

C I T Y O F W A N N E R O O

MINUTES OF SPECIAL MEETING OF ELECTORS HELD AT GUMBLOSSOM COMMUNITY CENTRE, TAPPING WAY, QUINNS ROCKS ON TUESDAY, 21 MAY 1996

ATTENDANCES AND APOLOGIES

Councillors:	F D FREAME - Acting Mayor	South-West Ward
	L O'GRADY	North Ward
	P O HEALY	North Ward
	S P MAGYAR	Central Ward
	V G HANCOCK	South-West Ward

Town Clerk:	R F COFFEY
City Engineer:	R MCNALLY
City Planner:	O G DRESCHER
Design Engineer:	P PIKOR
Senior Planning Officer:	R M PEAKE
Engineer, Subdivision Planning & Control:	B CHANG
Committee Clerk:	J HARRISON

Apologies for absence were tendered by Crs Dammers, Wood and Taylor.

There were 203 Electors and 1 member of the Press in attendance.

The Acting Mayor declared the meeting open at 2005 hrs.

This meeting had been called in accordance with the provisions of Section 171(4) of the Local Government Act, in response to a petition of Electors.

The purpose of the meeting was to discuss the proposed construction of Ocean Drive, Quinns Rocks.

The Acting Mayor introduced Councillors and members of staff and invited Mr Brian Ryder to address the meeting.

Mr Brian Ryder of 27 Burt Street, Quinns Rocks:

Mr Ryder stated he has been asked by residents of Quinns Rocks to present their case against the way the City of Wanneroo has allowed the Silverton subdivision to go ahead without requiring any access from Marmion Avenue, and without prior consideration of the adverse impact this approval would have on Quinns Rocks.

Mr Ryder made the following points:

- Road system is local road system, with blind corners, narrow streets and almost no footpaths or cul de-sacs to keep the traffic out. This would allow through traffic from the Silverton development and beyond to use Quinns Road and Ocean Drive as access roads.

- Traffic calming devices along Ocean drive will not work as it will force traffic to take alternative routes through the suburb.
- When an area is not designed to take a large amount of traffic it becomes a problem for residents. Tapping Way residents already putting up with heavy traffic loads at all hours.

Mr Ryder then presented graphs outlining the residents' predictions of traffic increases up to 2001 for the northern end of Ocean Drive, south of Roberts Street on Ocean Drive and mid Quinns Road - Appendix I refers. Mr Ryder then referred to the Questionnaire submitted to Council and Council's response dated 8 May 1996.

Mr Ryder wished to make the point that the road system in Old Quinns should remain as it is, ie a local road system, and should not be connected to the coastal highway planned for north of Quinns as it is unable to handle it. He stated that Council has made a mistake in approving these changes and should take immediate action to correct the position.

In summary, Mr Ryder said that the City of Wanneroo should provide a temporary feeder road from Santa Barbara Parade into the Silvertown estate immediately, should not proceed in constructing the short link road adjacent to the dog beach car park, linking Ocean Drive with the northern subdivision and that suitable signage be placed on Marmion Avenue directing all construction traffic to proceed north to the feeder road.

City Planner, Mr Oscar Drescher:

The figures stated by Mr Ryder presupposes that no other roads will be constructed and that subdivision will continue at an enormous rate.

Silvertown is traditionally a slow developer, seeking high prices for their land and it is not expected that land will be sold quickly. First stage of subdivision will be approximately 40 lots, with construction commencing in approximately February 1996. Land sales will commence approximately September 1996. In the short term there will not be the generation of traffic from these lots although there will be traffic from construction, prospective purchasers of land etc. It is not considered the volumes predicted in Appendix I will be reached in the short term.

City Planner believed the majority of development north of Quinns would not be completed for 8 years, and referred to the slow development of Mindarie.

Santa Barbara Parade had been constructed off Marmion Avenue. Homeswest is not expecting to develop the back end of their land until 1989/99. If sales are slow, development could take longer.

City Planner referred to the history of the land dating back to 1988 and Foreshore Management Studies undertaken.

City's philosophy has always been that continuous coastal road will not be repeated in Wanneroo. A series of sweeping 'scolloped roads' will direct major commuter traffic back to Marmion Avenue and the Freeway. Implementation of traffic measurers will assist in down-grading of traffic movement.

There will always be a coast road to carry some traffic. Problems which have been suggested for Ocean Drive will exist in the short term only.

Discussions had been undertaken with the developers who are not prepared at this stage to extend Santa Barbara Parade. Santa Barbara will be continued in January next year.

Road development to the second stage of the Silverton development is not planned, to the City's understanding, until 1999. The developers are happy to dedicate the land but not to construct the road at this stage.

The Acting Mayor then opened the meeting for public question time. Members of the public raised the following questions or comments:

Mr Vogel, 11 Nicholas Avenue, Quinns Rocks:

- Traffic volumes predicted by residents will happen.
- Question raised regarding the staging of development by Nivlem and Silverton and boundary markings as shown on the plan displayed. A response was given by the City Planner.

Mr Jim McKie, 89 Tapping Way, Quinns Rocks:

- Referred to meeting attended by Cr O'Grady and Paul Filing regarding the intrusion into Quinns Rocks for the development of the area, which resulted in installation of roundabouts to decrease traffic speeds.
- Developer should be instructed to create access road into the development.

Mr Fred Jakobi, 12B Dennis Street, Quinns Rocks:

- Erosion of foreshore over many years, exacerbated by winter storms. Consultant's report (Peter Woods) recommended no development within 500 metres of the ocean. Why is the City negating this recommendation?

City Planner's response:

The 500 metres was determined by the City of Wanneroo. Peter Wood was engaged by the City, who concluded that Quinns Rocks should not have been built where it was in that it was built on an unstable foreshore. City thereafter required developers to drill to establish the bedrock level. The 500 metres was set as the safeguard.

An earlier developer test-bored the foreshore reserve and proved to the State Planning Commission that they could build closer than 500 metres, and that is how the Foreshore Boundary was established. Council requested a wider foreshore reserve but was unsuccessful.

- Ocean waves will reach base of Ocean Drive. Used to be 30 metres of foreshore in the winter. Sea wall is required as erosion will continue.

City Engineer's response:

Episodes of erosion and accretion. We are currently in an erosion episode. The responsibility is shared, but principally the responsibility of the Department of Transport. Negotiations have been undertaken with them since the last winter storms to look at this problem and produce a strategy. These strategies take time, and care must be taken to avoid transferring the problem further north.

- Would like to know what pumping station looks like and how will it be effective against the erosion on Ocean Drive.
- Who will fund the protection of the coast.

City Planner's response:

Where there is a problem, the State and the City undertake this responsibility.

Mr B Linden, 10 Ashley Avenue, Quinns Rocks:

- Has invested in this area because of the rustic charm and community spirit. Does not want development to take place. Why has the City not got the power to keep the developers from encroaching into these areas?

City Planner's response:

City has only an advisory role, in terms of subdivision applications. Where an application is not supported by Local Government, the State Planning Commission has the power to over ride this decision, and the Minister has power to over ride a decision of State Planning Commission. Local authorities in Western Australia have no subdivisional powers.

Mr Ron Green, 156 Ocean Drive, Quinns Rocks.

- Will Ocean Drive be closed off to traffic at Tapping Way?

City Planner's response:

At this stage, no. However, the meeting tonight may wish to make recommendations to Council.

- Will an access road be built from Marmion Avenue to the Silverton subdivision?

City Planner's response:

Ultimately, yes. In the short term, no.

- Will Ocean Drive be increased in width?
- Will any construction work be done on the western side of Ocean Drive?

City Engineer's response:

There has been no proposal for increase in width. The proposal for a dual use path has caused most concern, and the fact that some traffic treatments impinge on the western side. A sewerage pump station is proposed. No action will be taken on Ocean Drive until after public participation process.

- Has any firm agreement been made between Wanneroo City Council and the developer to provide access from Ocean Drive to the new subdivision?

City Planner's response:

The structure plan will provide access from Marmion Avenue from the Silverton subdivision via Santa Barbara Parade, but this is not likely prior to 1999.

Mr G Jones, 6 Ocean Drive, Quinns Rocks:

- Homeswest, in a previous subdivision, was required to upgrade portion of Marmion Avenue. Why does the City not require Silverton to upgrade Marmion Avenue, rather than using Ocean Drive as the entry statement to the subdivision?
- Believes Silverton and Nivlem operate from the same address in St George's Terrace.
- Believes developers should be forced to fund the entry road from Marmion Avenue and not use Ocean Drive.
- Gave example of Ormsby Terrace, Mandurah, which was cul-de-sac'd east-west, thereby giving access but reducing traffic.

Mr Bob Kilvington, 44 Mindarie Road, Quinns Rocks:

- A 1993 street map showed Robinson Avenue going through to Marmion Avenue, but on recent maps this is not so. Was this road intended to go through?

City Engineer's response:

Robinson Avenue was never intended to go through to Marmion Avenue.

- Three accidents have occurred on the corner of Quinns Road and Marmion Avenue in the last 12 days. More vehicles should not be put through this road.

City Engineer's response:

The volume of the traffic on this junction will be alleviated in time by additional junctions to Marmion Avenue.

Mr Tony Mateljan, 85 Mindarie Drive, Quinns Rocks:

- Marmion Avenue and Quinns Road are dangerous.
- Major roads should be completed prior to development.
- East-west road is needed.
- Ocean Drive, north of shopping centre, has dropped 6" on one side. Trucks using this road will increase problems, with potential for accidents.

Mr Lewis, 16 Hazel Avenue, Quinns Rocks:

- Lacks east-west connection.

MOVED Mr Lewis, **SECONDED** Mr B Linden that Council be requested to fund the extension of Santa Barbara Parade of approximately 700 metres and recover the money from the developers when the land is developed.

CARRIED UNANIMOUSLY

Mr John Hollywood, 9 Third Avenue, Burns Beach.

- Asked Council to consider ratepayers' points of view.
- Disappointed that Mr Silverton did not attend this meeting.
- Residents of Quinns Rocks are entitled to retain their standard of living.

Dr Birkelbach, 159 Tapping Way, Quinns Rocks:

- Do not want to see Tapping Way treated in the same way as Ocean Drive is expected to be treated. Concerned that closure of Ocean Drive will move the traffic to Tapping Way.
- Recommended that there be no connection to the north of Quinns Rocks from the existing township of Quinns, north of the present connection on Tapping Way to Santa Barbara Parade.
- Can any negotiations be undertaken with the developer in exchange for the early connection of Santa Barbara Parade or Marmion Avenue.

City Planner's Response:

The structure plan has been adopted and the developer will progressively subdivide over the next 10 years or so. The developer is stabilising and upgrading the foreshore reserve.

- Can the City prevent traffic from entering the development from the northern end of Quinns Rocks?

City Engineer's response:

The developer requires the new road connection to market the lots. This is a condition which is imposed by the State Planning Commission. City Engineer outlined types of negotiations previously undertaken with developers.

- Requests that present lifestyle may be retained. Do not want extra traffic.
- Will the cul-de-sac north of Robinson Avenue, on Tapping Way, still be constructed?

City Engineer's response:

This is part of the subdivision programme. However residents should discuss with the developer their programme for staging of the development.

Ms Liz Prime, 3 Glennon View, Clarkson:

- Spoke in support of the community of Quinns Rocks and its uniqueness, and believes the power is with the people.
- Roads must be constructed prior to development.

Ms Lansley, 13 Quinns Road, Quinns Rocks:

- Accidents have occurred outside her home, which is on a sharp bend and brow of a hill. Cannot justify the proposal for more traffic on this road.
- Understands only 42 lots in the initial release, yet the original figure was 60 lots.

City Planner's response:

When survey diagrams are received, possibly September, an accurate assessment will be available. The figures may vary but will be approximately 40.

Ms Karen Parker, 14 Starrs Road, Quinns Rocks:

MOVED Ms Karen Parker, **SECONDED** Mr Brian Ryder that:

- 1 Ocean Drive does not become a through road for the Silverton development and is not widened to encroach on the dunes or verges;
- 2 access road to the Silverton development be from Marmion Avenue;
- 3 the east-west road to be completed prior to any development commencing.

CARRIED UNANIMOUSLY

Mr Ron Allen, 8 Hazel Avenue, Quinns Rocks:

- Beaumaris had problems obtaining traffic lights and suitable traffic control, and accidents occurred. Will be major problems on Marmion Avenue.

Mr Alfred Gorman, 14 Tyson Place, Quinns Rocks:

MOVED Mr Alfred Gorman, **SECONDED** Mr Brian Ryder that no developing machines should pass through Old Quinns. **CARRIED UNANIMOUSLY**

Mr Fred Jakobi, 12B Dennis Street, Quinns Rocks:

- Large vehicles travelling on Quinns Road have the potential to cause accidents as this road is not suitable for such traffic.

Mr Lance Power, 1 Sea Edge, Mindarie:

- What suggestions do Councillors have to support residents of Quinns Rocks to stop the access road to Silverton's subdivision?
- Is it true that the bitumen has been laid to access the roundabout into that development.

Cr Lynn O'Grady, North Ward Councillor: 35 Rothesay Heights, Mindarie:

- Confirmed she had received many inquiries from Tapping Way regarding the traffic.
- Has followed through the suggestions from working group which were put to Council and implemented, ie construction of roundabout. This roundabout has reduced traffic speed by about 20 kph; this is not perfect but it does work.
- Need to know as a Councillor what the public wants. Will no doubt receive telephone calls following tonight's meeting from persons giving the opposite views to those raised here. Want suggestions from residents of what is required in order to find best solution to cope with the traffic that will be created by the new subdivision.

Cr Freame's Response:

Suggested that a road traffic study group be formed by residents to decide the most appropriate traffic calming devices that would be acceptable to the residents of Ocean Drive.

Mr Jim McKie, 89 Tapping Way, Quinns Rocks:

- Concerned regarding traffic crossing the centre of the roundabout, causing damage.

Mr Jeremy Sullivan, 58 Ocean Drive, Quinns Rocks:

- What power has Council over developers at this stage of the development? Can the developer be encouraged to put in the road?

Cr Freame's response:

Officers met with the developer yesterday. The developer advised that 1999 was the earliest date for completion of the road.

City Planner's response:

Council will continue to negotiate with the developers and stress to them the community's requirements for the road.

Mr Mark Nelly, 27 Ashley Avenue, Quinns Rocks:

- Was Council aware that an access roundabout was being built into the proposed development.

City Engineer's response:

This roundabout is being built as access for the developer to the local road subdivision.

Dr Birkelbach, 159 Tapping Way, Quinns Rocks:

- What is the estimated cost of the extension of Santa Barbara Parade to connect with the road system?

City Engineer's response:

No estimate has been calculated but a ballpark figure would be approximately \$300-400,000.

MOVED Dr Birkelbach, **SECONDED** Mr Fred Jakobi that in the event that Council is not of the mind to support the original motion, that a Special Area Rating be imposed in this location for the interest differential to 1999 for the premature development of Santa Barbara Parade necessary to service the new development.

LOST

The Acting Mayor called for a show of hands in favour of the Motion: 9 persons voted in favour of the Motion.

Mr Vogel, 11 Nicholas Avenue, Quinns Rocks:

- Read to the meeting a portion of a Memorandum from Iain MacLean (forming part of Appendix I hereto).

Mr Miguel Castillo, 32 Hazel Avenue, Quinns Rocks:

- Believes Council should fund the connecting section of Santa Barbara Parade.

Mr Green, 156 Ocean Drive, Quinns Rocks:

- Advised the meeting that the roundabout at the corner of Ocean Drive and Tapping Way has been constructed. It was sealed today, with the exception of the access road to the west.

Mr John Hollywood, 9 Third Avenue, Burns Beach.

- When will this matter come before Council?

Town Clerk's response:

A report of the meeting and the motions moved tonight will be presented to the May meeting of Council, to be referred to the City Engineer for a full report to the June meeting of Council. Budget decisions will not be made until the end of July.

- When will the Sewer Pump Station meeting be?

City Engineer's response:

Awaiting information regarding the date of the meeting from the Water Authority.

The Motions moved were read to the meeting. There being no further business, the Acting Mayor declared the meeting closed at 2225 hrs.

PUBLIC MEETING
GUMBLOSSOM HALL
21 MAY 1996 8.00 pm



Quinns Rocks *yesterday*

RESIDENTS AGAINST THROUGH - TRAFFIC IN QUINNS
- *Ocean Drive* -



Quinns Rocks *tomorrow*

compiled and edited by: **Winfried Vogel, 11 Nicholas Ave., Quinns Rocks**
 Trish Ryder, 27 Burt Street, Quinns Rocks

presented by: **Brian Ryder, 27 Burt Street, Quinns Rocks**

authorized by: *Trish & Brian Ryder, Pat Torpy, Andrew Scotford, Winfried Vogel*
 Committee of Quinns Residents, 48 Ocean Drive, Quinns Rocks, 6030; # 305 2093

printed by: *OZ-COMPUTERS, 11 Nicholas Ave., Quinns Rocks, # 305 1958*

PUBLIC MEETING at GUMBLOSSOM HALL



Quinns Rocks

21th May 1996 8.00 pm

A G E N D A

A) “Cul - de - sac” of Ocean Drive (at Tapping Way)

- 1) Presentation of the case by Brian Ryder (Quinns Rocks resident)
Ocean Drive
Santa Barbara Parade
- 2) Council's reply
- 3) Public Questions & Answers
- 4) Motions
1 st Motion by Brian Ryder
Further Motions by the public

B) Roundabouts and other Road improvements

- 1) Presentation by Quinns Rocks residents
- 2) Council's reply
- 3) Public Questions & Answers
- 4) Motions

SECTION

A

FAILED HISTORY SHOULD NEVER BE REPEATED

(today in regards of WEST-COAST HIGHWAY)

Council's position (what they say):

(voiced at a meeting with the City Engineer and City Planner; 16/04/96 -City of Wanneroo-)
"West-Coast Highway was a planning mistake (disaster) and we will not repeat it. We downgraded and downgraded it".

Council's position (what they do):

Traffic onto any Ocean Front Road will be just invited, as pictures show from the northern end of the *downgraded* "West Coast Drive" in Mullaloo, now named "**SUNSET COAST TOURIST DRIVE 34 km**". Signs everywhere invite the traffic and a four-lane "raceway" between Ocean Reef and Burns Beach is another major step to turn our whole beautiful coastline into a traffic disaster.

The Result (and reality):

Renaming the road to West Coast *Drv.* and a little detour at the southern exit has NO positive impact. The strip between Trigg and Mullaloo (especially Trigg and Hillarys) is ruined for living and true recreation due to an unnecessary traffic overload.

Position of the Quinns Rocks Committee:

Quinns still is a Local-Community and the vast majority (>95%) of Quinns Rocks residents want it to stay that way. Ocean Drive has to become a Cul-de-sac NOW and should not be misused as a starting point of another destructive WEST-COAST-HIGHWAY. All other plans will rapidly increase the traffic volume way above an acceptable level and the true recreation value of our very narrow Beach / Dunes area goes drastically towards ZERO.



planned 4-lanes to Burns Beach



OCEAN REEF ROAD



OCEAN PROM - Mullaloo

FACTS

-USED FOR CALCULATION OF FUTURE TRAFFIC VOLUME-

1) How many car movements per dwelling?

Answers according to:

- | | |
|---------------------------------------|----|
| a) Engineering Dpt., City of Wanneroo | 10 |
| b) Planning Dpt., City of Wanneroo | 10 |
| c) W.A. Planning Commission | 10 |
| d) Town Clerk [see Appendix. 2 / 6.] | 8 |

2) Classification of roads according to car movements per day

W.A. Planning Commission

- | | | |
|----------|------------------------|--|
| a) <3000 | (< 125 cars per hour) | narrow "secondary" residential road
like OCEAN DRV. (<= 7 mtr. wide) |
| b) <7000 | (< 292 cars per hour) | wide or special designed residential road
like SANTA BARBARA PDE. (<=10 mtr.) |
| c) >7000 | (> 292 cars per hour) | main road -- no direct access to dwellings
like MARMION AVE. (>10 mtr. wide) |

3) Limit of car movements per day on Ocean Drv. according to:

- | | | |
|------------------------------------|-------|----------------------|
| a) W.A. Planning Commission: | <3000 | (<125 cars per hour) |
| b) Engineer, Mr. McNally 16/4/96: | <3500 | (<146 cars per hour) |
| c) Engineer, Mr. Lenton | <5000 | (<208 cars per hour) |
| d) Planning Dpt., City of Wanneroo | <7000 | (<292 cars per hour) |

4) Transition of real figures from Cars per day to Cars per hour

according to Engineering Dpt.: 90% of traffic happens between 6 am and 8 pm

Example: Ocean Drv. South of Robert at weekends: 1236 cars per day
 90% during the 14 hour period: 1112 cars in 14 hours
 Cars per hour throughout daytime: 79 cars per hour
 Capacity (79 / 125 [from 3a]): 63.2 %

5) Existing figures from Traffic Study - Ocean Drv. [Dec. 95] and Quinns Rd. [Sep. 94] compiled by: Engineering Dpt., Mr. Lenton [see Appendix 3]

NOTE: figures used for Quinns Rd. have been increased by 10% due to growth over the past 21 months

OCEAN DRIVE -- north of Robinson	12 / 28 cars per hour -- Midweek / Weekend
-- south of Robert	54 / 79 cars per hour -- Midweek / Weekend
QUINNS ROAD -- west of Smales	135 / 140 cars per hour -- Midweek / Weekend

6) Development stages of Main Roads (Marmion Ave.; Santa Barbara Pde.):

according to Engineer Dpt. and Planning Dpt. at meeting 16/04/96 at Wanneroo Council.
 In about 3 to 4 years the Silverton Development (QUINNS BEACH) will have an additional feeder (Santa Barbara Pde.) besides Ocean Drive.

FACTS - continue -

-USED FOR CALCULATION OF FUTURE TRAFFIC VOLUME-

7) Development stages of lots by Silverton in QUINNS BEACH:

according to the Town Clerk, Mr. Coffey [reply to questionnaire; Appendix 2-1.]

in 3 years time (1999): appr. **262 lots** or more

in 4 years time (2000): appr. **342 lots** or more

finished in **2001**: **400+ lots**

Note: If the lots sell faster than anticipated, the development rate could easily reach 150 to 200 lots/year (see OSPREY development at present time: 50 lots per 1/4 year)

8) Additional estimated traffic volume on OCEAN DRV. after completion of all surrounding developments (2001+):

provided by Silverton's consultants; disclosed by Planning Dpt.

670 cars per day -- unfortunately figures were provided for traffic going north only.

Note: There are **no** further comprehensive figures for *OCEAN DRV.* and *QUINNS RD.* available. The above figure results from *STATIC TRAFFIC* in one direction only -- that means traffic that is generated by the 400 houses only. Through traffic has been totally ignored till today.

MISSING FIGURES:
(for Ocean Drive)

- a. How many cars are going **DOWN SOUTH?**
- b. How many cars are going **SIGHTSEEING** only?
- c. How many cars are going **EASTWARDS?**
(towards Norfolk Estate/Osprey Estate)
- d. How many cars are coming from the **EAST?**

Note: The majority of East-/West-Traffic will affect OCEAN DRV. only; will not be counted on QUINNS RD..

The Planning Dpt. was not satisfied with the figures provided for Ocean Drv. by the Silverton's consultants and will try to find out the missing figure b).

9) The estimated additional TOTAL Traffic Volume in the year **2001** and beyond

In direction NORTH:	670	(fact)
In direction SOUTH:	670	(what goes UP will come DOWN)
In direction WEST:	150	(beach goers; estimated; will always add to traffic)
In direction EAST:	150	
SIGHTSEEING:	200	(compare End of Ocean Drv. figures; midweek/weekend)
TOTAL:	1870	(120 cars per hour; per above definition)

FACTS - continue -

-USED FOR CALCULATION OF FUTURE TRAFFIC VOLUME-

10) Traffic Volume Increase due to further development east of Quinns (cars/hour) - no connection to northern developments -

	North-End of Ocean Drv.		Mid Ocean Drv.		Mid Quinns Road	
	midweek	weekend	midweek	weekend	midweek	weekend
1996	12	24	54	79	135	140
1997	12	25	55	81	139	145
1998	12	25	57	84	143	149
1999	13	26	59	86	148	153
2000	13	27	60	89	152	158
2001	14	28	62	92	157	163

An estimation of 3% increase per year is a very conservative. (Traffic Study Data as basis; Appendix 3)

This traffic increase cannot be avoided, due to beach goes from the growing, existing neighbourhood estates (Mindarie, Merriwa, Clarkson) and population increase in Quinns.

11) Total Traffic Volume before/after completion of SANTA BARBARA PDE.

	North-End of Ocean Drv.		Mid Ocean Drv.		Mid Quinns Road	
	midweek	weekend	midweek	weekend	midweek	weekend
1996	12	24	54	79	135	140
1999a	147	160	189	213	273	279
1999b	181	194	225	225	311	317
2000a	188	201	234	261	323	328
2000b	232	246	279	308	371	377
2001c	134	148	182	212	256	262

a - 8 cars per day per dwelling in Quinns Beach Estate

b - 10 cars per day per dwelling in Quinns Beach Estate

c - completion of Santa Barbara Pde. and the development surrounding Quinns Rocks

Traffic Volume at northern end of OCEAN DRV.

> 7000 VPD = road layout like MARMION AVE. required

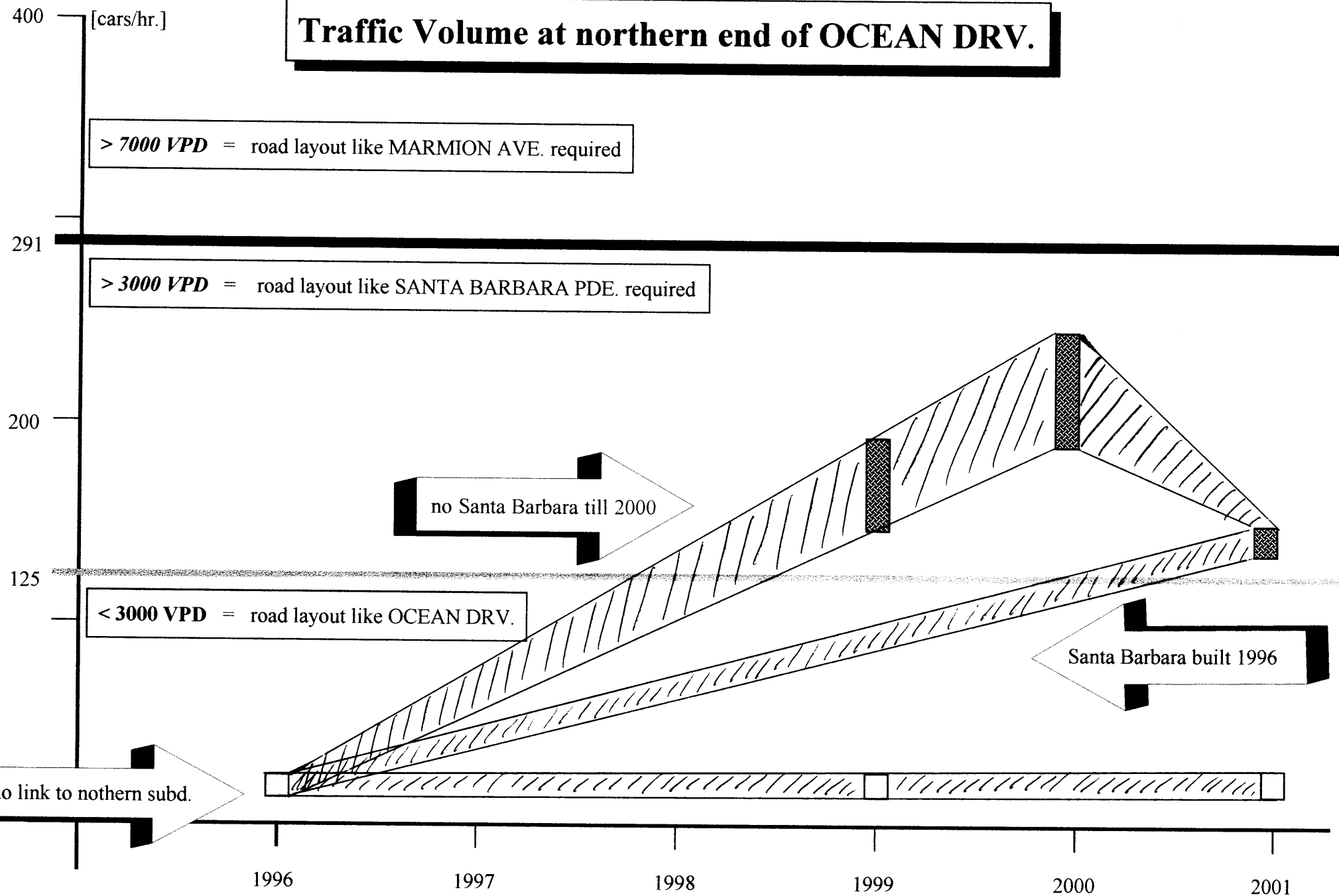
> 3000 VPD = road layout like SANTA BARBARA PDE. required

< 3000 VPD = road layout like OCEAN DRV.

no Santa Barbara till 2000

Santa Barbara built 1996

no link to northern subd.



Traffic Volume south of Roberts St. on OCEAN DRV.

> 7000 VPD = road layout like MARMION AVE. required

[cars/hr.]

291

200

> 3000 VPD = road layout like SANTA BARBARA PDE. required

125

no link to nothern subd.

no Santa Barbara till 2000

Santa Barbara built 1996

< 3000 VPD = road layout like OCEAN DRV.

1996

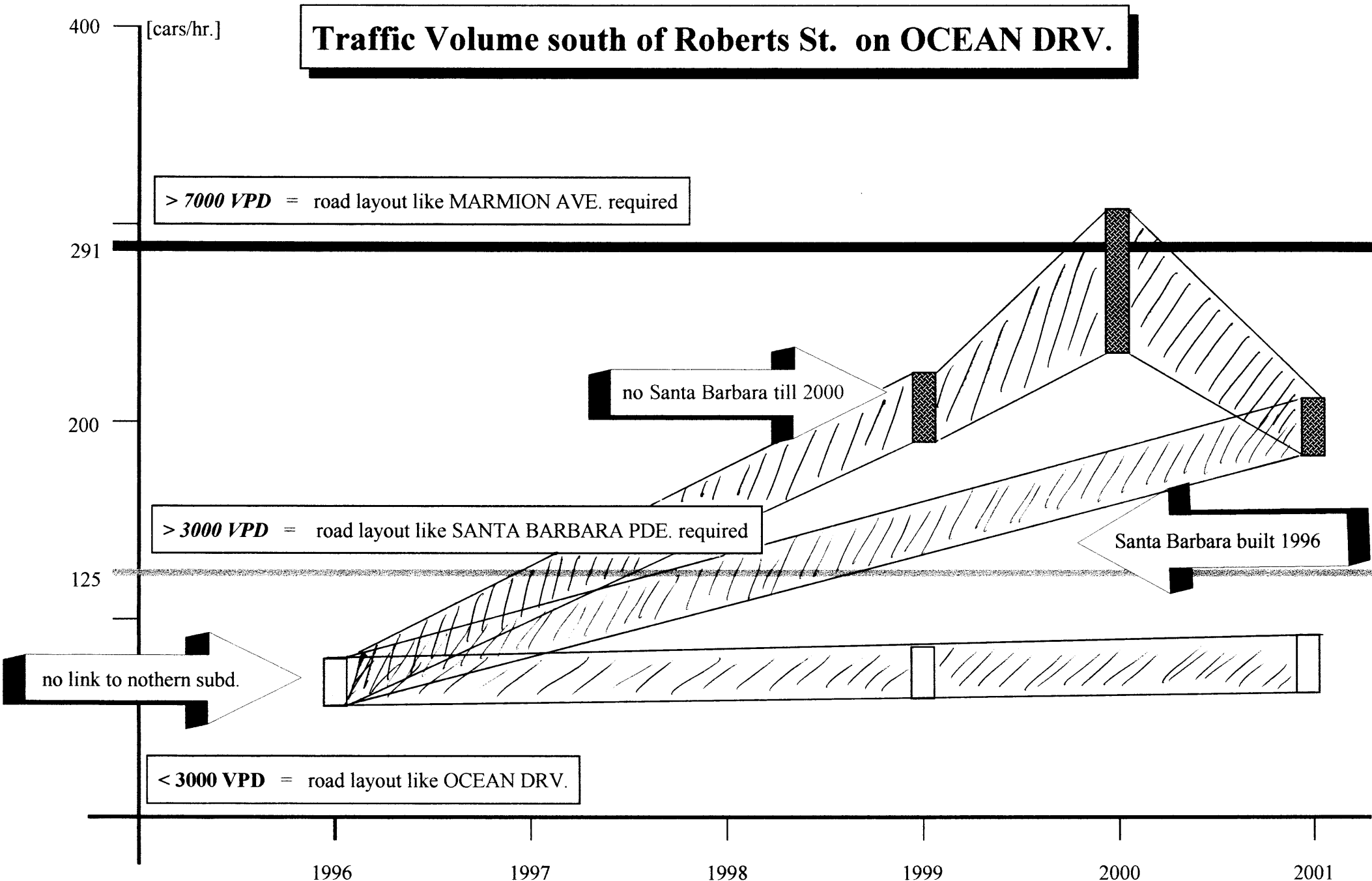
1997

1998

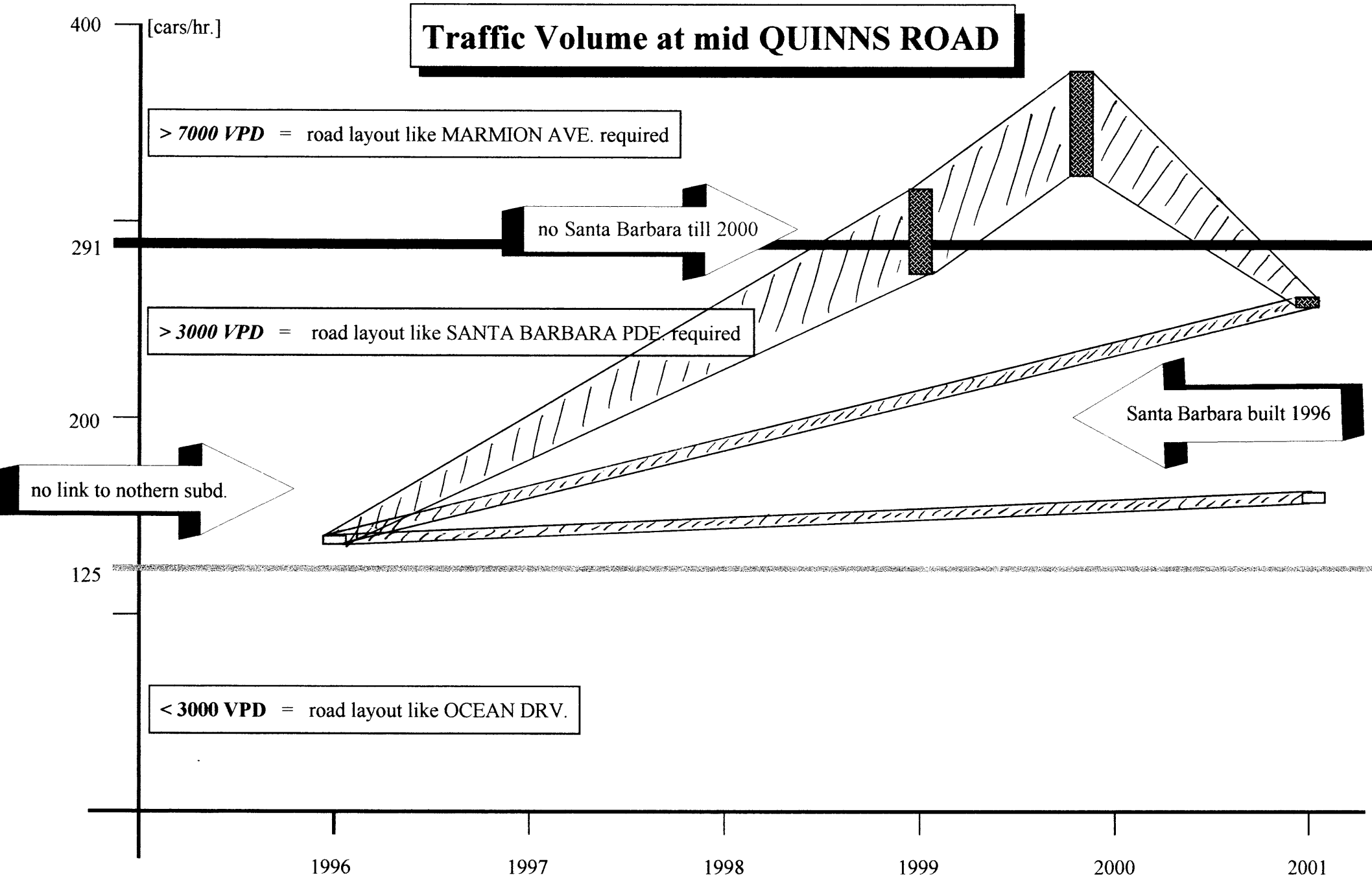
1999

2000

2001



Traffic Volume at mid QUINNS ROAD



SUMMARY

1) **Santa Barbara will be available in about 3 to 4 years** (Planning Dpt.'s view at the meeting 16/04/96)

- a) The northern end of Ocean Drive cannot accommodate the proposed traffic volume safely. The road in that section is dangerous due to its width, shape and the hill up to Robinson Ave. A necessary major upgrade would be against the view of the State Planning Authority (Appendix 4 - Paragraph 6) and the view of the City of Wanneroo (Appendix 2 - Paragraph 4). This part of the road should never reach a traffic volume of 125 cars per hour (= 3000 VPD) or more. According to the figures provided, this would be passed in 1998 already.
- b) Between 1997 and 1998 the limit of 3000 cars per day will be passed in the middle section of Ocean Drive, unless the traffic finds its way through Robinson Ave. as a preferred shortcut. As Robinson Ave. is an inner residential road, this road has to be closed now, as it is not a through-road.
- c) Quinns Road runs already at its full capacity. The predicted increase before 1999 forces a road design like a major through-road (No direct access from the dwelling to the road), which cannot be achieved without major costs.

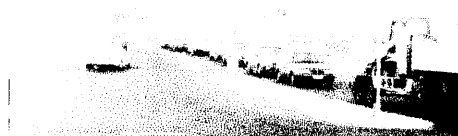
2) **Santa Barbara will be available now**

All houses in the south-west corner of the Silverton Development will use the shorter route through Quinns. Therefore the above Paragraphs 1a) to 1b) apply. The impact may be delayed by a year.

3) **Quinns road system has no direct link to the northern development**

This is the only manageable option. The existing road system can stay safely as residential. A further steady traffic increase due to developments in the east can still be accommodated.

Note: Traffic banks up on Quinns Road into Marmion Ave. already. With the northern development utilizing Quinns Road as well, people will find it hard to leave Quinns at all, unless they take the only other alternative route: *Anchorage Drive*, Mindarie.



the average delay today

SUMMARY - continue -

4) Construction of Santa Barbara Parade

Informed Circles advised that Santa Barbara Parade could be built within three months at Wanneroo Council's expense, which will be recovered fully later from the developers, NIVLEM (Osprey Estate) and HOMESWEST (Norfolk Estate). The missing link is only approx. 750 metres long and will cost not more than \$300,00.00; as the quality of the road hasn't to be better than Ocean Drive and Quinns Road. As the outlaid amount will be paid back, the actual cost for the City of Wanneroo is only about \$25,000 per year in interest payments. It also defeats the argument, that Silverton would *prefer a link up* with Santa Barbara Parade and Marmion Avenue, but unfortunately they don't own the land in between to construct the road (Planning Dpt.'s view point).

To solve the problem this way will be a lot cheaper for the City of Wanneroo than upgrading Ocean Drive and Quinns Road to a *safe standard*, that they can accommodate 260 cars per hour and more; which still would be against the view of the State Planning Authority and the wish of the vast majority (>95%) of the Quinns Rocks residents.



only 280 mtr. from Norfolk to Osprey Estate



path has been cleared already at Norfolk
for Santa Barbara Parade



a little bit of bush has to be cleared for the
construction of Santa Barbara Parade

SUMMARY - continue -

5) Noise amplitude and noise frequency

Ocean Drive road layout allows <3000 cars per day, which is on average every 29 sec max. a car passing by. As the area is a very quiet residential area, the increasing and decreasing noise, occurring from a car passing by will be noticed for about 10 to 15 sec. This leaves the human body (especially the brain) with a resting period of 15 to 20 sec. till the next occurrence. An increase of a car throughput to 200 or more cars per hour reduces this vital resting period towards zero; noise related health problems are the consequences. Noise is never ignored by the body, it is only transferred from the conscious to the sub-conscious.

6) Car emissions

Quinns Beach Front is undoubtedly *the* recreational area of Quinns Rocks and its Hinterland (Merriwa, Clarkson). The emissions of cars without a 3-way catalyst or cars just started up are not in the category of a healthy environment. An emission forecast, based on Standard Car Lab-Tests and 200 cars per hour, results in:

2,900 kg	HC	per year
11,000 kg	CO	per year
2,500 kg	No_x	per year

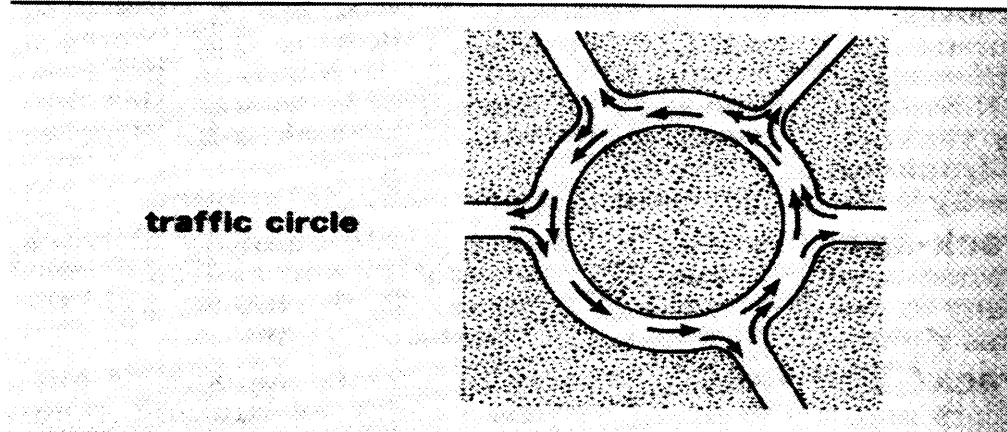
S E C T I O N

B

ROUNABOUTS

DEFINITION: (scanned from RANDOM HOUSE DICTIONARY, 1987, 2nd Edition)

traf'fic cir'cle, a circular arrangement constructed at the intersection of two or more roads in order to facilitate the passage of vehicles from one road to another. Also called **rotary**; *Brit.*, **roundabout**. [1945-50]



SUMMARY:

ROUNABOUTS are not invented and designed as Speed-Breakers, their only purpose is to assist and to **enhance the TRAFFIC-FLOW** safely at critical intersections with high traffic volume.

Wrongly used traffic-devices only decrease the road safety. The effect of *speed-control* of a small roundabout stretches from 50 metres before (breaking zone) to 100 metres after (acceleration zone).

The public wants the irresponsible drivers controlled, going at high speed in residential areas. Unfortunately these drivers are driving reckless through a roundabout as well. Recently one of those drivers misjudged the inner kerb at the new Tapping Way roundabout, lost control for a moment and finished up on the pedestrian walkway. Luckily there was no pedestrian or cyclist (school kids) around.

The majority of the drivers judges speed by the width of the road and its layout.

In Europe governments and universities have done a lot of research in how to calm down residential traffic, but roundabouts are not an option.

Besides distracting the driver's concentration, people who live close to a roundabout have to put up with unnecessary increase in noise (*see page 10*) and car emissions.

PEDESTRIAN - ISLANDS

Very safe, if placed correct. The island built at the left-hand side leaving the Q.R. Bowling Club is an example where it shouldn't be. It is too close to the intersection or on the wrong side of the exit. The driver leaving the Club is watching the traffic from the right. When he turns left the island will come into his view too late.

Also the posts holding the KEEP LEFT sign are too weak. A shape of a circle has a four times higher resistance than a square. The permanent replacement of these posts cost money, probably much stronger posts last longer and will protect the pedestrians on the island too.

QUESTIONNAIRE

- 1) Approved Stage Plans of the Silverton Development

 Stage 1 how many blocks will be released and when?
 Stage 2 how many blocks will be released and when?

 Final how many blocks will be released in total and when?
- 2) When will Santa Barbara Parade be ready for use to cater for the new development?
- 3) Did Council plan to upgrade Ocean Drive from a secondary road to be used as a feeder into the new development before the PETITION was tabled?
- 4) Does Council agree, that Quinns Rocks road system should stay as secondary roads or less?
- 5) Does Council agree, that Quinns Rocks perimeter roads cannot be used as a feeder for the new development?
- 6) What are Council's traffic volume forecasts per home?
 Car movements per day (VPD)?
- 7) Does Council have any rules to inform the public of any changes to the road system and allow for public comment?
- 8) Quinns Rocks Residents will elect Representatives ASAP to work with Council on the Cul-de-sac (if not solved by then) and all other issues.
 Will Council acknowledge and support the election?

Appendix 1

8 May 1996

Mr R M Peake
Town Planning

740-95587

Mr A Scotford
48 Ocean Drive
QUINNS ROCKS WA 6030

Dear Mr Scotford

QUESTIONNAIRE - QUINNS ROCKS TRAFFIC ISSUES

I refer to your questionnaire of 16 April 1996 regarding the abovementioned matter and submit the following advice based on your specific questions.

1. Silverton Ltd currently has an approval to subdivide a portion of its landholding, immediately north of Tapping Way. The first stage of this subdivision, comprising approximately 42 lots, is currently under construction and anticipated to be completed by October 1996.

Depending, upon the market response to Stage 1, Silverton Ltd expect to have constructed its second stage of development, comprising approximately a further 60 lots, by around August/September 1997 and the remainder of its approximate 300 lots at the rate of approximately 80 lots per year.

A local structure plan indicating the location of the first two stages of Silverton Ltd's estate is attached for your information.

2. Santa Barbara Parade is currently constructed as shown on the attached plan. Additional construction is the developer's responsibility and normally dependent upon subdivision of the abutting land.

The undeveloped portion of Quinns Rocks is owned by four different developers, three of which have a responsibility to construct portion of Santa Barbara Parade.

Upon discussing the matter of constructing Santa Barbara Parade with the developer's consultants, it has been established that this road is likely to be extended northwards by approximately 280 metres, to the southern boundary of Lot 2 (Norfolk Estate), by around February 1997. At this stage, there is no timetable for the construction of the remaining section of this road although the City is currently arranging a meeting with the developers with a view to negotiating an early development programme for this road.

3. Residential subdivision of the land north of the Quinns Rocks townsite, has been planned for many years.

Structure planning for this area has always included road connection points to Tapping Way and the northern end of Ocean Drive, as well as to existing and future sections of Marmion Avenue via a planned hierarchical road network.

The Quinns Rocks Traffic Study approved by Council in October 1989 listed in the road construction programme for road improvements to Ocean Drive between Quinns Road and Tapping Way (North).

4. The City agrees that the existing Quinns Rocks local road system should remain a local road system.
5. The City agrees that Ocean Drive and Tapping Way should not serve as the main access roads to the future subdivisional estate. Although, in order to provide for convenient access between residential, open space, school and commercial components of existing and future areas, some vehicular access between the two areas is considered appropriate.

It is also recognised that the initial stages of subdivision will obtain vehicle access from these roads until such time as Santa Barbara Parade and other main connecting roads have been constructed.

6. The City estimates an average of around 8 vehicle trips per dwelling per day will result from the planned Quinns Rocks estate. Traffic studies prepared by the developer's engineering consultants estimate that the estate will ultimately increase vehicle trips along the northern portion of Ocean Drive by around 670 vehicles per day and mid-way along Tapping Way by around 920 vehicles per day.
7. The City does not have any formal public consultation process relating to the planning of new subdivisional estates.

In regard to the undeveloped portion of Quinns Rocks, however, the Council has formally adopted a number of structure plans, the most recent being in March of this year.

The lack of public consultation in the City's structure planning process has been recognised as a problem and Council has initiated an amendment to its Town Planning Scheme to introduce a requirement to advertise all structure plans.



TRAFFIC INFORMATION

LOCATION	DATE OF SURVEY	VOLUME Midweek / Weekend Vehicles per Day
OCEAN DRIVE		
North of Quinns Rd	Dec 95	776 / 1220
North of Pearce St	Dec 95	770 / 1158
South of Robert Rd	Dec 95	841 / 1236
South of Mary St	Dec 95	350 / 570
North of Robinson Ave	Dec 95	188 / 378
QUINNS ROAD		
West of Marmion Ave	Jul 94	7703 / 6911
West of Tapping Wy	Sept 94	3266 / 3152
West of Smales Rd	Sept 94	1919 / 1991
East of Seaham Wy	Sept 94	1955 / n/a
West of Seaham Wy	Sept 94	1614 / 1615
East of Ocean Dr	Sept 94	1037 / n/a

Inter-Office Memo

DATE: 18 April 1996

SUBJECT: Development north of Quinns Rocks townsite

Approval for the above development is part of the Regional Structure Plan approved by the Planning Department. The Council is responsible for individual subdivision developments within an approved area.

With this development the consultants were advised that they needed to liaise with Council's Engineering department regarding adverse effects on local residents. The Engineering department are allowing the use of Ocean Drive as an access point to the subdivision without requiring an alternative access from Marmion Avenue.

The State Planning Authority have advised that the subdivision will be a staged release with the first release of between 40 - 50 single lots over the next four months. As this development is in the south-west corner, the State Planning Authority will not insist on alternative access from Marmion Avenue; however, they have assured me that for further releases and for the north-eastern subdivision, an alternative access from Marmion Avenue will be insisted upon.

I am advised that the pumping station is in concept only and no approvals have been given. Its placement will rely on a number of conditions and it will be a regional station, as the Quinns Rocks townsite is expected to go onto deep sewerage in the relatively near future. As the Water Authority is a State instrumentality the developer, although having input, does not have the final say over the placement of the proposed pumping station. I believe this will be explained at the public meeting where local residents will have opportunity for input.

The underground power lines to the northern subdivision will be installed under the control and guidance of Western Power, who will pick the most feasible route. It appears to be along the lines indicated. Western Power will also undertake consultation with residents when the work is set to progress.

The State Planning Authority will keep access to Ocean Drive under review as this roadway is not intended to be a main access to the Quinns North subdivision and they will take a very dim view of any proposals to change the standing of this carriageway.

I will keep you informed as things progress. If I can be of any further assistance, please contact me.