove the opportunity for there to be a local shop for convenience and a point of social interaction in Burns Beach.</i></p>
<p><i>I strongly object to the proposed development for "local shops/childcare facilities" 44-54 Grand Ocean Boulevard, Burns Beach. I believe the increase in traffic with such a development will be noisy, and I certainly did not buy my home and invest in a desired area to live near shops. Develop more homes, not shops! Appreciate your consideration in this matter. No shops thank you!</i></p>
<p><i>I cannot think of a more inappropriate place for a childcare centre. This location, and lack of formal parking, would place children, parents and other road users in danger. The fact that 3 of the lots, which were planned for commercial use, have been sold and developed into housing, shows the gross incompetence at Peet and CoJ. How was this allowed to happen in breach of all planning guidelines?! There is a lack of local facilities within walking distance for locals and this is what this land was planned for and what it should remain.</i></p>
<p><i>Strongly disagree with this. Definitely not the right place for it. Busy area, chaotic at times. Dangerous to existing children that live in the estate already trying to cross busy roads.</i></p>
<ul style="list-style-type: none"> - The plan hasn't been implemented so how can you truly know it won't work. - Over the recent years, other suburbs have had standalone cafés do very well, whilst also attracting clientele from outside the suburb. - There is a need for a local café in Burns Beach 'different' to the existing one. - Better planning for the implementation of the current plan may yield better results for Peet.
<p><i>As a resident of [- -], I am concerned about the traffic that may use [- -] to attend the day care. We have lived here on [- -] for over [- -] years now and the amount of traffic on [- -] has increased significantly in this time. With the introduction of the bus route and Burns Beach Road through Iluka opening in this time, I feel that [- -] is used as "a cut through" for a lot of people that live north. A day care centre on the corner of Whitehaven and Grand Ocean will only create more traffic congestion again.</i></p>

<p><i>I am aware there was a mistake made back in 2010 when approval was given to allow residential dwellings to be built on the site designated for the local shop precinct. Given residential dwellings are now built on that area, it seems logical to amend the structure plan to change the use of those particular blocks to residential. In relation to the proposal to alter the definition of local shop precinct to afford an opportunity for the land to be used to locate a childcare facility at, I am currently neutral in my view; however, I do have concerns about the potential increase in vehicular traffic such a facility will bring. Anecdotally, there is significant evidence to suggest that some people park illegally, irresponsibly and disrespectfully when dropping off/collecting their child/children from school/nursery premises. I do not want this to happen around the proposed facility. I would also wish to seek reassurance that the design would be in keeping with the suburb and surrounding properties.</i></p>
<p><i>Parking and traffic management will be important to get right.</i></p>
<p><i>Grand Ocean Road and Whitehaven Avenue are already extremely busy and dangerous as it is now. This is a residential area, not a business precinct. There are far better options for this in Burns Beach, eg Bramston Park next door to the Community Centre, or the new Iluka business precinct. I strongly oppose this idea and totally disagree with anything to do with it, as do majority of residents.</i></p>
<p><i>Whitehaven Avenue is already an extremely busy road and that particular intersection will be made very dangerous if a childcare facility is added.</i></p>
<p><i>Whilst I can see the need for a childcare facility in our suburb, this corner is very busy at peak times and any extra traffic flow, people coming in and out of such a facility, or crossing the road on a busy corner would not be safe. My [- - -] has experienced a similar facility in Karrinyup near a busy intersection with limited parking and it was very dangerous getting pre-schoolers to and from the car at the location. I understand a childcare facility will be incorporated in the new primary school when plans get underway. Peet should be applying to re-zone to residential.</i></p>
<p><i>I am a homeowner on [- - -], and it is a very busy street. We have [- - -] children under [- - -] and are constantly worried about the volume and the speed of the vehicles going up and down our street. I believe this development would only add to this problem and the street doesn't need any extra traffic. I don't have any objection to the development itself, only the chosen location. I would hate to see a child injured or even killed in [- - -]. Especially one of ours.</i></p>
<p><i>Comments and questions below.</i></p> <ol style="list-style-type: none"> <i>1. Who approved the single dwellings on lots 313, 314 and 315 when that was never the zoned purpose of the land? It appears that even though there was a Burns Beach Structure Plan in place it was ignored, and we would like to know who and why these homes were approved.</i> <i>2. 877 square metres across lots 243 and 244 is sufficient land for a general store, café or restaurant to cater for the local community.</i> <i>3. We do not support a childcare facility in this location due to the fact that the immediate neighbours to the respective land did not purchase land to build homes to have multiple children being dropped off early, noise all day and then late traffic for pick up in residential streets.</i> <i>4. If the developer wants to develop a childcare facility it should be incorporated into the vacant school site when that is developed. Yes, you would have to ignore current Structure Plan; however, you have already proven that you do that anyway.</i> <i>5. Looking forward to your reply.</i>
<p><i>I strongly oppose this proposal. This is a residential area and the impact on traffic and noise on residents will be enormous. It is unsafe to develop a childcare centre on what is already a busy Whitehaven Road. Build more houses and not a business development in a quiet residential area. No to this development.</i></p>
<p><i>Traffic is already busy Whitehaven/Grand Ocean Entrance and parking will be a huge problem. Ridiculous idea! Just make the area fully residential.</i></p>
<p><i>I would prefer to have a café or a shop there as it would benefit more people in the neighbourhood.</i></p>
<p><i>There is enough traffic congestion and vehicles parked around the streets of Burns Beach, including work vehicles etc., which restrict vision when driving through junctions, and I feel that having any more will detract from the area.</i></p>
<p><i>I support this useful development in my suburb, Burns Beach.</i></p>

I would not like to see constant cars coming and going across the street at our local park. I also feel sorry for the people who live close by to the proposed site. It will lower the values of their houses significantly!! Put yourself in their shoes. Would you like a day care that close by to where you live?

Will make more of traffic hazards that Burns Beach already has, with vehicles parking on streets no one is doing anything about it. That street is a high traffic street, as both are entrances to the estate.

No childcare facility is required as the new school will be built with one on-site. This should be sufficient for demand and is a much better plan for the community. We purchased the block we have as it was close to the ocean and to a site where a small shop would be built. Peet needs to stick to the plan and start following through with the promises made when people purchased their land. If not, they should be refunding part costs of the land due to loss of value by not supplying facilities advertised. CoJ needs to make Peet accountable and step up with their leadership of this situation. Why was Peet able to sell some of the land set aside to start with?

Yes. The approved Burns Beach Structure Plan was prepared by the Developer (Peet) and endorsed by City of Joondalup Council and WA Planning Commission. This document considers the overarching design principles for Burns Beach Estate and, importantly, makes it clear what is permitted and what is not permitted. All parties, including Peet and City of Joondalup Planning Officers are obliged to ensure that development of Burns Beach Estate complies with the Approved Burns Beach Structure Plan. The Local Shop Precinct (comprising 5 lots) is located in the centre of the estate to cater for the daily needs of the local community. The intention is to create a small main street focus that enhances the vitality and vibrancy of the estate, extending beyond the daylight hours, and to provide job opportunities for the local community. Permissible uses are defined. It is clear that wholly residential use is not permitted, and obviously a childcare facility is not permitted. It is evident to all that properties for wholly residential use have already been built on 3 of the Local Shop Precinct lots in clear breach of the approved Structure Plan. It was clearly incumbent on both Peet and City of Joondalup Planning Officers to ensure that all developments (including these 3 residential properties) were in compliance with the approved Structure Plan. However, neither Peet nor City of Joondalup Planning Officers exercised their duties, allowing wholly residential development in breach of the approved Structure Plan, with no amendment of the Structure Plan, no community consultation, and no engagement with elected Council Members. Consequently, the opportunity for the local community to have access to purchase their daily needs locally, to have local job opportunities, and to enjoy a social hub with vitality and vibrancy in daylight hours and beyond, has been compromised. Burns Beach residents have been offered no apology whatsoever for this clear breach of the approved Structure Plan, nor has any provision been made for alternative commercial development sites elsewhere to date (e.g. in the Northern Residential Precinct). In fact, the local community has only now been consulted, with Peet and City of Joondalup Planning Officers presumably hoping that the local community will not stand in the way of retrospectively amending the approved Structure Plan to cater for the breaches that have taken place. It is important that City of Joondalup, including Planning Officers and elected Council Members have a good understanding of the clear breaches of the approved Structure Plan that have occurred, and work with the local community to appropriately address how to implement the clear intentions of the approved Structure Plan going forward. Moving on to the Peet proposal for a childcare facility, this is completely inappropriate for many reasons:

(1) The new Burns Beach Primary School has provision for a childcare facility on-site, so any need for a childcare facility in Burns Beach is already catered for.

(2) The proposed location is on a busy intersection where traffic peaks at expected drop-off and pick-up times (e.g. for school runs). From a road safety perspective, crossing Grand Ocean Entrance between the childcare facility and the car parking bays in Bengello Park present a high and completely unnecessary safety risk to children, parents and road users.

(3) Nearby residents have committed to establishing a family home in a community that (according to the approved Structure Plan) will have vitality, vibrancy, a local social hub, job opportunities, and availability of daily needs. It is entirely inappropriate for Peet and City of Joondalup Planning Officers to permit development of a childcare facility instead of meeting the intentions of the Approved Structure Plan.

[continues]

(4) Peet appears to be proposing this major change to the approved Structure Plan simply based on the wishes of an interested party that may be willing to invest in a childcare facility if the Local Shop Precinct detailed in the Approved Structure Plan is completely changed to a childcare facility (i.e. tailored to suit their self-interest only). The interests of an interested party should not be allowed to override the interests of an entire community that has made commitments in good faith in compliance with the approved Structure Plan that Peet, City of Joondalup Planning Officers and WAPC have all endorsed and committed to complying with.

(5) it is particularly arrogant and galling for the applicant (Peet), having already acted in clear breach of the approved Structure Plan, to claim that the proposed changes are "minor", to completely ignore the fact that a childcare centre in Burns Beach is already planned for at the primary school site, and that the childcare facility will generate local employment opportunities and provide vital social infrastructure. It clear that the proposed changes are "major", that there is no need for another childcare facility in Burns Beach, and that the actions of the applicant in previously breaching the approved Structure Plan have actually undermined the potential for local employment opportunities and a social infrastructure. In closing, I trust that City of Joondalup Planning Officers and Elected Members will appraise themselves of all the facts regarding this matter and will give due consideration to the views of the local community, and the clear intentions of the approved Structure Plan.

We bought into this suburb under the impression of certain uses for land. It is not right to change this for financial reasons while residents are opposed.

I would like to express our concern over the request to change the Burns Beach Structure Plan. When we built in Burns Beach, we looked at all the details — cafés, shops, etc., and were pleased with what we found. We live in [- -], and it is only a short walk to the proposed shops. This was a great buying plus for us. We now have enough parking problems in the area without a huge influx of people dropping children off at the proposed day care centre. We now have one parking place in front of our property which we can now use on the odd occasion when others are not parked there. This change will see even more people parking in areas that are a short walk to the site. Peet are only after more money which they are not willing to spend on the items they are supposed to supply. We cannot see why they should get away with a money-making exercise because that's all it is and not supplying what they should be legally enforced to do. We ask the City of Joondalup to maintain the structure plan as is for a proposed shopping area. Kind regards

[- -] and [- -]

[- -]

[- -]

[- -]

[- -]

I was originally involved in the structure plan and things that were in this never happened.

This is a very busy intersection on a main entry street to the estate. I do not think this is a good location for a childcare centre. The additional traffic created by parents dropping off children in the mornings and collecting in the evenings will cause dangerous conditions on the corner. A child centre development is required; however, it should be located within the land earmarked for the new Burns Beach primary school. Kind regards [- -]

Peet should focus on finishing the footpath that linking the coastal path.

The original plan proposed a local shop, enabling the local community to purchase everyday basics. Why has this changed? Our fantastic suburb needs a shop to sell the basics, having to jump in a car for everyday essentials (bread, milk, etc.) is ridiculous. We must be the only suburb without this facility. We certainly don't need another day care centre...

1. Childcare facilities are proposed as part of the new primary school being built in Burns Beach.
2. A childcare centre being developed on these blocks of land will increase traffic at this busy T-junction.
3. The parking available to use for Bengello Park will be severely decreased during weekdays.
4. Childcare centres have onsite parking, taking children across a busy T-junction is dangerous.
5. Houses built around the park are all double-storey by necessity, is this childcare centre going to be the same?
6. A Childcare centre is non-compliant with the Burns Beach Structure Plan.

I urge you to reject the planning change to allow a childcare centre to be built on the corner of Whitehaven and Grand Ocean Entrance, Burns Beach. This corner is extremely busy and a major thoroughfare when entering/exiting the suburb, and I am fearful of lives lost if this proposal is approved. I have specific concerns also that traffic may use [- - -] as a thoroughfare and exit onto [- - -]. This road is narrow, and we often have to squeeze past cars parked on the road. Importantly, however, is the risk we face daily when turning out of the eastern side of [- - -] onto [- - -]. [- - -] has a sweeping bend and with cars entering from [- - -] often on the wrong side of the road, this is a very dangerous corner, ask any of my neighbours! Similarly, the vision when exiting from [- - -] onto [- - -] is often blocked by cars parked on verges and this would increase tenfold should the childcare centre go ahead. Another option is for the parents to park in Rundle's Link or Bluey's Link, then they have to cross Grand Ocean Entrance with little ones in tow, whilst dodging cars turning out of Whitehaven. Another concern is for the park users with their dogs and children facing increased traffic on roads that dissect a busy park. How this design was even passed in the original subdivision is beyond my understanding. I urge you to not compound these issues and reject this proposal.

Burns Beach is in need of some shops or a deli in the area as the plan was originally proposed.

1. Does not comply with the Burns Beach Structure Plan.
2. Burns Beach residents were promised a Local Shop Precinct with multiple commercial facilities to provide job opportunities and a social hub for residents.

Attention [- - -],

Good morning,

[- - -] wish to object to the proposed child care centre on Lots 243 and 244.

We reside at [- - -] which I'm led to believe will [- - -], along with neighbouring [- - -] and [- - -].

The main reason we are objecting is that the traffic is already heavy enough, and to encourage a 'shop' or child care centre will only increase traffic.

We ask that traffic calming devices be installed along Grand Ocean Entrance in the vicinities of the lots mentioned above, as this area is used as a race track on most mornings and afternoons/evenings — creating a dangerous situation for anyone using the parks opposite said lots.

Why can't a child care centre be incorporated into the new school on Burns Beach Road?

Makes sense to us.

Yours truly

[- - -]

[- - -]

We are strongly opposed to having a 163-seat café in the Burns Beach Park as that will significantly increase traffic, pollution, congestion and noise to our residential area. Burns Beach has had a significant increase in crime over the past year which corresponds directly to the increased activity of cars and non-locals coming to attend the food trucks every Wednesday. There is a substantial disruption, congestion and illegal parking on otherwise quiet and previously unknown streets to attend this event. Despite the negative impact on our home and lives, we actually don't mind this increase in activity (despite cars parking illegally on our verge unless we make the effort to put bricks out to stop them), if it is only for one day a week and for the summer period (as we support community events). However, having a 163-seat café at our local park would mean an unfair disruption to our ability to live quietly in our home. We specifically chose the location as it was so quiet and right next to the local park where everyone walks to and has a lovely neighbourhood feel. We do not want a café there. We are also strongly opposed to the illegal childcare facility on intersection of Grand Ocean Entrance and Whitehaven Avenue for the same reasons as mentioned above. It is not fair and, as residents, we are extremely upset that Peet can be allowed to do something so disruptive to our residential area. Thank you, [- - -].

Grand Ocean Entrance and Whitehaven, Burns Beach

Child care centre proposal for Burns Beach

- Does not comply with the Burns Beach Structure Plan.*
- Unfair for a non-compliant facility to be imposed on nearby residents.*
- Car parking over the road in Bengello Park not an option as this would require crossing a road at a busy intersection with small children.*
- Burns Beach residents were promised a Local Shop Precinct with multiple commercial facilities to provide job opportunities.*

Kind regards

[- - -]