



**SUBJECT TO AGREED  
STRUCTURE PLAN No.8**

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# **CURRAMBINE VILLAGE STRUCTURE PLAN**

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**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 AGREED STRUCTURE PLAN 8, CURRAMBINE VILLAGE STRUCTURE PLAN, WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON 18 MAY 2005

.....  
being an officer of the Commission duly authorised by the  
Commission pursuant to section 57 of the *Western Australian  
Planning Commission Act 1985*

AND BY RESOLUTION OF THE COUNCIL OF THE CITY OF  
JOONDALUP ON 14 DECEMBER 2004 AND THE SEAL OF  
THE CITY OF JOONDALUP WAS PURSUANT TO THE  
COUNCIL'S RESOLUTION HERETO AFFIXED IN THE  
PRESENCE OF

.....  
Chairman of Commissioners

.....  
Chief Executive Officer

**Record of Amendments made to Agreed Currambine Village Structure**

<b>Amendment No</b>	<b>Description of Amendment</b>	<b>Endorsed by Council</b>	<b>Endorsed by WAPC</b>

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## **OVERVIEW**

### **PARTS OF THE STRUCTURE PLAN**

This Structure Plan comprises two parts:

**Part 1: Statutory Planning Section**

**Part 2: Explanatory Report**

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

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

### **SUMMARY**

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

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

## PART 1 – STATUTORY PLANNING SECTION

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

### 1.0 SUBJECT AREA

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

### 2.0 AGREED STRUCTURE PLAN

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

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

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

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

### 3.0 DEFINITIONS

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

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

## 4.0 THE SCHEME

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

## 5.0 RESIDENTIAL DESIGN CODES

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

## 6.0 PROVISIONS

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

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

### 6.1 Residential Land Use

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

#### 6.1.1 Objectives

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

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

### 6.2 Precinct A

#### 6.2.1 Criteria

Criteria to be satisfied in Precinct A are:

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

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

## **6.3 Precinct B**

### **6.3.1 Criteria**

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

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

## **PART 2 – EXPLANATORY REPORT**

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

### **1.0 INTRODUCTION**

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

### **2.0 BACKGROUND**

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

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

#### **2.1 Location and Site Details**

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

#### **2.2 Local Context**

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



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



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



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



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

## 3.0 STRUCTURE PLAN

### 3.1 Identified Land Use Areas

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

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

### 3.2 Structure Plan Objectives

The Objectives of the Structure Plan are as follows:

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

### 3.3 Residential Development

The subdivision layout has been designed to accommodate 125 residential lots that are to be a combination of green title and survey strata. The proposed lots range in size from 177m<sup>2</sup> to 344m<sup>2</sup>, with an average lot size of 226m<sup>2</sup>. Variations to front setbacks to habitable rooms, setbacks to garages and reduced open space requirements are proposed to provide for efficient lot design and appropriate presentation to the street, along with passive surveillance of the street and open space areas. Plan 3 illustrates the indicative form of subdivision envisaged for the subject land.

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

### 3.4 Open Space

A linear open space comprising approximately 3822m<sup>2</sup> has been strategically located within the centre of the site with adjoining residential development abutting the open space.

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

### **3.5 Future Development Lots**

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

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

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

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

The proposed development for these lots will be subject to further detailed design and separate development applications. The Structure Plan will need to be amended to facilitate development on the 'future development lots', and such an amendment will need to be advertised in accordance with Clause 9.5 of the Scheme. The existing Residential zoning and R80 coding will ensure an appropriate built form for the lots that will take into consideration the proximity of the Currambine Railway Station.

### **3.6 Movement, Access and Parking**

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

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

### **3.7 Metropolitan Region Scheme Zoning**

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

### **3.8 Servicing**

#### **3.8.1 Street Lighting**

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

### **3.8.2 Earthworks**

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

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

### **3.8.3 Stormwater Drainage**

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

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

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

### **3.8.4 Sewer Reticulation**

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

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

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

### **3.8.5 Water Reticulation**

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

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

### **3.8.6 Power, Telecom & Gas**

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

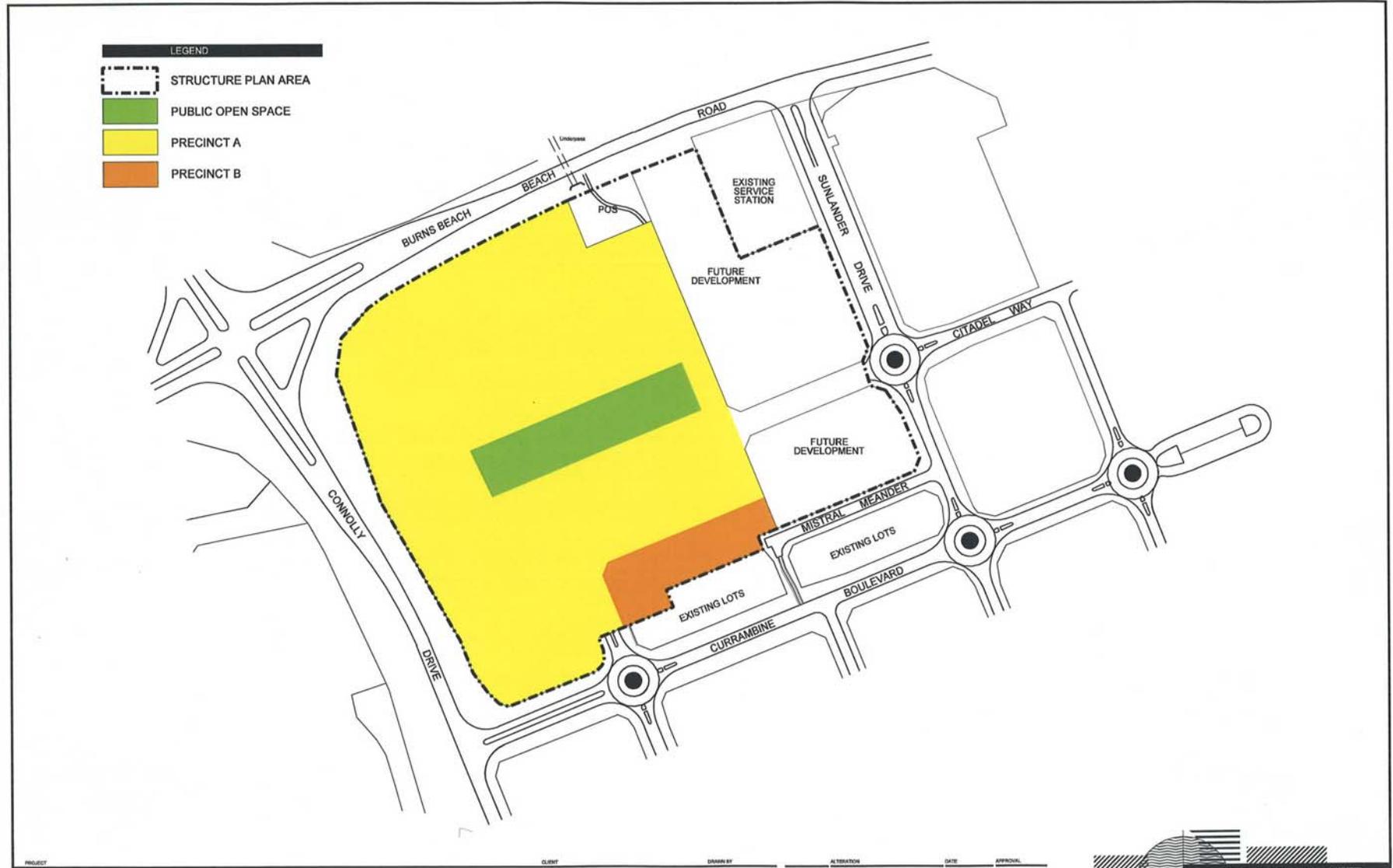
## **4.0 IMPLEMENTATION**

### **4.1 Adoption of the Structure Plan**

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

### **4.2 Development Approval**

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



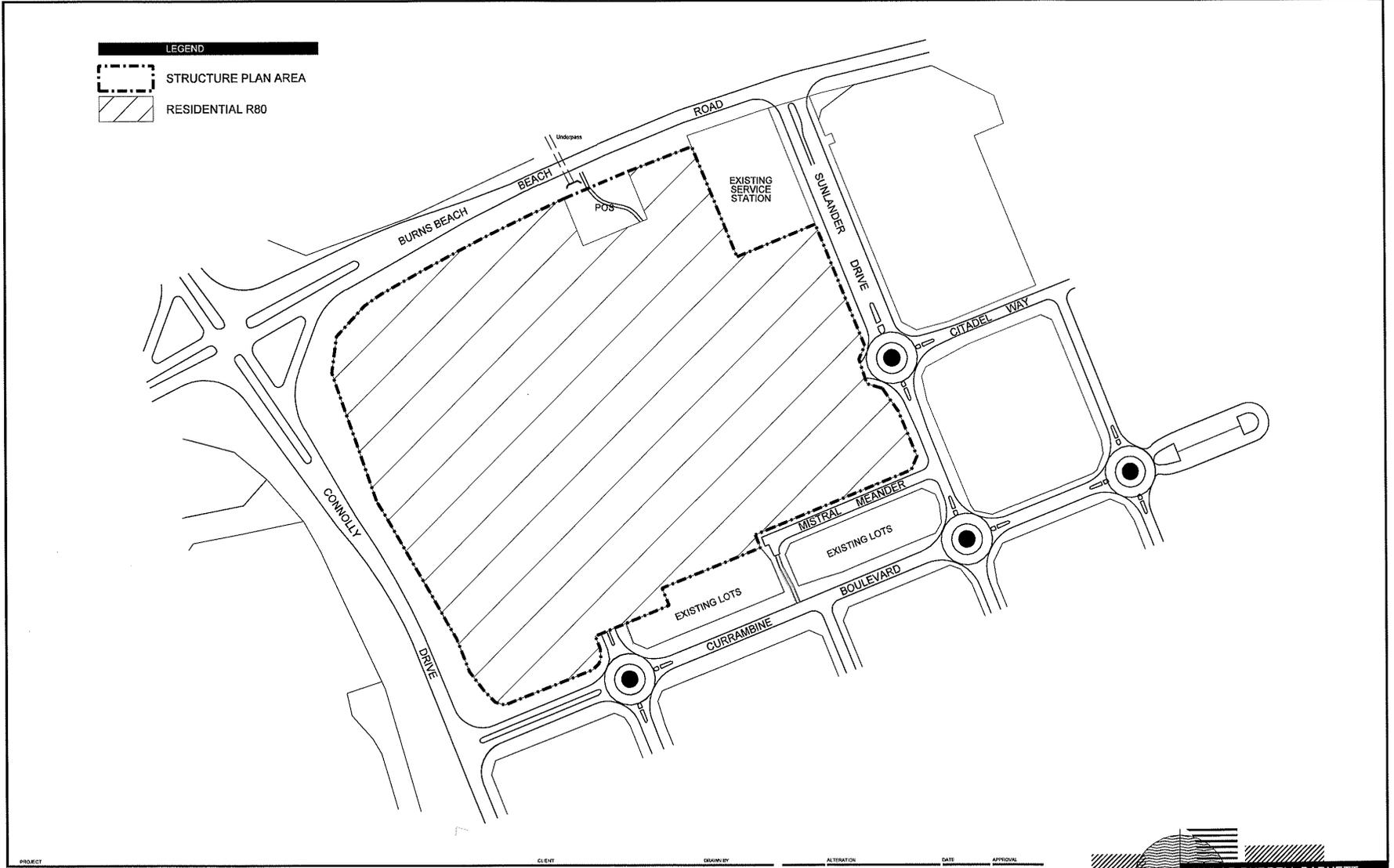
**CURRAMBINE VILLAGE STRUCTURE PLAN  
PLAN 1 - LANDUSE CLASSIFICATION**

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

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



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**CURRAMBINE VILLAGE STRUCTURE PLAN  
PLAN 2 - CODING PLAN**

CLIENT	DESIGNED BY	ALTERNATION	DATE	APPROVAL
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DATE	PLANNING NO.	SCALE		
5 NOVEMBER 2004	77/040/155A	1:2000		



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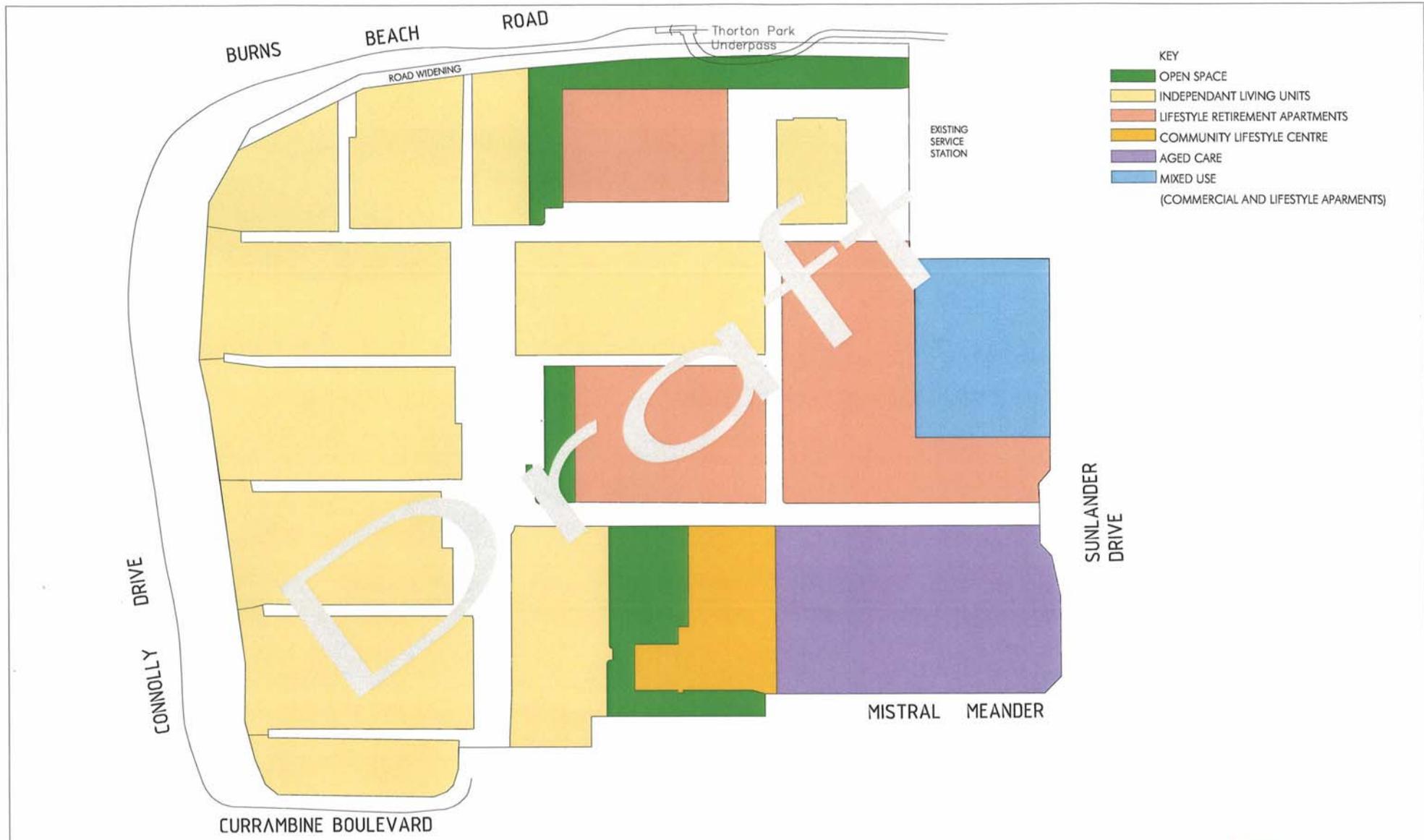


STREET ELEVATION



OPEN SPACE ELEVATION

PLAN 4  
INDICATIVE ELEVATION FOR PRECINCT A HOUSING  
CURRAMBINE VILLAGE STRUCTURE PLAN



- KEY
- OPEN SPACE
  - INDEPENDANT LIVING UNITS
  - LIFESTYLE RETIREMENT APARTMENTS
  - COMMUNITY LIFESTYLE CENTRE
  - AGED CARE
  - MIXED USE  
(COMMERCIAL AND LIFESTYLE APARTMENTS)

**PRELIMINARY LAND USE ALLOCATION CONCEPT - SUBJECT TO FURTHER REVIEW**

CURRUMBINE RETIREMENT ESTATE  
 LOT 9018 & 9019 CNR BURNS BEACH ROAD  
 CURRUMBINE DRIVE



**MASTERPLAN**  
 TOWN PLANNING  
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