

Beachlands South

Fast-track Application

Response to s67 Request for Futher Information

22 September 2026

JASMAX

studiopacificarchitecture

Comment No. 2 in s67 Response Table (Urban Design)

Movement Network and Connectivity

Please clarify the approach to street hierarchy and connectivity of the proposed movement network, including the rationale for locations where through road connections are not provided.

1. In particular, at the eastern end of Marina Point, the proposed local streets terminate as cul de-sacs, while a substantial part of the north-south movement through this area appears to be provided via JOALs.

2. Please clarify the rationale for this arrangement and whether alternative through-road connections were considered.

Further information is requested to understand whether the proposed street structure provides an appropriately connected urban network.

Response

Street Hierarchy and Connectivity

The proposed street hierarchy should be considered in conjunction with the wider open space, ecological, and active movement network. The movement framework has been developed as an integrated system comprising streets, JOALs, shared paths, walkways, and open spaces, with a strong emphasis on pedestrian and cycle connectivity. The Streetscape Strategy specifically promotes a highly permeable active movement network supported by an extensive network of walkways, shared paths and cycleways.

The street network has been informed by the site's significant topographical constraints, extensive Ecologically Protected Area Network (EPAN) gullies, and coastal edge. These landscape features create physical barriers to conventional street connections and have necessitated a movement network that responds to the site's natural landform and ecological framework.

1. Rationale for the street arrangement at the eastern end of Marina Point

The local streets at the eastern end of Marina Point terminate adjacent to EPAN gullies and coastal reserve areas. Rather than providing continuous road connections along reserve edges, north-south connectivity is achieved through a combination of streets, JOALs, public walkways, and open space connections.

This approach reflects the intended function and character of the adjoining EPAN areas, which comprise steep, vegetated gullies that primarily serve ecological purposes. Continuous road frontages along these reserve edges were not considered necessary to support their function and would have required additional road infrastructure adjoining environmentally sensitive areas.

Instead, streets and JOALs have generally been aligned perpendicular to the EPAN network. This provides efficient access to dwellings and reserve entrances, maximises opportunities for outlook towards the gullies, and enables a greater number of dwellings to benefit from views and passive surveillance of the open space network. The Streetscape Strategy also identifies JOALs as providing regular connection points to adjacent public open space and walking networks.

2. Alternative through-road connections

Alternative through-road connections were considered during the development of the masterplan. However, these options generally required longer sections of road adjacent to EPAN areas, resulted in less efficient development blocks, introduced constrained road alignments due to the gully geometry, and provided limited additional transport or accessibility benefits beyond those already achieved through the integrated street and pathway network.

Road frontages have therefore been prioritised adjacent to more active public spaces, including the schools and the open space in the village centre where they provide the greatest benefit in terms of access, surveillance, activity, and placemaking. In contrast, access to the EPAN network is primarily provided through the extensive walking and shared path network, which is more consistent with the ecological function of those areas.

Overall, the proposed movement network provides an appropriate level of connectivity through a combination of streets, JOALs, and active transport connections. While not all connections are provided as public roads, the resulting network achieves strong pedestrian and cycling permeability, maintains access to open spaces and community facilities, and responds appropriately to the site's ecological and topographical constraints.



Marina point precinct- Movement Response to EPAN

Comment No. 8 in s67 Response Table (Urban Design)

Park and Open-Space Edge Relationships

Please clarify whether park-edge road arrangements were considered and tested in locations where residential development directly adjoins parks, EPAN areas or other open spaces. It appears that potential opportunities are present at Marina Point, the Community sub-precinct adjoining EPAN/stormwater open-space areas, and parts of Sub-precinct E adjoining the golf/open-space network.

1. Where park-edge roads were considered but not adopted, please briefly explain the rationale.

2. Where residential development directly adjoins these open spaces, please identify the proposed interface and CPTED strategy, including how passive surveillance, pedestrian access, legibility and the public character of the open-space edge will be achieved.

This information is required to understand whether alternative edge arrangements have been considered and how safe, well-overlooked open-space interfaces will be achieved where streets are not provided.

Response

Park-edge road considerations

Park-edge road arrangements were considered as part of the masterplan development, including at Marina Point, the Community sub-precinct and Sub-precinct E. However, continuous road frontage has not been adopted along all open-space edges. In some locations, the site topography, EPAN and stormwater constraints, ecological considerations and the intended character of the open-space network make a continuous road edge less appropriate. Roads have therefore been prioritised where they provide the greatest benefit in terms of access, activity, surveillance and placemaking, while other edges are addressed through pedestrian connections and carefully designed residential interface

Relationship of homes to open space / walkways

Where residential lots adjoin public walkways or public open space, design controls will ensure high-quality interfaces and passive surveillance. Blank, high boundary fences will be avoided in favour of more permeable boundary treatments, including low fencing, landscaping, walls, level changes, or similar measures that balance privacy and security with visual connection to public spaces.



Permitted boundary treatments

These design solutions will help to provide privacy and security, while keeping public spaces visible and engaging.



Low fences and walls with planting for softness and privacy



Sunken garden areas can create a visual barrier while maintaining views and connections



Subtle changes in levels (raised gardens or slightly elevated homes) provide privacy without blocking

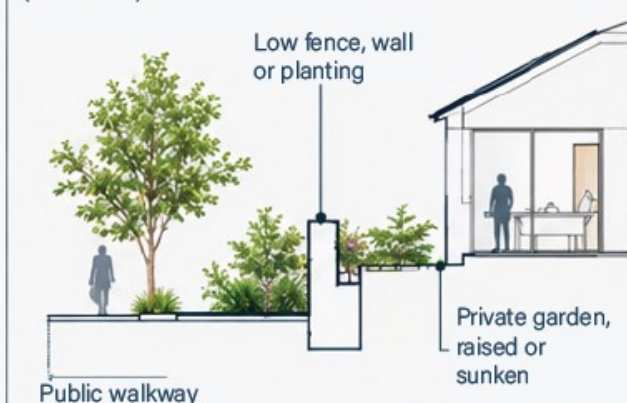


Open, permeable planting used with low fences or walls create a softer edge.

High, blank fences and solid walls that prevent overlooking and interaction with adjacent public spaces will not be permitted.



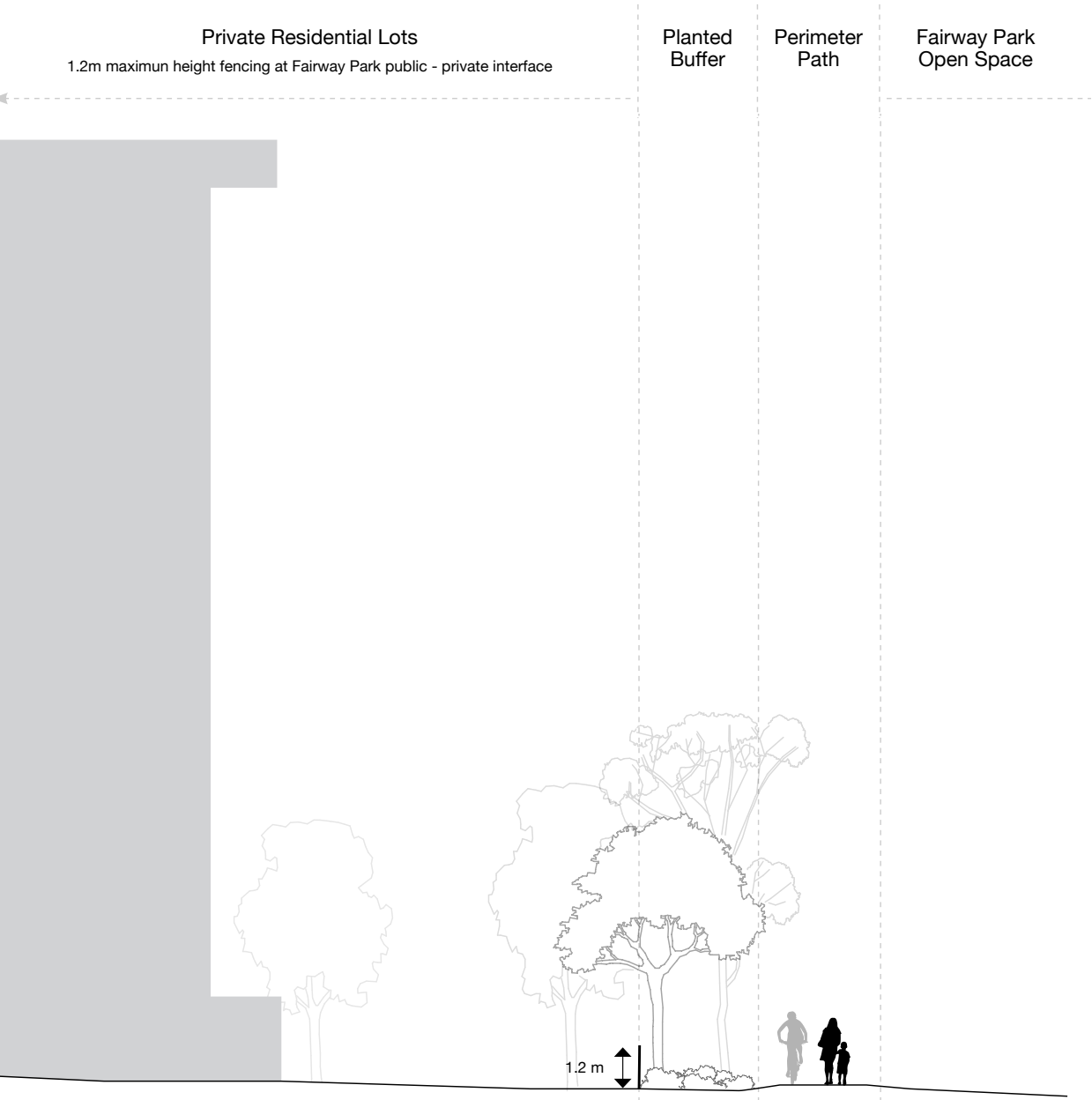
Typical section (illustrative)



Response

Also, refer to to Open Space Strategy report, Fairway Park provides a strong pedestrian and cycle connection through the lower sub-precinct, linking to the wider movement network and the ferry terminal to the north. A minimum park width of approximately 20 m is maintained along the east–west road corridors, providing a generous, visible and well-overlooked public edge.

Along residential interfaces, boundary fencing will be limited to approximately 1.2 m in height, with landscape treatment and clear sightlines maintaining visual connection between dwellings, the shared path and the park. Together, these measures support passive surveillance, legibility and a safe, clearly public open-space edge.



Positive edges and neighbourhood address

Open spaces will be framed by buildings and streets that provide positive frontages, reinforce neighbourhood character, and support safe, lively public places. Edges will be designed to balance amenity, privacy and passive surveillance, with considered landscape structure and clear sightlines.



Safety through visibility, activity and clarity

The open space network will be safe and welcoming, with clear entrances and exits, strong connections to adjacent streets, good overlooking, and planting that avoids creating concealed spaces. Lighting will prioritise key access points and movement corridors, while respecting ecological sensitivity and coastal character.



Comment No. 5 in s67 Response Table (Universal Design)

CPTED issues in common areas, including car parking, open green, and a coastal edge

Please identify the proposed interfaces where the residential development directly adjoins open spaces, and share the CPTED strategy, including embedded passive surveillance within the design, pedestrian safety at the open-space edge, and overall movement-related legibility.

The information is vital in understanding all aspects of passive and active surveillance, access management, and design aspects employed to ensure quality environmental outcomes at all times.

Response

At the masterplan level, CPTED principles have informed the spatial relationship between residential development, open space and the movement network.

Where residential development directly adjoins open space, pedestrian links have generally been located adjacent to these interfaces to increase activity, visibility and passive surveillance. This can be seen, for example, along the western side of Marina Point, where pedestrian movement is provided alongside the residential/open-space edge.

The layout also seeks to provide passive surveillance from adjoining residential areas by orienting development toward streets, paths and open spaces where practicable. The intent is to avoid long inactive rear boundaries to public open space wherever practicable, and instead promote overlooked and visually permeable interfaces.

At open-space and coastal interfaces, the intention is to maintain clear and legible pedestrian routes with good sightlines and regular connections back into the street network. Fencing and planting strategies will be used to define the transition between public and private areas while maintaining visual permeability and avoiding concealed spaces.

Car-parking areas, particularly those associated with communal and higher-activity uses, have been positioned and designed so that they are visible from adjoining buildings, streets and pedestrian routes, with clear and direct pedestrian access.

The wider movement network has been structured to provide a clear hierarchy of streets, JOALs, pedestrian links and open-space routes, supporting intuitive wayfinding and reducing isolated or poorly overlooked movement corridors.

