



CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN

PREPARED FOR DAVIDSON PTY LTD, THE ROMAN
CATHOLIC ARCHBISHOP OF PERTH AND WOOLWORTHS
PTY LTD

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INTRODUCTION

The Currambine District Centre, in the City of Joondalup (Refer Figure 1 - Location Plan) is the subject of this Structure Planning exercise. The intent of the Structure Plan is to guide the development of both improved and unimproved land in the District Centre in a co-ordinated and integrated manner. The potential exists for the Structure Plan to guide the development of the 16.35 hectare site towards becoming an innovative, community focused district centre. The Structure Plan follows main street principles providing a strong sense of place and support for social, economic and environmental sustainability.

This report has been prepared on behalf of Davidson Pty Ltd, the Roman Catholic Archbishop of Perth and Woolworths Ltd being the landowners and leaseholders for the majority of the site. This report conveys a land use Structure Plan that supports the best outcome for the site within its context and constraints. The Structure Plan does not form a finite detailed development plan.

The proponents have undertaken a comprehensive review of all town planning, engineering, traffic management, and market and retail considerations in order to prepare the Structure Plan. The Structure Plan seeks approval from the City of Joondalup and the Western Australian Planning Commission pursuant to Part 9 of the City of Joondalup District Planning Scheme No 2.

This Structure Plan report supports a partnership-based approach, with the proponent working with the City to create a best practice main street District Centre. This proposal creates an integrated retail centre that can serve its local community with its required retail needs as well as form a Liveable Town Centre as a base for a strong, proud and vibrant community.

The proponents wish to complete the development of this important District Centre and see the Integrated Structure Plan as an opportunity to lead centre planning in WA, if not Australia.

This Structure Plan has been prepared in accordance with Schedule 7 and Part 9 of the City of Joondalup District Planning Scheme No. 2.

PARTS OF THE STRUCTURE PLAN

This Structure Plan comprises two parts:

Part 1: Statutory Planning Report

Part 2: Explanatory Report

Clause 9.6 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 and Appendix 1 of the Structure Plan Report. Part 2 and the remaining appendices of the Structure Plan is for explanatory purposes only, providing a descriptive analysis of the Structure Plan and an indication of potential development opportunities and intended benefits.

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.

PART 1 – STATUTORY PLANNING SECTION

1.0 SUBJECT AREA

The Structure Plan area comprises approximately 16.35 ha and is described as:

Lot 9503 on Deposited Plan 34971 and being the subject of Certificate of Title Volume 2531 Volume 997. The land comprises 8.8593ha and is generally bounded by Shenton and Delamere Avenues, Chesapeake Way, Hobson Gate, Marmion Avenue and the northern and eastern boundaries of Lot 929.

Lot 929 on Diagram 90408 and being the subject of Certificate of Title Volume 2079 Folio 304. The land comprises 7.5ha and is generally bounded by Marmion and Shenton Avenues and the southern and western boundaries of Lot 9503.

REFER TO APPENDIX 4 FOR CERTIFICATES OF TITLE.

2.0 LAND USE AREAS

The zoning plan indicate the zones being Residential, Civic and Cultural, Commercial and Business.

3.0 DEFINITIONS

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

'The Scheme' :

shall mean the City of Joondalup District Zoning Scheme No. 2 (as amended).

'Storey' :

shall mean the vertical space extending from one habitable floor of a building to the floor above and for residential properties shall be deemed to be no more than 3 metres. The term shall not include any space within a roof, whether used for habitation or not.

'Currambine District Centre':

shall mean the area recognised under the Metropolitan Centres Strategy (WAPC 2000), otherwise referred to as the Currambine Small Town Centre in the City of Joondalup Centres Strategy (P.3.2.8).

'Urban Edges':

shall mean building facades designed to maximise commercial exposures, create interest and pedestrian interaction, in accordance with the criteria listed in section 8.1.2 and the Development Plan (Appendix 1).

'Non - Urban Edges':

shall mean building facades designed (where necessary) to encourage surveillance and pedestrian activity, in accordance with the criteria listed in section 8.1.2 and the Development Plan (Appendix 1).

Detailed Area Plans (DAPs)

shall mean that design guidelines that are prepared by subdivision proponents for all lots below 350m² and for other lots as appropriate, which address matters raised in Element 3 - Lot Layout of Liveable Neighbourhoods, Edition 2 June 2000 (WAPC), or its replacement.

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 RETAIL NET LETTABLE AREA (NLA)

The retail floor space limit shall be 10,000 m² NLA, which is in accordance with Schedule 3 of the Scheme and City of Joondalup Policy 3.2.8 'Centres Strategy'.

6.0 RESIDENTIAL DENSITY CODING

Residential land and development within the Centre Zone shall be developed in accordance with the Residential Design Codes of Western Australia, as given effect by clause 4.2 of the Scheme, unless otherwise specified in this Structure Plan. The 'Residential Density Codes Plan (Appendix 1)' indicates the Residential Density Codes that apply to the subject land, pursuant to Clause 4.2.5 of the Scheme.

7.0 PROVISIONS

This document identifies four zones distinguished by their land use intent and built form character. Each has a predominant use which is intended to be treated in a flexible manner to allow other compatible uses so that the Currambine Centre can develop with the diversity and robustness of a small town centre.

Development shall conform in intent with the Development Plan. Uses shall conform with the City of Joondalup District Planning Scheme No. 2 Zoning Plan – Currambine District Centre and Residential Coding Plan – Currambine District Centre (REFER APPENDIX 1).

In addition land use and development within the District Centre is required to achieve an outcome that delivers similar level of benefits as those that might be derived from the proposals outlined in the Indicative Concept Plan and the Indicative Main Street and Links Plan.

Development shall also conform in intent with the Objectives and Criteria as stated below.

8.0 OBJECTIVES AND CRITERIA

The provisions are divided into objectives that describe, in general terms, the intentions to be addressed in each zone; and criteria, which set out built form requirements. These may be augmented by the preparation of Detailed Area Plans (DAPs) at the future land subdivision stage detail specific planning, design and construction requirements for each zone which are proposed to accommodate the desired uses and meet the criteria.

8.1 COMMERCIAL ZONE

The Commercial zone is intended to accommodate a wider range of uses including retailing, entertainment, professional offices, business services and residential. The land uses listed in the Scheme for the Commercial zone are the land uses that can be considered in the Commercial zone.

8.1.1 Objectives

The general objectives of the Commercial zone are:

- I. To create an active focus for the community with a diversity of retail and commercial uses that generates day and evening activity;
- II. To allow appropriate businesses to locate and develop in close proximity to residential areas for the convenience of the community;
- III. Encourage high standards of 'Main Street' built form and an active edge to create an attractive façade to vehicle and pedestrian routes providing visual amenity and interaction;
- IV. Provide efficient vehicle access and circulation with pedestrian priority; and
- V. Encourage a high level of passive surveillance of public and private spaces.

8.1.2 Criteria

General criteria are based on primarily controlling land use and the quality of the edge condition.

General criteria to be satisfied in this zone are as follows:

- I. The provisions of the 'Commercial' zone (Clause 3.7) in the Scheme shall apply to this area unless otherwise specified in this section;
- II. Urban Edges (as shown on the Development Plan) are to be zero setback other than for minor recesses of up to 1.5m deep and a maximum of 3m long;

-
- III. Non Urban Edges of the building (as shown on the development plan) may fall anywhere within the building envelope indicated on the same plan.
 - IV. Urban and Non Urban edges of buildings shall be designed to have active frontages towards vehicle and pedestrian routes and at grade parking areas with continuous awnings and/or colonnades along these frontages to give pedestrians protection from the weather;
 - V. There shall be no blank facades to the building other than where the building directly abuts another building or a loading bay;
 - VI. Loading bays are to be located away from the Urban Edge and are to be no more than 15 metres wide or otherwise located in a service yard away from areas of pedestrian use;
 - VII. Building façades shall be two storeys high (or equivalent parapet height) to create a human scaled street and an urban edge to the street boundary. Design should give the impression of a habitable upper floor even if such a floor is not created as leasable area;
 - VIII. Where a development area fronts a mall and a street, tenancies shall interface and integrate with both frontages. However, a single tenancy shall not interface with both a pedestrian mall and a street; except those tenancies at the end of a development area, subject to pedestrian access being provided from at least two of the three building facades;
 - IX. Other than for areas of blank façade allowed for under previous clauses, building frontages are to comprise a minimum 70% of windows and visually permeable doors. Window sills shall be set no less than 600mm from the ground floor level, open shop fronts are encouraged;
 - X. Access and circulation shall reinforce the creation of sub blocks akin to a fine grain town centre Urban edges and non urban edges may include breaks for vehicle access of up to 15m wide. These shall be no closer than 40 metres apart;
 - XI. A continuous footpath (3 metres minimum) shall be provided along the building edge other than where a loading bay abuts the building or vehicle crossover is present;
 - XII. Car parking areas shall be designed to provide pedestrian paths separate from vehicle flow at a rate of one path every 40 metres. The paths shall be aligned with the predominant pedestrian flow direction;
 - XIII. The car park shall be designed to ensure slow speeds. Lengths of road exceeding 50 metres shall incorporate speed control devices such as minor level changes;
 - XIV. Car park landscaping requirements shall be in accordance with the Scheme;

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- XV. The tree species shall be such that it has a high branch free stem to allow surveillance and visibility of shop fronts and a large canopy to achieve adequate shading of car parking area and west facing portion of building. Planting of natives is preferable however they must meet this criteria.
- XVI. Publicly accessible space shall be provided in accordance with the Development Plan allowing for some variation in shape and exact location. Additional landscape space beyond required footpaths, pedestrian street, and the plazas is not required;
- XVII. The open pedestrian street shall be no less than 8 metres wide and neither plaza less than 15 metres;
- XVIII. Service areas, bin and material storage areas and services such as air conditioners, compressors and other machinery shall be located away from public areas and screened from view from streets and public areas by an enclosure in the style and material of the building;
- XIX. Roof mounted mechanical equipment, if required, shall be screened from view by the roof form or parapet walls;
- XX. Buildings and all streets, parks and parking areas shall be well lit to encourage safe use after hours with light spill into neighbouring residential areas minimised;
- XXI. Convenient, safe and direct pedestrian access shall be provided throughout the area as an extension to the 3 metres footpath required along Urban and Non-Urban edges;
- XXII. Security bollards shall not conflict with pedestrian flow; and;
- XXIII. Security shutters (if required) shall be visually permeable and retractable.

Residential Development Criteria:

- I. Residential development shall conform to the general criteria.

8.2 BUSINESS ZONE

The Business zone is intended to accommodate a wider range of uses including entertainment, professional offices, business services and residential. The land uses listed in the Scheme for the Business Zone are the land uses that can be considered in the Business Area.

8.2.1 Objectives

The general objectives of the Business Area are:

- I. To create an active focus for the community with a diversity of non-retail mainstreet uses that generate day and evening activity;
- II. To allow appropriate businesses to locate and develop in close proximity to residential areas for the convenience of the community;
- III. Encourage high standards of 'Main Street' built form and an active edge to create an attractive façade to vehicle and pedestrian routes providing visual amenity and interaction;
- IV. Provide efficient vehicle access and circulation with pedestrian priority; and
- V. Encourage a high level of passive surveillance of public and private spaces.

8.2.2 Criteria

General criteria to be satisfied in the Business Area:

- I. The Provisions of the 'Business' Zone in the Scheme shall apply to this Area
- II. The design criteria of the Commercial Area to be applied to development.

Residential Development Criteria:

- I. Residential development shall generally conform to these criteria.

8.3 CIVIC AND CULTURAL ZONE

This Area is intended to comprise Public Open Space and a building(s) to be developed for community and civic purposes and may also include a future toilet facility for users of the Public Open Space.

8.3.1 Objectives

The general objectives of the Civic and Cultural Area are:

- I. To create an active focus for the community with a diversity of activity occurring along it;
- II. To create an Area which provides a real focus for a range of civic, cultural and community activities;
- III. To integrate the Civic and Cultural Area with surrounding commercial, business and residential land uses;
- IV. To encourage the use of the Civic and Cultural Area at different times of the day and evening; and,
- V. Encourage high standards of built form and streetscape and reinforce the plaza.

8.3.2 Criteria

General criteria to be satisfied in the Civic and Cultural Area:

- i. The Provisions of the 'Civic and Cultural' Zone in the Scheme shall apply to this Area unless otherwise specified in this section;
- II. The design criteria of the Commercial Area to be applied to development.
- III. The building should be designed to present a 2 Storey appearance along Urban Edges. The remainder of the building may be 1 storey.

8.4 RESIDENTIAL ZONE

The predominant land use in this Area shall be Residential, Single house and Grouped Dwellings. Uses permitted and general provisions for this Area are the same as those that apply to the Residential Zone in the Scheme unless otherwise specified in this section.

8.4.1 Objectives

The general development objectives of the Residential Area are:

- I. To encourage high quality residential development with a strong streetscape presence;
- II. To promote a subdivision and dwelling configuration, which provides for pedestrian friendly streetscapes with passive surveillance of the public streets, open space and adjacent Civic and Cultural Area; and,
- III. To encourage local employment through viable home based business.

8.4.2 Criteria

Criteria to be satisfied in this Area:

- I. The residential density code shall be as stated on the Residential Coding Map (Appendix 1);
- II. The provisions of the Residential Zone in the Scheme and the Residential Design Codes of WA shall apply to this Area;
- III. Buildings on street corners shall address each street frontage and the corner with equal importance;
- IV. Setbacks are to be determined under the Residential Design Codes (WAPC 2002); and,
- V. The relationship between the residential development and the Civic and Cultural Zone shall be managed to ensure efficient and safe pedestrian access to the front of the lots, to allow for passive surveillance over the Civic and Cultural Zone from future residential dwellings and to create a sense of separation and privacy from the Civic and Cultural Zone. Notwithstanding City of Joondalup Policy 3.2.6 – Subdivision and Development Adjoining Areas of Public Space, the City may consider alternative interface treatments proposed at the future subdivision stage, rather than requiring a public or private road interface treatment as required under this policy.
- VI. A Detailed Area Plan may be required to address, among other things, parking, privacy and noise attenuation.

PART 2 - EXPLANATORY REPORT

THE SITE

The site is one of the few remaining large development areas within the City of Joondalup. The Structure Plan relates to the 16.35ha development area, which is located with the suburb of Currambine at the northeast corner of the intersection of Marmion and Shenton Avenues. The Joondalup City Centre is approximately 3km to the east and the Perth CBD is approximately 27 kilometres south east (Refer to Figure 1 - Location Plan). The Indian Ocean is 1.5 kilometres to the west. The northern and eastern edges of the site are bound by the sweep of Delamere Avenue that connects Shenton and Marmion Avenues.



FIGURE 1 - LOCATION PLAN

The entire site (Refer to Figure 2 - Site Plan) has a frontage of approximately 710 metres to Marmion Avenue and rises steeply from the road in the south west corner. Frontage to Shenton Avenue is approximately 290 metres with a crest occurring near the intersection

of Delamere Avenue. The site is generally rectangular, varying in width from 240 metres to 300 metres.

The site is immediately adjacent to existing residential areas in the locality of Currambine. Residential development has occurred on adjacent and opposite corners in the localities of Connolly (south), Ocean Reef (south-west) and Iluka (west). Most residential development is low density (R20), with lots ranging from 600m² to 800m². There is however a small component (30 lots) of medium density single residential lots facing Delamere Avenue, some with rear lanes. These lots range in size from 350m² to 450m².

The proximity of the Joondalup Strategic Regional Centre to the site is an important factor in determining how the proposed district centre will develop, both in terms of land use and built form. Joondalup provides all the facilities of a city, such as rail transport, office, civic and residential. Currambine's development pattern needs to take account of this crucial context. Its future retail expansion will be second to none in the northern corridor. Currambine by comparison will be a district centre serving the weekly needs of surrounding suburbs.

The site affords some views to the Indian Ocean and is also subject to seasonal south westerly breezes.



FIGURE 2 - SITE PLAN

LAND OWNERSHIP

The owners of the land as Tenants in Common in equal shares are as follows:

- The Roman Catholic Archbishop of Perth
Victoria Square, PERTH
- Davidson Pty Ltd
3rd Floor
45 St Georges Terrace, PERTH

REFER TO APPENDIX 4 FOR CERTIFICATES OF TITLE

A 99 year lease in favour of Woolworths Limited exists on a portion of Lot 929.

LAND PARTICULARS

The land subject to the proposed Structure Plan is described as follows:

Lot 9503 on Deposited Plan 34971 and being the subject of Certificate of Title Volume 2531 Volume 997. The land comprises 8.8593ha and is generally bounded by Shenton and Delamere Avenues, Chesapeake Way, Hobson Gate, Marmion Avenue and the northern and eastern boundaries of Lot 929.

Lot 929 on Diagram 90408 and being the subject of Certificate of Title Volume 2079 Folio 304. The land comprises 7.5ha and is generally bounded by Marmion and Shenton Avenues and the southern and western boundaries of Lot 9503.

PREVIOUS PLANNING APPLICATIONS

Pre-1995

Council (then the City of Wanneroo) initiated the rezoning of the subject site through Amendment No. 662 to the then City of Wanneroo Town Planning Scheme No. 1. That amendment was advertised and it was reported in Council minutes that there were 23 submissions. Four supporting the proposal and 19 objecting. Council resolved to recommend final approval subject to a maximum retail floor area of 15,000m² and development being staged with floor space being limited to 7500m² until January 2000. The first stage was not to include a discount department store.

The Minister's decision on final approval of Amendment 662 included modifications, reducing the area of Commercial zoning from 7.5ha to 5ha and simply limiting retail floor space to 10,000m² with no provisions in relation to staging.

March 1995

Minutes of the City of Wanneroo Town Planning Committee of 27 March 1995 record Commission advice to Council that 'The Commission would be prepared to reconsider the longer term net retail floorspace potential of the Currumbine District Centre in the light of a review of Councils District Zoning Scheme and any related review of the Retail Strategy'. It is noted that the Scheme and Strategy as well as the Metropolitan Centres Policy have all been reviewed since that time.

July 1995

Conditional planning approval for the development of the Currumbine Marketplace Shopping Centre was granted by the City of Wanneroo in July 1995.

1997

The Centre opened.

January 2002

On 24 January 2002, a request was made of Council to initiate an amendment to its Scheme rezoning land from 'Business' to 'Commercial' and to adjust the location of a proposed community purpose site in order to permit the centre to expand from approximately 6,500m² (total NLA excluding cinemas) to 10,000m² of retail space in a manner integrated with the future community facility.

March 2002

Council responded on 14 March 2002, advising that it was not prepared to initiate a rezoning until a Structure Plan had been prepared for the centre.

A letter from Council dated 19 March 2002 followed, advising that Council was continuing to pursue the design of a building on the community purpose site. In other words, it was not considering the adjustment of the community facility's location so that the centre expansion proposed by Woolworths could be accommodated on the northern part of the site. Development of the community purpose site would proceed without regard to integration with existing and/or future commercial facilities and without regard to the structure planning requested by Council.

April 2002

On 24 April 2002, the Landowners advised Woolworths that in accordance with an agreement with Council, subdivision approval had been granted for the creation of the community purpose site without change to its location.

May 2002

A meeting with Council officers was held on 7 May to discuss the further development of the centre and the possibility of relocating the community purpose site. The outcomes of that meeting were confirmed in a letter of 14 May, requesting a deputation with Council.

July 2002

On 30 July, a presentation was made to Councillors outlining Woolworths proposal and its relationship to Council's Scheme and Centres Strategy. Following the presentations, discussion continued between Councillors and Council officers and subsequent verbal advice indicated that a detailed report was to be prepared and presented to Council.

December 2002

On 3 December 2002, Council wrote reiterating earlier advice that it required a Structure Plan and that it intended to pursue development of the community purpose site in the approved location.

2003

The proponents undertake a collaborative structure planning process to provide the framework for a Village Style District Centre developed along Main Street Principles.

February 2004

The proponents lodge a structure plan with the City of Joondalup based on a maximum retail floor space of 15,000m². The City delays advertising the structure plan pending further discussion on retail floor space. The proponents agree to re-submit the structure plan with a maximum retail floor space of 12,500m² to avoid further delays in adoption of an agreed structure plan.

LEGAL AGREEMENT ON CIVIC & CULTURAL LAND AREA

The landowners and the City entered into a legal deed on 14 July, 1995 as a condition of rezoning part of the subject site to 'Commercial' (5ha permissible retail gross leasable area [10,000m²]), 'Business', 'Service Station' and 'Civic'.

The legal deed requires the landowners, subject to the rezoning and when requested by the City to transfer to the City in fee simple, free of encumbrances and at no cost to the City and without payment of compensation, the Civic land for the purposes of recreation and the construction thereon of a community facilities and town square. The deed states that the Civic land shall be accepted by the City as part of the landowners subdivision commitment to the 10% public open space contribution.

A subdivision application (WAPC reference 120166) to create the Civic land has been granted approval and the land has been transferred to the City of Joondalup.

LAND USE AND IMPROVEMENTS

The site is partially developed. The north western corner contains three lots that are developed as highway service/drive through development (zoned 'Business'). The south-western corner contains the existing Currambine Marketplace Shopping Centre and Grand Cinemas (zoned 'Commercial'). The remainder of the site is undeveloped under various zonings, and consists primarily of degraded coastal heathland. The undeveloped portions of the site include zonings for 'Civic and Cultural', 'Residential R40' and 'Business'.

Currambine Marketplace follows the tradition of car based shopping centre development common in Perth of the last 40 years. It is setback from the road reserve property boundary by 100m of surface level carparking, which also allows full exposure to passing traffic. The centre contains some outward facing tenancies but otherwise is entirely internalised. A service station (Woolworth's Plus) is located on the southern boundary adjacent to Shenton Avenue. The cinemas provide useful diversity and mix of activity in what would otherwise be a mono-use centre. However, they sit alone with insufficient supporting activities to create a vibrant 'Town Centre' atmosphere.

PROJECT BACKGROUND

REGIONAL CONTEXT

Currabine District Centre is located approximately 27 kilometres from central Perth. It lies in the coastal Northern West Corridor, which is serviced by the Mitchell Freeway and the Northern Rail Line. Currabine lies to the west of these transport routes and is connected to them by Shenton Road and various bus routes.

The Currabine District Centre is part of the suburb of Currabine and is within the North Coastal Ward of the City of Joondalup. The Joondalup Strategic Regional Centre, which serves the North West Corridor, is located on the Mitchell Freeway and on the Northern Rail Line 3 kilometres away. Connolly, Ocean Reef, Iluka and Currabine form a cluster of coastal suburbs around the Currabine centre on the western side of the freeway.

Currabine and the surrounding suburbs are relatively new suburbs compared to the suburbs at the southern end of the City of Joondalup. However, new suburbs and centres are being developed to the north in the City of Wanneroo and Currabine and the surrounding suburbs are becoming well established.

LOCAL CONTEXT

The Currabine District Shopping Centre site is surrounded by the recently established communities of Connolly, Ocean Reef and Iluka. These suburbs have proximity to Joondalup City Centre and the Indian Ocean and developments such as the Joondalup Golf Course and Resort. In time, as the area matures, it is anticipated that the proposed Currabine District Shopping Centre will act as a hub for the local area. The proximity of the site to the ocean and associated recreational facilities should not be overlooked in terms of providing a unique local identity to the centre. It is important that this area has a functioning District Centre as Joondalup will not provide a hub for these communities.

DEVELOPMENT OBJECTIVES AND PHILOSOPHY

The objective is to create a safe, attractive and vibrant centre that will be sustainable over time and contribute to the quality of life of the local community. The design philosophy is to, as far as possible, transform the Currabine Centre into a main street based small town centre. To this end, within the site much effort and co-ordination has gone into ensuring multiple ownerships and lease holdings would not compromise the orderly and integrated development of the entire site. Streets have been brought through the site to integrate the centre and create vibrant main streets. The effect is further enhanced by utilising a consistent 'build-to' line and setback. This approach is a radical departure from the shopping box in a moat of parking 'model' which currently exists in this and many other Centres.

MAIN STREET NETWORK

The Structure Plan proposes that new main streets through the site will form a simple and coherent system. The system includes a pedestrian street as well as shared main streets (vehicular and pedestrian). The importance of these is balanced so that they reinforce each other and provide choice.

The Pedestrian Street effectively begins at the site's southern boundary on Shenton Avenue, where a raised pedestrian route is marked out through the carpark. It runs north towards the shopping centre for approximately 100 metres. The pedestrian street then enters the interior air-conditioned shopping mall space for approximately 100 metres before entering a proposed plaza area in front of the cinemas for approximately 60 metres. From the town plaza the street runs for 230 metres to Hobson Gate. The street within the site is therefore around 500 metres long and accentuated by features along its path.

The pedestrian street, for almost all of its length, abuts a traffic calmed vehicle street. The provision of on street parking along the length of this street helps to activate the edge of pedestrian street.

The main streets provide a strong and memorable location for the community centre. The centre is now both highly visible and highly accessible and a key feature of the town square.

In summary, main streets provide a vibrant public domain that links the activities of the Currumbine District Shopping Centre together. Cafes, restaurants and shops will attract people at night and provide a hub for commercial and social interaction in the community. The main streets are the thread that binds a range of activities into a single experience.

BUILT FORM AND LAND USE RICHNESS

Richness is the quality that provides interest. Richness is created by mixing uses, including retail, office, community centres, entertainment, public spaces and residential use.

A wide variety of uses are proposed. These are configured to enhance the synergy between activities creating a vibrant centre.

ROBUSTNESS AND SUSTAINABILITY

Robustness, and hence sustainability, is the creation of a built environment that fronts public space actively, logically and clearly. This allows the adaptation and transformation of the Currumbine District Shopping Centre over time. All development along frontages is zero or minimal setback to provide an active interface to the street or public realm.

The proposal includes a service road on Marmion Avenue. The service road provides an opportunity for parking and for access to underground

parking. It creates a pedestrian friendly frontage to Marmion Avenue and an opportunity for show rooms or small business.

The robustness of this street framework is assured as it directly responds to the street system/movement economy. The movement economy is a benchmark for urban development. As long as cars and people pass buildings, the commercial uses within them can remain viable.

DESIGN CRITERIA

The criteria presented in Part 1, have been written to support and reinforce a pedestrian town centre focused outcome. The design principles for the design criteria are:

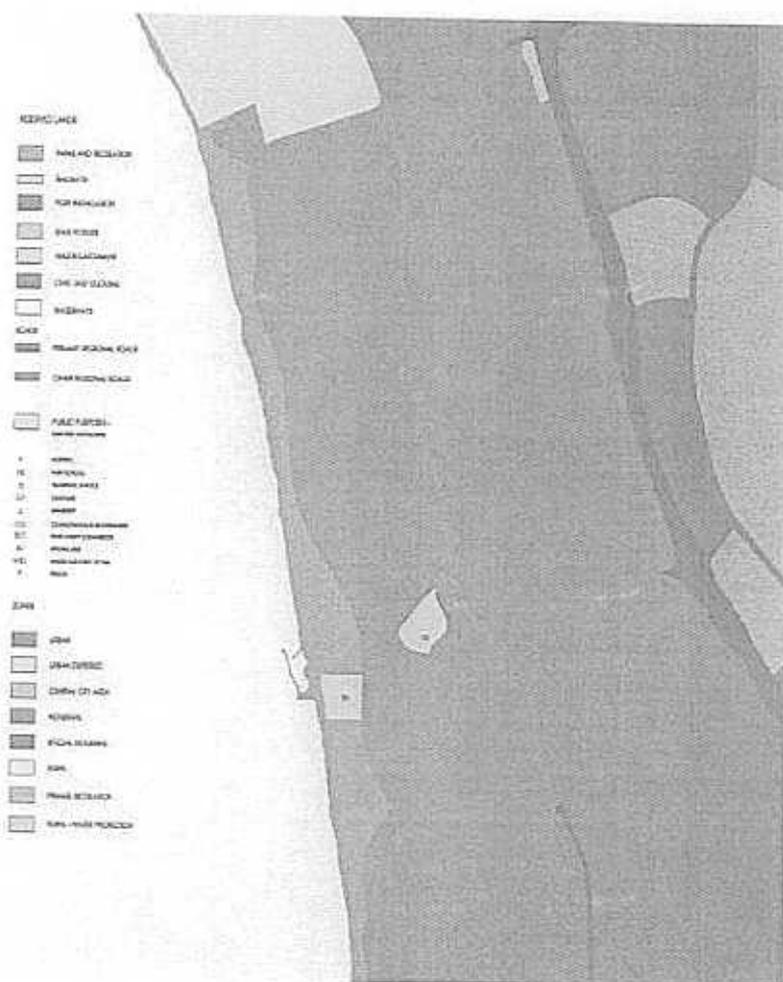
- Activities contained within each building should be visible from the street or pedestrian street. Pedestrian spaces should be protected from the weather by awnings, eaves and a generous planting of street trees.
- Pedestrian activity should be at ground level and the use of colonnades, verandahs and awnings should be promoted. A highly pedestrianised environment should be supported whilst allowing controlled and appropriate vehicular access.
- Built form must provide a strong street presence with minimal setbacks in order to encourage and frame street activity. Alfresco/cafe/restaurant uses are to be encouraged, especially near the retail focal point. Activities with extended trading hours should be located on the Main Street (i.e. post office/fitness centre/ATM/video store/fast food/hair dresser etc).
- Tree planting and awnings providing shade to the shop fronts/alfresco areas should be provided. Landscape design should soften the impact of the centre and reinforce key vistas through avenues. On-street parking, defined parking precincts and rear service courts should be promoted to avoid fragmentation of the Main Street.
- Uses and design should support a safe environment that manages the relationship between pedestrian and vehicle movement and maximise personal safety. Passive surveillance must be reinforced to reinforce safety and minimise anti social and criminal activity.

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PLANNING FRAMEWORK

METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme (MRS) includes the site within an Urban zone. The land surrounding the site is zoned Urban under the MRS. Features of note are the reservations for Marmion Avenue and Shenton Avenue as 'Important Regional Roads' and the dominance of the nearby 'City Centre' Zone of Joondalup and the 'Controlled Access Highway' Reserve of the Mitchell Freeway.



The MRS therefore zones the land for the development of the Currambine District Shopping Centre.

CITY OF JOONDALUP - DPS NO. 2

The land within the boundaries created by Marmion Avenue, Shenton Avenue and Delamere Drive includes areas of Commercial, Business, Civic and Cultural and Residential use.

The commercial zone is limited to part of lot 929 on the corner of Marmion Avenue and Shenton Avenue. Clause 3.7.2 (Schedule 3) of DPS 2 currently states that all land contained in the commercial zone shall not exceed a maximum retail net lettable area (NLA) of 10,000m².

The total Net Lettable Retail Area proposed under the Indicative Concept Plan (Appendix No.2) as part of the Currambine District Shopping Centre is approximately 10,000m², which is in accordance with the Scheme.

CITY OF JOONDALUP - P3.2.8 - CENTRES STRATEGY

The Centres Strategy has been developed to manage the distribution of retail floor space and to facilitate the adoption of a main street approach to the design of centres in the City of Joondalup. The Strategy includes the following centre classifications: City Centre (Joondalup), Town Centre (eg. Whitford City), Small Town Centre (eg. Currambine), Tourist Centres (eg. Hillarys Boat Harbour), Village Centres (eg. Glenelg Place, Connolly) and Local Shops (eg. Kinross Drive, Kinross).

The City of Joondalup Centres Strategy is Policy 3.2.8 and is dated July 2001. The Strategy is consistent with the Metropolitan Centres Policy (WAPC 2000) in adopting a similar commercial centres hierarchy. It does however, differ in nomenclature as described above calling the Joondalup Strategic Regional Centre a City Centre, Regional Centres are named Town Centres, District Centres are called Small Town Centres and Neighbourhood Centres are described as Village Centres. It also introduces Tourist Centres to the hierarchy covering the locations of commercial development at the Hillarys Boat Harbour and at the Ocean Reef Boat Harbour.

The following table compares per capita retail space allocations to the hierarchy established under the Metropolitan Centres policy and under Councils Strategy. It will be noted from the table that the allocations are reasonably consistent between the two policy statements.

Hierarchical Tier	Metropolitan Centres Policy (m ²)	City of Joondalup Centres Strategy
Strategic Regional Centres/City Centre		
Regional Centres/Town Centres	0.61	0.62
District Centres/Small Town Centres	0.40	0.41
Neighbourhood Centres/Village Centres	0.53	0.55

Again, there is a consistency between Council's Centres Strategy and the Metropolitan Centres Policy in describing the functions of centres and in particular the functions of District Centres/Small Town Centres. In each case, Small Town Centres or District Centres are described as having the primary function of being a centre of weekly retail, service and community facilities. Retail types anticipated in such centres include minor discount department stores, supermarkets, speciality stores and convenience stores.

At various sections, the Council Centres Strategy makes particular reference to the Currumbine Marketplace Centre. Firstly, a list of the Centres within the hierarchy under the Strategy at 1.2, page 4, of the Policy includes Currumbine as a Small Town Centre that is, a District Centre under the terms of the Metropolitan Centres Policy.

Paragraph 1.4.3 also makes specific reference to Currumbine including the following recommendation:

"Currumbine Centre

- No expansion over 10,000m² be permitted until it can be demonstrated that the planned commercial structure of the centres in the north of the City has been substantially developed to the plan sizes and trained persons have settled.
- Nothing in the recommendation above shall preclude the incremental expansion of Currumbine along Main Street principles as envisaged under Section 5.2.6 of the Metropolitan Centres Policy contained in statement of Planning Policy No. 9."

The Centres Strategy states in Section 1.1, page 2:

- Promotes small town centres more actively than has been the case until now.
- Promote Currumbine as a small town centre in the medium term.
- Encourage mixed business to establish adjacent to District Centre sites.

The Policy also describes Councils attitude and approach to centre development at Page 3 as follows:

"Promote a more flexible, open and innovative approach to centre development, providing for individual initiative and enterprise wherever appropriate, and encouraging the emergence and implementation of new ideas. Encourage a diverse range of attractions for all age groups, including 'shoppertainment', 'eatertainment' and 'edutainment' type concepts, through family entertainment centres."

Clause 3.11.5 states that floorspace figures contained within Schedule 3 shall be adhered to except as otherwise varied by an agreed Structure Plan.

WAPC - METROPOLITAN CENTRES POLICY

The Currambine District Shopping Centre falls within the 'District Centre' hierarchy of the above Policy (Statement of Planning Policy No. 9). This allows floor area up to 15,000m² NLA. It is described as a centre for weekly retail, service and community facilities with district level offices such as professional sales and service offices. It may include minor discount department stores, supermarkets, speciality stores and convenience stores. Accessibility through public transport services and a district distributor road system outlines a district centres preferred location. With this in mind, the Currambine District Shopping Centre as proposed fulfils these centre functions admirably.

The Metropolitan Centres Policy was gazetted in October 2000. The Policy establishes a hierarchy of commercial centres headed by the Perth CBD and followed by the Strategic Regional Centres, Regional Centres, District Centres and Local/Neighbourhood Centres.

Strategic Regional Centres are listed as Armadale, Cannington, Fremantle, Joondalup, Midland, Morley, Rockingham and Stirling. The Policy provides that these centres should generally be confined to 80,000m² of shopping floor space. Regional Centres form a tier beneath the Strategic Regional Centres and are generally confined to floor space limit of 50,000 m². The nearest Regional Centre to the subject site is at Whitford City. District Centres including the Currambine Marketplace Centre have a general floor space limit of 15,000m². These centres are designed to cater for the weekly food and grocery shopping needs of the suburban population. Neighbourhood and Local Centres are generally allowed up to 4,500m² of shopping floor space and formed the final tier in the hierarchy.

Significantly, Clause 5.4 of the Policy discusses shopping floor space guide and states shopping development up to the floor space indicated is deemed to be acceptable and unlikely to have significant adverse social or economic intakes on the locality or other centres. The shopping floor space referred to in the Policy excludes such uses as banks, real estate agencies, medical practices and showrooms. In addition, hotels, taverns and nightclubs are excluded from the measure of shopping floor space.

Clause 5.6 of the Policy encourages centres plans for new District Centres and existing District Centres experiencing development pressures. This Structure Plan comprehensively fulfils the requirement for a Centre Plan.

CONCLUSION - RETAIL FLOOR AREA CONTROL

The WAPC Metropolitan Centres Policy and the City of Joondalup Centres Strategy both support the inclusion of a small department store in a District Centre. It is recognised in City of Joondalup Policy that, in time, Currambine will become a fully fledged District Centre.

The City of Joondalup is currently well serviced with Regional Centres in the south but under serviced in the north. The City of Joondalup will provide a City Centre for the whole north west corridor, and Currambine, a District Centre will provide weekly needs for the surrounding northern suburbs. Currambine is too large to be a neighbourhood centre yet without the adoption of a supportive structure plan it will not reach its proper potential as a District Centre.

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CONTEXT AND ANALYSIS

The following opportunities and constraints analysis establishes an understanding of the site as a basis for the Structure Plan.

CLIMATE

The subject site is located near the coast. As a result strong sea breezes and other winds associated with the prevailing weather patterns are experienced. The prevailing winds tend to be from the north east during winter mornings and from the west during winter afternoons, while in the summer months the prevailing winds are from the east in the morning and the south west in the afternoon (Bureau of Meteorology, 2002). However, the dominant winds tend to be the south west sea breezes experienced during summer afternoons.

GEOLOGY AND SOILS

The subject land is within the Swan Coastal Plain, where the superficial formations generally comprise of limestone, sand and derivatives. The site consists of a base of Tamala Limestone covered by Safety Bay Sand and sand derived from Tamala Limestone (DME, 1986).

Tamala Limestone consists of creamy white to yellow, or light grey calcareous eolianite (Davidson, 1995). It is composed of various proportions of quartz sand, fine to medium grained shell fragments and minor clayey lenses (Davidson, 1995). The quartz sand tends to be medium grained and moderately sorted however it does vary between fine and coarse grained (Davidson, 1995). The limestone varies in thickness along the coastal strip, depending on the topography of the area, but it is known to have a maximum thickness of 110 metres (Davidson, 1995). Tamala Limestone tends to have a variable bearing capacity dependant upon the degree of cementation (DME, 1986).

Safety Bay Sand consists of white, un lithified, calcareous fine to medium grained quartz sand and shell fragments with traces of fine-grained, black, heavy minerals (Davidson, 1995). Safety Bay sand is known to have a maximum thickness of 24 metres (Davidson, 1995). There are few limitations associated with development over Safety Bay Sand, however some settlement under foundations can be expected (DME, 1986).

The geomorphology of the site consists of materials of an eolian origin with dune morphology and can be described as degraded spearwood dune surface (DME, 1986).

HYDROLOGY AND HYDROGEOLOGY

There is no permanent surface water on the subject land, with the nearest water bodies being the Indian Ocean to the west and Lake Joondalup to the east. The water table below the subject site has been observed at approximately 3 metres below ground level or at 0 metres AHD (ENV, 2000).

The subject site is underlain by the Superficial Aquifer (Davidson, 1995). The superficial aquifer is a major unconfined aquifer comprising the Quaternary Tertiary sediments of the coastal plain. Water in this superficial aquifer is derived from direct recharge over the subject land and from the top of the large mound of groundwater underlying the Swan Coastal Plain (the Gnangara Mound).

Development of the subject site and the associated increase in the use of groundwater is not expected to affect the forecast requirements for future public water supply.

In order to reduce the impact of the proposed development on the groundwater quality of the site, the drainage system needs to follow natural contours as closely as possible and there should be adequate source control measures to reduce surface water pollution entering the groundwater system.

SITE CONTAMINATION

The site does not have a history of past urban and industrial uses and no dumping or site contamination has been detected.

NOISE AND VIBRATION

Noise and vibration levels on site are acceptable for an active district centre. The residential component is located sufficiently distant from the noise sources from Marmion Avenue.

FLORA AND FAUNA

Areas of the site that remain undeveloped are generally not cleared. Vegetation consists of typical coastal heath. Some stands of Banksia woodland are also found on the land, however it is not considered that these are viable in the long term and as such, there are no areas of conservation value within the area of the Currambine District Shopping Centre.

The lack of quality native vegetation on site is not conducive to fauna habitation. High levels of fauna habitation have not been observed on site and it is considered that in its current state, an increase in sightings is not likely to occur. However, the development of the Civic and Cultural reserve may result in the re-establishment of new fauna habitats. Consideration should be given to the introduction of native plant species conducive to the repopulation of the area by native fauna. These species should be extended beyond the reserve into the streetscape of the Currambine District Shopping Centre where appropriate.

COMMUNITY INTEGRATION

Currumbine District Shopping Centre will become a hub for the surrounding suburbs which are now virtually fully developed. 'Filling in' this last piece of developable land in the area is not only economically sound, but socially necessary.

HISTORIC CONNECTIONS

Acknowledgement of the sites past ownership and development process is an important part of connecting the local community to the landscape. This is best achieved through public art pieces and other interpretive media. Public art will be integrated into the Main Street environment as this is the area likely to receive most pedestrian traffic, and therefore the opportunity to reflect on the areas development history.

PHYSICAL CONNECTIONS

There are no built structures on the site from previous generations, therefore there is little or no physical connection to the site or marking of the landscape that existed earlier than 1990.

SOCIAL INTEGRATION

Currumbine is an important centre for the local area. Its supermarket is well used and the restaurants and cinema are popular. The centre provides little beyond these consumer experiences.

The creation of a Main Street environment of mixed uses will facilitate a sense of community identity for the Currumbine District Shopping Centre. This will evolve over time, but laying the foundations for a future social maturity is an important part of the development process. The built form, as proposed, will help achieve this.

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STRUCTURE PLAN OUTLINE

DEVELOPMENT PRINCIPLES

Under the Structure Plan the Centre will expand to provide the focus for retail, commercial, cultural, entertainment and leisure facilities.

The Centre is intended to become an employment focus for the District and to meet the need for the provision of a range of goods and services. The key objectives being:

- To create a vibrant and well designed mixed use Centre with safe and vibrant pedestrian friendly public streets and uses addressing those streets; and
- To incorporate a mix of residential housing forms (houses, apartments, shop-top housing etc) that provide a range of choice, diversity and affordability, in keeping with the City of Joondalup's expressed desire that the Structure Plan is based on main street principles.

The Metropolitan Centres Strategy defines Main Street as:

"mixed land use developments fronting to a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street and / or where customer car parks on private property generally do not separate the road reserve boundary from the front of a building (Clause 6)."

It states that:

"As far as practicable centres at all levels should be developed or redeveloped in accordance with the traditional "main street" design principles as integrated, attractive, safe and vibrant places to provide a focus for community activities. Incentives are provided to promote traditional "main street" development by allowing shopping floorspace development to exceed the shopping floorspace guide of this policy or the floorspace specified in an endorsed Local Planning Strategy (Clause 4.2.6)".

MOVEMENT SYSTEMS

The Traffic Report by Riley Consulting provides a comprehensive analysis of movement issues. This section provides an overview of the key issues addressed in the report (Appendix 5).

Streets

Intent

A multi-functional/mixed use Centre can function best when streets connect all its elements. The street pattern is the basic element that organises buildings and relates them to streets. Adopting a grid pattern of streets facilitates good circulation of vehicles through the area. With all circulation focused on streets which are always open, there is greater

scope to integrate entertainment, leisure and community uses into shop front locations where their use and enjoyment is more assured. This street block pattern is the key to linking built form and pedestrian movement.

Principles

The guiding principles for the development of the street pattern include:

- **Permeability:** a street pattern to provide the extent and choice to which an environment allows people access through it, from place to place;
- **Public and private:** the street layout provides for a distinction between public and private places. Therefore, not all places are accessible to everybody but the access across the interface between them is; and
- **Front and backs of buildings** have been carefully designed. Buildings will be designed to face outward onto public spaces - streets, squares or parks. The rear of buildings will face laneways or the centre of development blocks.

The plan is configured to reflect the established regional and local road network. The main pedestrian spine of the Centre extends from the existing retail development on the land to the fast food restaurants to the north of the Centre.

Achieving a grid pattern of roads in the proposed Structure Plan is constrained by the position of existing buildings on Lot 929.

Vehicle laneways and car parking areas are located to the rear of the suggested building areas on each proposed development site.

The Traffic Assessment by Jonathan Riley Consulting Engineers (Appendix 5) concludes that:

- The proposed road network will accommodate internal traffic needs;
- A traffic light controlled intersection should be created on Shenton Avenue, either on Delamere Avenue or at the end of the proposed main street entrance.

Public Transport

The Centre is well serviced by buses running on Shenton Avenue. Detailed planning will include provision for new bus stops and paths on Shenton Avenue. The connecting of the centre by bus to the rail stations of Joondalup and Currabine is a key element in the ongoing sustainability of the Currabine District Shopping Centre.

Car Parking

Car parking will be provided on street, in undercroft areas of proposed buildings and in parking cells behind Main Street frontage. The principle feature of the parking strategy is the integration of all these types of parking to allow maximum flexibility and choice.

Car parking will be evenly distributed throughout the centre, and there will be connections between parking cells. Short term street parking will be available in the Centre to encourage access to the Main Street and the other trading areas. The majority of car parking will be contained behind buildings or as undercroft or roof top parking. This will ensure the streetscape can achieve an urban, rather than suburban, sense of place.

Footpath Network

A comprehensive footpath network is essential throughout the area of the Structure Plan. The design of the Structure Plan is to prioritise environments for pedestrians and to inter-connect the Centre with the surrounding areas of Currumbine.

LAND USES INTENT

Retail (Commercial Land Use)

Existing Retail Development

Currently the Currumbine Marketplace Shopping Centre has a floor area of 5,642m² comprising 4,083m² of supermarket, 1,330m² of speciality stores and 229m² of office functions NLA. The existing centre is fundamentally a shopping centre with retail tenancies focused on an internal, air-conditioned mall. However, the site also contains a service station and a cinema complex. These components are all on the 5ha parcel of land zoned 'Commercial' under the City of Joondalup Town Planning Scheme. The parcel is dominated by expanses of at grade parking.

The boundary between the 5ha Commercial zoning on the Woolworths lease, and the adjacent Business zoning on the Woolworths lease, is just to the north of the existing cinema complex. A strip of land approximately 30 metres wide, zoned business, runs between the cinema complex and the site of the Council's proposed community centre. Access to the shopping centre is secured by a traffic light controlled crossover to Marmion Avenue and a crossover to Shenton Avenue. The crossover to Marmion Avenue is opposite Ocean Gate Parade and therefore north of the northern boundary of the existing 'Commercial' zoned portion of the site. There is no physical connection between the existing commercial facilities on the site and the site of the proposed community centre.

Proposed Retail Extensions

It is proposed that the extension to the retail floor space be within 10,000m². This equates to the net let able area of development shown on the Woolworths lease excluding the Cinemas. The commercial area will be designed as a mixed use/retail hub forming a Town Centre for the district.

Mixed Use Area (Business)

A mix of land uses is encouraged along the Main Street, activities which promote an active ground floor are preferred. Office, showroom, restaurants and tavern uses are anticipated.

It is expected that a number of residential uses will occur at the second storey along the Main Street. The residential component will predominantly comprise walk-up apartments, home/studios, home/office and town house accommodation, all of which are lifestyle options that add to the diversity and interest of Village Centre life.

Mixed forms of development are encouraged and the overall objective is to: -

- Promote development that respects the scale and proportions of the Centre;

-
- Fosters a close relationship to the street to ensure the continuity of the streetscape;
 - Allows for a mixing of residential and commercial uses and achieves minimum intrusiveness from parking.

The Business Area located adjacent to Delamere and Shenton Avenues is proposed to be developed for Service Commercial uses. This use will capitalise on the commercial exposure afforded by the high volume of vehicles travelling along Shenton Avenue.

Public Space (Civic and Cultural)

The Structure Plan proposes a public space for a Community Centre and open space in accordance with the current zoning.

Residential (Residential Land Use)

The Structure Plan proposes to integrate residential uses with other uses proposed for the Centre. The proposed residential uses aim to achieve a 24 hour presence within the Centre.

The Structure Plan proposes residential uses on land zoned Residential R40, to the north east of the Centre and introduces a portion of R100 to complement the Commercial Use. The R40 coding of the land provides opportunities for a variety of medium density housing/accommodation types within near proximity of the mix of uses proposed within the Centre. Medium density residential development is compatible with the existing surrounding residential areas and also presents opportunities to encourage home based businesses in a transitional zone between the Centre and existing residential development.

The development of this land will need to address Delamere Avenue to encourage passive surveillance of the street and to mirror the existing surrounding residential development. The development should also address the abutting Civic and Cultural site for the enjoyment of prospective residents as well as encouraging passive surveillance of the civic space.

URBAN DESIGN

Streetscape

Parallel parking is to be incorporated along every street where possible, with the view to providing parking and reducing traffic to suitable speeds that accommodates and complements the pedestrian environment. The built elements along Main Street will be softened by tree planting to create a street canopy, complemented by fine street furniture and lighting to provide rest points. Awnings, signage and banners will provide colour and movement, enriching the pedestrians experience along Main Street.

Street Frontage

It is essential to create a strong and continuous built edge in order to foster a strong sense of intimacy and provide a set for the human theatre along Main Street. A zero setback is critical along this zone to achieve framing of street activity that aims to create a rich and diverse pedestrian experience. The Streetscape will be furnished with fine lighting and street furniture to aid this experience.

Built Form

A number of developers and architects are likely to be responsible for proposed buildings within the Centre. The adoption and implementation of Design Guidelines strikes a balance between a level of certainty through prescription and some flexibility to encourage a variety of innovative architectural responses. The controls would include a range of building materials and a palette of colours to achieve a unified, cohesive Centre where all buildings will relate to each other and create a sense of place; an important feature of a Main Street.

Public Landscaping

Road reserves will be landscaped as formal and informal avenues utilising predominantly deciduous tree species. Landscaping will include treatments for the Main Street and the Town Square.

Private Landscaping

The provision of high quality landscape treatments consistent with identified themes for the Shopping Centre as a whole will be a key requirement for the development of individual residential, mixed use and commercial allotments.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

While the centre appears reasonably attractive and safe it is facing the types of safety and security problems that can lead to a spiral of decline. Vandalism of property, petty arson, intimidation as well as serious criminal activity including assault are affecting the centre. The current incomplete and fragmented nature of the centre does not assist in overcoming these problems.

The proposed Structure Plan reinforces CPTED. It creates well defined, legible and visibly public spaces while separating ancillary service spaces from public access. Vitality and extended hours of use help keep eyes-on-the-street. Links are direct and safe while dead ends are avoided. The Structure Plan supports development that will benefit from the safety factors that make Town Centres inherently safe.

IMPLEMENTATION AND STAGING

PLANNING COMPLIANCE

Compliance with City of Joondalup Centres Strategy

Under the Strategy Principles, it is stated that Currambine is to be promoted as a small town centre in the medium term. What is meant by the medium term is unclear but it is noted that the Strategy is dated 2001 and that the Strategy Period is to 2006. To this extent, development of an expanded Currambine centre will occur in the latter period of the Strategy rather than the medium term.

Indeed, the conclusions recognise that "over the next 7-8 years Joondalup will be reaching maturity", that is by 2008/2009. It is also recognised within the statement on "Objective and Principles" that, "the specific objective of this Policy is to promote retail and incremental expansion of existing centres throughout the City of Joondalup as part of a catch-up strategy until 2006."

Against the background of these statements, it is reasonable to assume that the timing of the Currambine expansion proposals is consistent with the program indicated by the Strategy.

The Strategy also established principles for the development of Mixed Business Areas noting that, "Opportunities for new developments of this type are limited. Notwithstanding this, and subject to good urban design, promote initiatives to establish new mixed business areas accommodating bulky goods outlets, warehouses, showrooms, service industries and small and medium scale business uses as part of all designated city, town and small town centres."

This proposal meets this objective by linking retailing with entertainment uses (cinema), community uses, bulky retailing and other commercial functions.

The centre use mix combining retailing with the existing entertainment functions and expanding entertainment uses on a main street format allows cinema goers to access restaurants/cafes, achieving strategy objectives.

Currently, the Currambine Marketplace Shopping Centre generally fits the description of a big box centre. As far as is practical, this proposal introduces a main street concept to the retailing component and extends this through the community/entertainment precinct to the mixed business areas. The proposal therefore conforms with the objective of the Strategy in relation to the 'The Nature and Form of Centres'.

Compliance with City of Joondalup District Planning Scheme No.2

The core retail uses proposed under this Structure Plan will be confined to the land area zoned 'Commercial'.

It is recognised that the success of the core retail and main street business precinct will be largely dependant on the ambience of the public spaces and the attraction of the centre as presented by this document.

COMMUNITY CONSULTATION

The full extent of the Structure Plan Area is owned by two land owners. The land owners and the lessee (Woolworths) are collaborating towards the development of the centre.

Community consultation for the site has been previously carried out through the due process followed by the City of Joondalup and WAPC as part of the advertising periods required in preparation of the District Planning Scheme, Metropolitan Centres Policy, the Centres Strategy and other such documents, both statutory and advisory.

In accordance with the scheme requirement the Structure Plan will be advertised prior to adoption. It should be noted that the established residential areas are separated from the Centre by major and minor roads and while the area is designated as a District Centre every effort has been made to minimise any negative impact on existing residents. The development will add significantly to land values and local quality of life.

SERVICING

WATER

The Northern Portion of the site has existing 150mm dia and 250mm dia water reticulation mains in Delamere Avenue with a 150mm dia main across Hobsons Gate on Marmion Avenue.

The Southern Portion of the site has existing 250mm dia in Delamere Avenue and 200mm dia main in Sherton Avenue adjoining the site.

In both areas, the existing mains can be readily extended and connected to serve the proposed development.

SEWERAGE

The existing 150mm dia sewer main in Hobsons Gate and Chesapeake Way has the capacity and level to enable the Northern Portion of the site to served with sewer reticulation to the Water Corporation's requirements.

The existing 900mm dia Burns Beach Main Sewer Section 9 is

contained within the easement located on the Western Boundary of the Southern Portion of the site. There is an existing 150mm dia connection provided from this main sewer to enable this area to be served with sewer reticulation.

DRAINAGE

The existing drainage pipework in Chesapeake Way and Hobsons Gate enables the Northern Portion of the site to be connected to the system that discharges into the drainage basin located in Sir James McCusker Park on the West of Naturaliste Boulevard. This is in accordance with the drainage strategy for this area.

The Southern Portion will require a drainage sump to be constructed in the corner of either of the business areas located to the south of the site. The sump is to be designed to accommodate the 1:100 year storm to the City of Joondalup requirements.

OTHER SERVICES

The adjoining Road Reserves of Delamere Avenue, Shenton Avenue and Marmion Avenue contain Power, Telstra and Gas reticulation enabling the Northern and Southern Portions of the site to be serviced accordingly.

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CONCLUSION

The early stages of development at the Currambine District Shopping Centre has occurred incrementally and in the absence of a guiding plan. The proposed Structure Plan provides the vision for the future development of the Centre and a mechanism for the City of Joondalup Council to consider future proposals for the area.

The goals and objectives of the Structure Plan have been strongly influenced by the City of Joondalup Council's view that future development of this Centre must be a vibrant commercial and social forum based on Main Street design principles.

The implementation of Main Street principles has been constrained by existing town planning ordinance and development on the site. Notwithstanding this, the pattern of roads and development proposed by the Structure Plan provides a foundation for Main Street and will allow for change, to enable the Centre to evolve and overcome the these constraints. This may involve proposals to modify and refine the agreed Structure Plan in the future.

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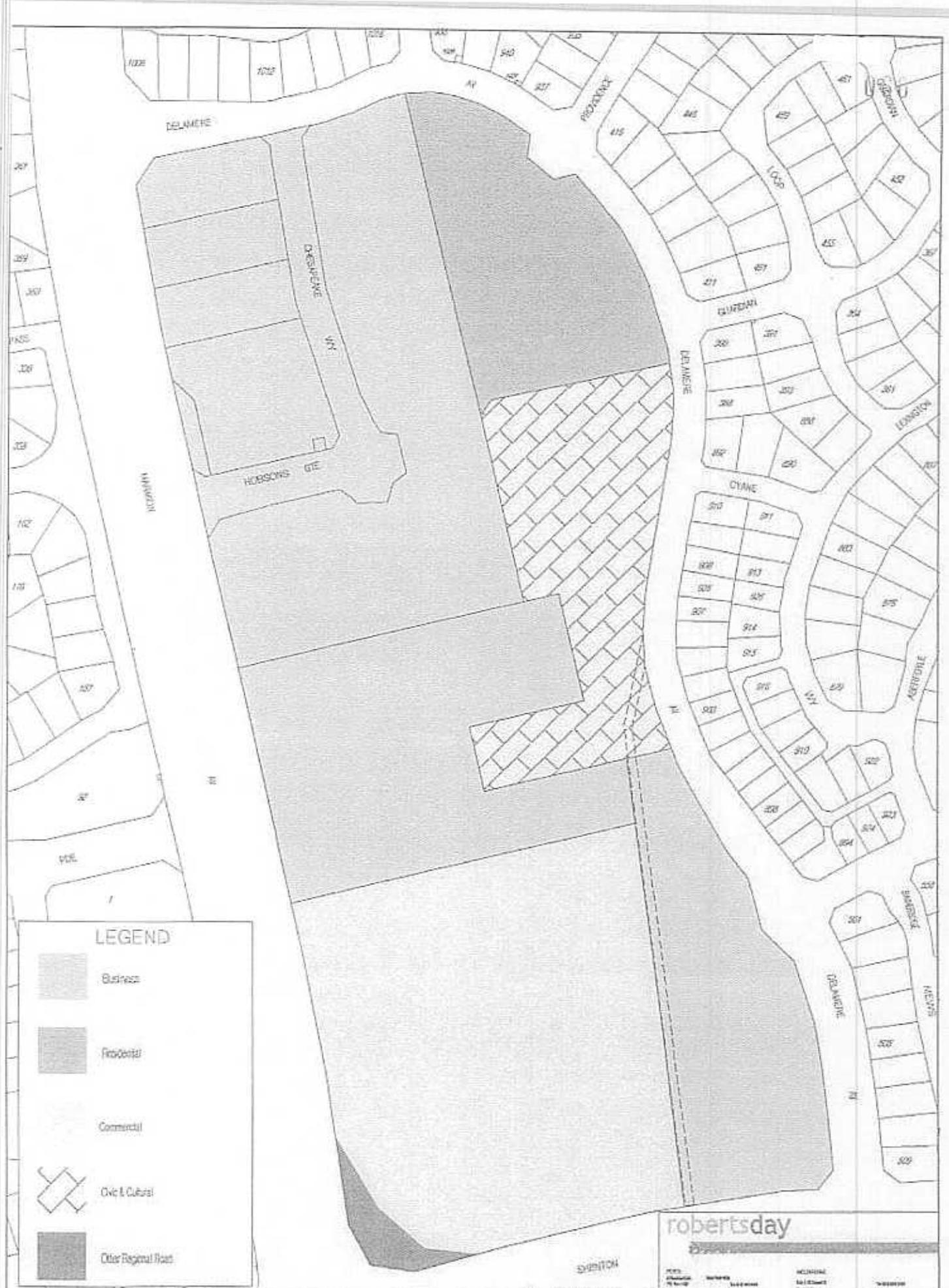
APPENDIX 1

DEVELOPMENT PLAN

ZONING PLAN

RESIDENTIAL CODING PLAN

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LEGEND

-  Business
-  Residential
-  Commercial
-  Civic & Cultural
-  Other Regional Road



**CITY OF JOONDALUP DISTRICT PLANNING SCHEME NO 2
ZONING PLAN
CLAREMONT DISTRICT CENTRE
MARION AVENUE, CLAREMONT**



10	CLAREMONT DISTRICT CENTRE	1
20	LOT 101	2
30	LOT 102	3
40	LOT 103	4
50	LOT 104	5
60	LOT 105	6
70	LOT 106	7
80	LOT 107	8
90	LOT 108	9
100	LOT 109	10
110	LOT 110	11
120	LOT 111	12
130	LOT 112	13
140	LOT 113	14
150	LOT 114	15
160	LOT 115	16
170	LOT 116	17
180	LOT 117	18
190	LOT 118	19
200	LOT 119	20
210	LOT 120	21
220	LOT 121	22
230	LOT 122	23
240	LOT 123	24
250	LOT 124	25
260	LOT 125	26
270	LOT 126	27
280	LOT 127	28
290	LOT 128	29
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320	LOT 131	32
330	LOT 132	33
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350	LOT 134	35
360	LOT 135	36
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390	LOT 138	39
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410	LOT 140	41
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430	LOT 142	43
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470	LOT 146	47
480	LOT 147	48
490	LOT 148	49
500	LOT 149	50
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530	LOT 152	53
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580	LOT 157	58
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620	LOT 161	62
630	LOT 162	63
640	LOT 163	64
650	LOT 164	65
660	LOT 165	66
670	LOT 166	67
680	LOT 167	68
690	LOT 168	69
700	LOT 169	70
710	LOT 170	71
720	LOT 171	72
730	LOT 172	73
740	LOT 173	74
750	LOT 174	75
760	LOT 175	76
770	LOT 176	77
780	LOT 177	78
790	LOT 178	79
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810	LOT 180	81
820	LOT 181	82
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880	LOT 187	88
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900	LOT 189	90
910	LOT 190	91
920	LOT 191	92
930	LOT 192	93
940	LOT 193	94
950	LOT 194	95
960	LOT 195	96
970	LOT 196	97
980	LOT 197	98
990	LOT 198	99
1000	LOT 199	100

robertsday

PLANNING

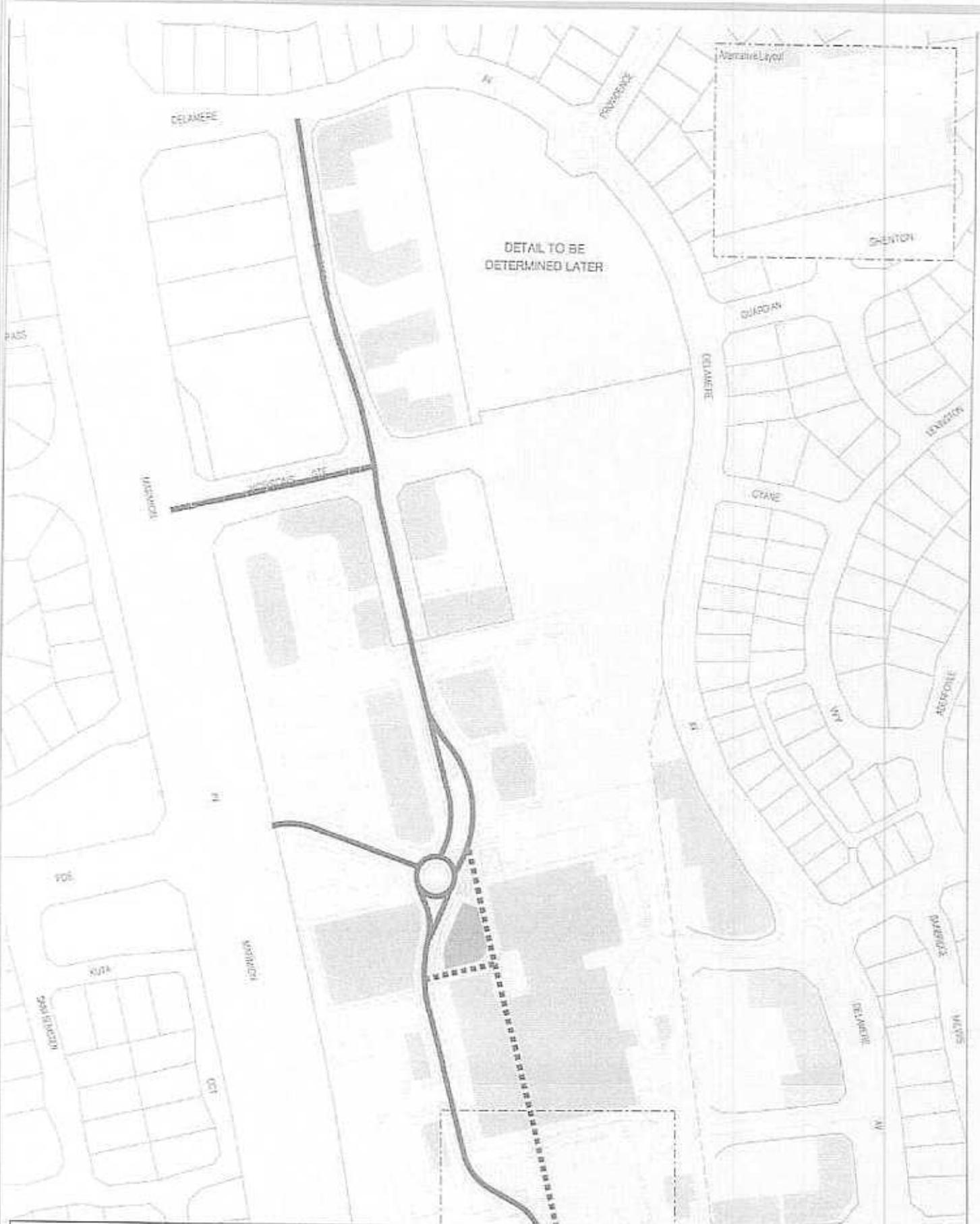
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100/102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200

APPENDIX 2

INDICATIVE CONCEPT PLAN

INDICATIVE MAIN STREETS AND LINKS
PLAN



 Shared Main Street
 Pedestrian Main Street



INDICATIVE MAIN STREETS AND LINKS PLAN
 DEVELOPMENT BASED ON PROPOSED ZONING
 CURRAMBINE DISTRICT CENTRE
 WARMON AVENUE, CURRAMBINE



		SHARED MAIN STREET	
Year	2020	AA	
Class	CC		
Zone	CC		
Use	CC		
Notes	N/A		

PLANNING
 CONSULTANTS
 4/110 WILSON STREET, WILSON
 PH: 08 9437 1100
 FAX: 08 9437 1101
 www.planningday.com.au

day
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APPENDIX 3

CERTIFICATES OF TITLE

WESTERN



AUSTRALIA

REGISTER NUMBER 1574/DP36888	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 9/9/2004

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

VOLUME
2573PAGE
460

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.

R. Roberts
REGISTRAR OF TITLES



LOT 1574 ON DEPOSITED PLAN 36888

LAND DESCRIPTION:

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CITY OF JOONDALUP OF POST OFFICE BOX 21, JOONDALUP

(T 1987275) REGISTERED 6 SEPTEMBER 2004

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

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 5367/1946.
- G375304 EASEMENT TO WATER CORPORATION. SEE DEPOSITED PLAN 36888, REGISTERED 4.2.1997.
- 1987274 RESTRICTIVE COVENANT TO WESTERN AUSTRALIAN PLANNING COMMISSION - SEE DEPOSITED PLAN 36888 REGISTERED 6.9.2004.

Warning: A correct 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 portion.

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

STATEMENTS:

The statements set out below are not intended to be used 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: DP36888.
PREVIOUS TITLE: 2531-997.
PROPERTY STREET ADDRESS: 52 DELAMERE AV, CURRAMBINE.
LOCAL GOVERNMENT AREA: CITY OF JOONDALUP.

WESTERN



AUSTRALIA

REGISTER NUMBER 9505/DP36888	
DUPLICATE EDITION 1	DATE DUPLICATES ISSUED 9/9/2004

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

VOLUME
2573

FOLIO
451

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 restrictions, 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



LOT 9505 ON DEPOSITED PLAN 36888

LAND DESCRIPTION:

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

THE ROMAN CATHOLIC ARCHBISHOP OF PERTH OF VICTORIA SQUARE, PERTH
DAVIDSON PTY LTD OF 3RD FLOOR, 45 ST. GEORGE'S TERRACE, PERTH
AS TENANTS IN COMMON IN EQUAL SHARES

(AF1987276) REGISTERED 6 SEPTEMBER 2004

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

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 55671946.
- G375304 EASEMENT TO WATER CORPORATION. SEE DEPOSITED PLAN 36888. REGISTERED 4.2.1997.
- G567966 EASEMENT TO ELECTRICITY CORPORATION. SEE DEPOSITED PLAN 36888. REGISTERED 18.12.1997.

Warning: A current sketch of the sketch of the land should be obtained where details 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

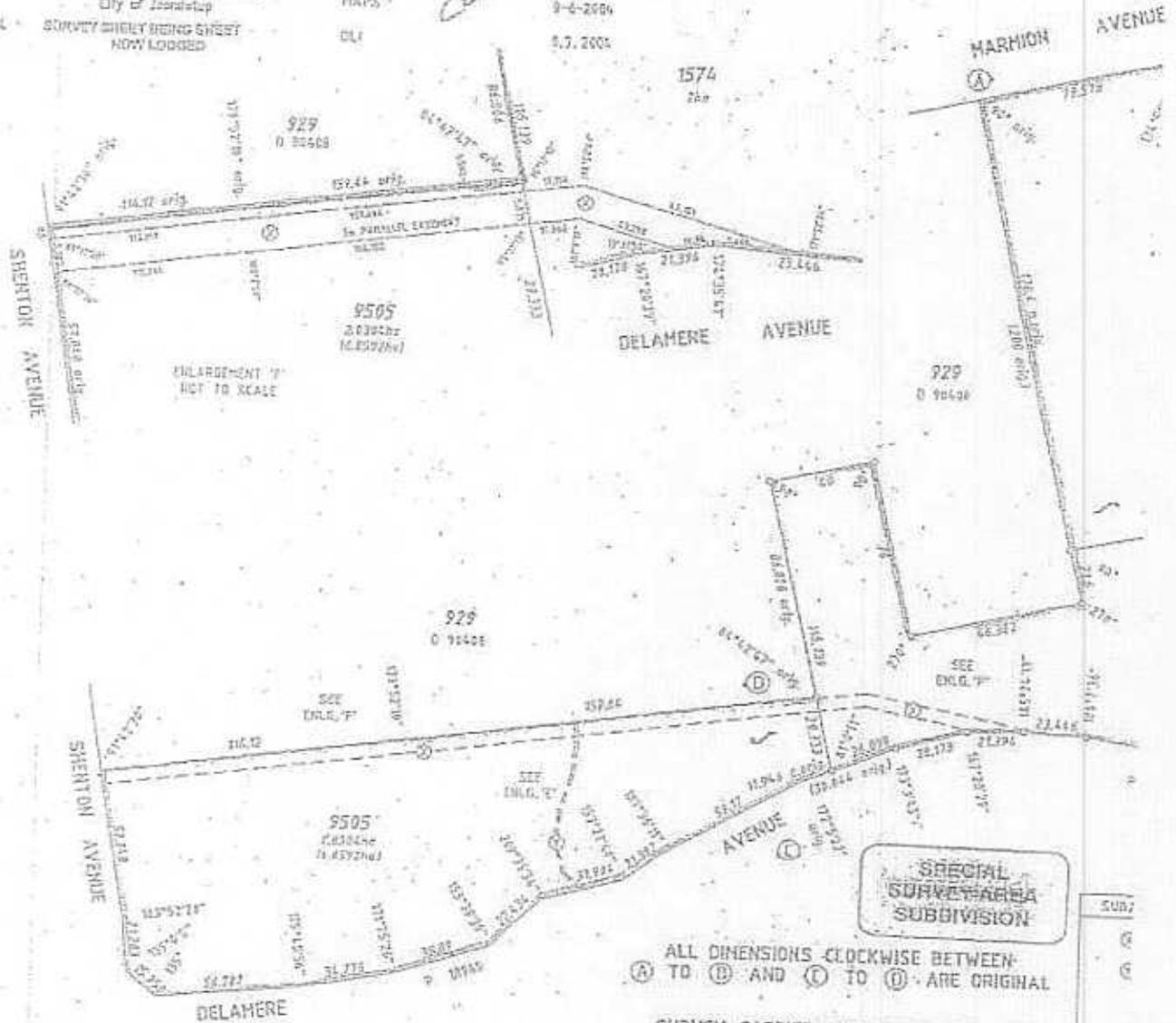
STATEMENTS:

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: DP36888.
PREVIOUS TITLE: 2531-997.
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA: CITY OF JOONDALUP.

AMENDMENTS TABLE

NO./VER	AMENDMENT	BY	SIGNATURE	DATE
1/1	Amend Lot 1574 Reserve for Recreation to become Lot 1574 Re Certified Corset	MAPS	<i>[Signature]</i>	12.2.04
1/2	Amend Restrictive Covenant to benefit City of Jordalup	DLI	<i>[Signature]</i>	12.2.2004
1/3	Amend Restrictive Covenant to benefit City of Jordalup	MAPS	<i>[Signature]</i>	9-6-2004
1/4	SURVEY SHEET BEING SHEET NOW LOGGED	DLI		8.7.2005



ALL DIMENSIONS CLOCKWISE BETWEEN TO (A) AND (C) AND (C) TO (D) ARE ORIGINAL

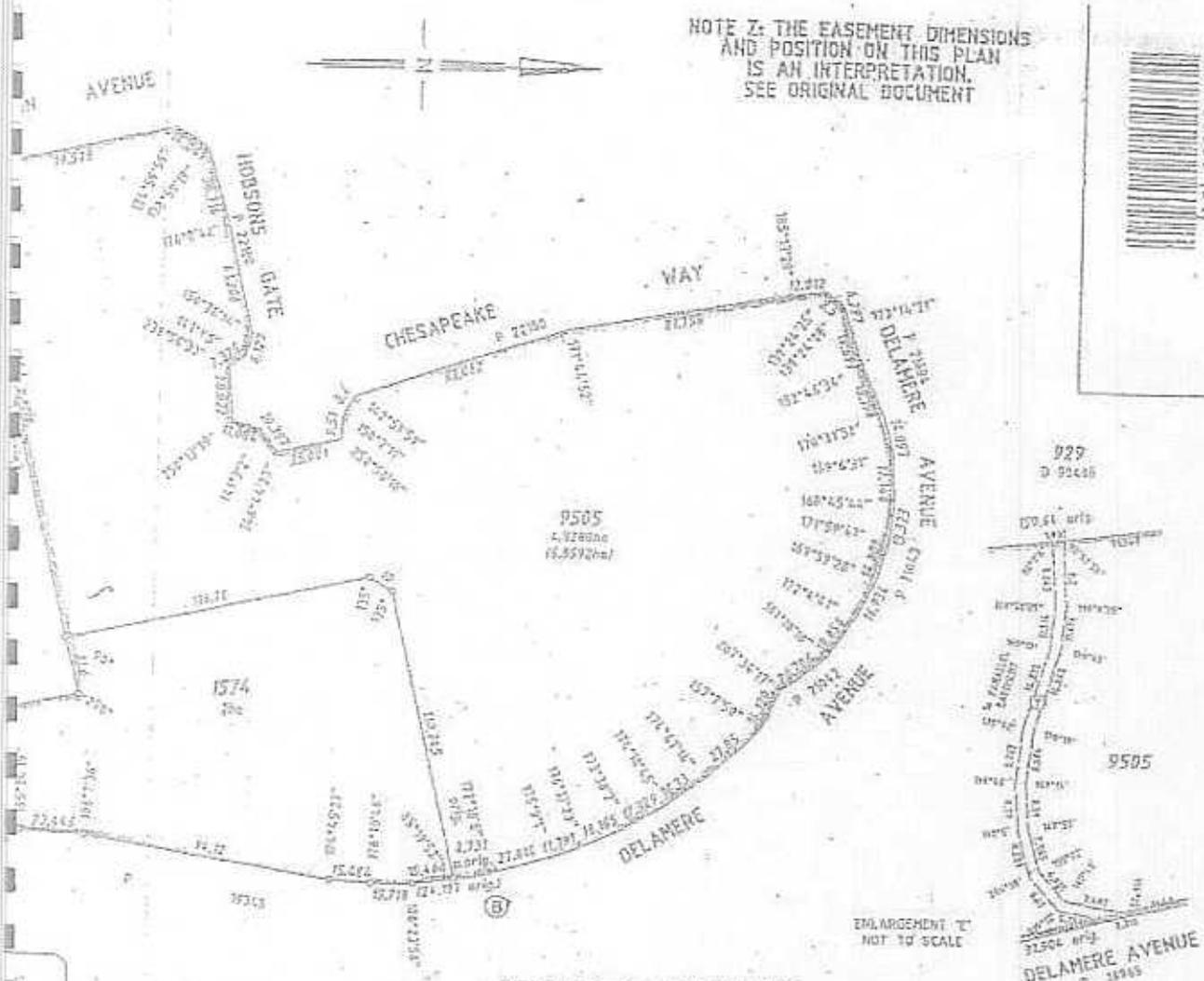
SURVEY CARRIED OUT UNDER REG 26A
 SPECIAL SURVEY AREA GUIDELINES

ALL BOUNDARY / CORNER SURVEY MARKS SHOWN ON THIS SHEET ARE INDICATIVE ONLY. USE ONLY THE SURVEY SHEETS WHEN DETERMINING THE TRUE LEGAL POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN.

TYPE FREEHOLD	PURPOSE SUBDIVISION	EDMUND TENDS LOT 9503 DP 34371 EPT 2531/Y27	SCALE 1 : 1500 not determined area of interest	SURVEYOR'S CERT Reg 54
PLAN OF LOTS 9505, 1574 & RESTRICTIVE COVENANT		BY INDEX 8035 (1) 81.18	McMULLENKOLAN Local Government Surveyors Pty Ltd PO Box 117, South Perth, WA 6151 Telephone 08 9434 1287 Facsimile 08 9434 1552 Email mcmlenkolan@mcmlenkolan.com.au	I, <u>MARC P. MARSDEN</u> being duly qualified, do hereby certify that this plan is a true and correct copy of the original as submitted to me, and that I am not aware of any other person who has been authorized to make a copy of this plan.
DISTRICT SWAN	TOWNSITE	FIELD BOOK 45236 78211	MAPS Ref: 3110000-3074 DPLOT0060.050	Dated this 26th day of December 2004 <i>[Signature]</i> 26.12.04
DOLA FILE	LOCALITY GORRAHNE			
LOCAL AUTHORITY CITY OF JORDALUP				

NOTE 2: THE EASEMENT DIMENSIONS AND POSITION ON THIS PLAN IS AN INTERPRETATION. SEE ORIGINAL DOCUMENT

DP 36888 (01)



INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	SHOWN	LAND BURDENED	BENEFIT TO	COMMENTS
⊗	EASEMENT		0375304	LOTS 9505 & 1574	WATER CORPORATION	SEE NOTE 2
⊗	EASEMENT		0507906	Lot 9505	ELECTRICITY CORPORATION	SEE NOTE 2
	MINERAL RESERVATION	SEE 75 PUBLIC WORKS ACT.	5267702-6	LOTS 9505 & 1574		
	RESTRICTIVE COVENANT	SEE 1590A of the T.L.A.	900	LOT 1574	W.A.P.C.	

BYOR'S CERTIFICATE Reg 54
 MADE 23/03/03
 I hereby certify that this plan is a correct copy of the survey and/or plan submitted to me in accordance with the provisions of the Public Works Act 1950 and that I have no objection to its registration in relation to which it is submitted.
 26.2.03

LOGGED DATE: 23/3/2003
 REG NO: 3208
 REG NO: 38098
 APPROVED BY WESTERN AUSTRALIAN PLANNING COMMISSION
 REG NO: 117546
 DATE: 27-7-2004

IN ORDER FOR DEALINGS
 SUBJECT TO:
 SEE 1590A of T.L.A.
 APPROVED
 APPROVED REG 20A (4)
 1.9.2004
 DATE

Department of Land Administration
 DEPOSITED PLAN
 36888
 SHEET 1 OF 2 SHEETS
 2004 1 WIDTH 1

Application G221310
Volume 1897 Folio 808

WESTERN



AUSTRALIA

REGISTER BOOK
VOL. FOL.

Sheppin

CERTIFICATE OF TITLE

2079 304

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 4th July, 1996

G. Sach
REGISTRAR OF TITLES



PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Swan Location 1370 and being Lot 929 on Diagram 90408, delineated on the map in the Third Schedule hereto, except and reserving metals, minerals, gems and mineral oil specified in Transfer 5367/1946.

FIRST SCHEDULE (continued overleaf)

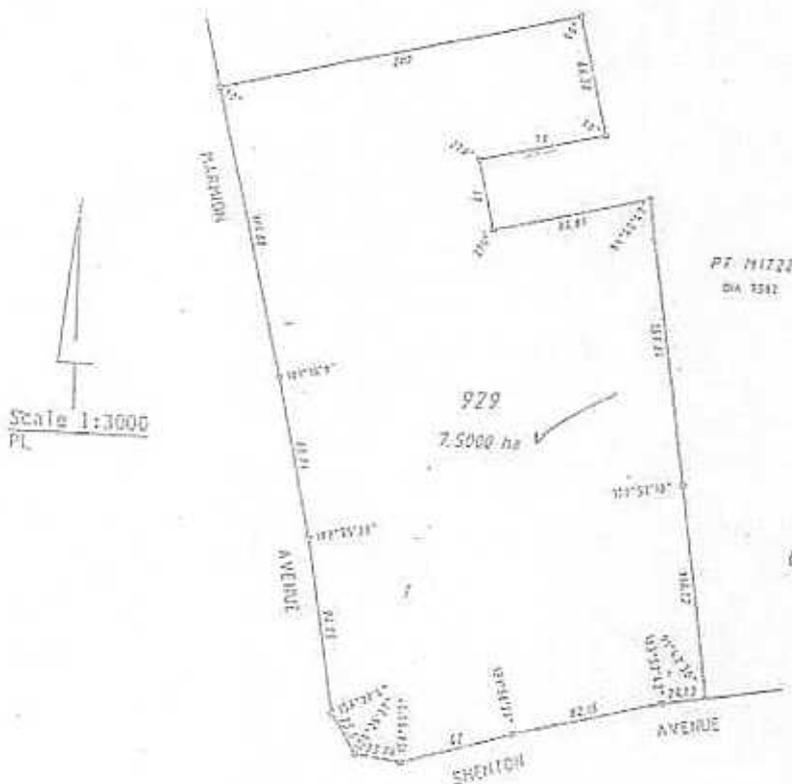
The Roman Catholic Archbishop of Perth of Victoria Square, Perth and Davidson Pty. Ltd. of 3rd Floor, 45 St Georges Terrace, Perth, as tenants in common in equal shares.

SECOND SCHEDULE (continued overleaf)

NIL

THIRD SCHEDULE

10.11/1110.
7.5 ha - checked & c.



Ch. CPM
11.11.1996.

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

WESTERN



AUSTRALIA

REGISTRY NUMBER 9503/DP34971	
DEPOSITED PLAN NUMBER 1	DATE OF DEPOSITED PLAN 23/1/2003

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

VOLUME
2531PAGE
997

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 limits contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

RG Roberts
REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 9503 ON DEPOSITED PLAN 34971

**REGISTERED PROPRIETOR:
(FIRST SCHEDULE)**

THE ROMAN CATHOLIC ARCHBISHOP OF PERTH OF VICTORIA SQUARE, PERTH
DAVIDSON PTY LTD OF 3RD FLOOR, 45 ST. GEORGE'S TERRACE, PERTH
AS TENANTS IN COMMON IN EQUAL SHARES

(AP1560318) REGISTERED 21 JANUARY 2003

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

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 5367/1946.
- G375304 EASEMENT TO WATER CORPORATION. SEE DEPOSITED PLAN 34971. REGISTERED 4.2.1997.
- *G388695 CAVEAT BY CITY OF WANNEROO AS TO PORTION ONLY. LODGED 4.2.1997.
- G667966 EASEMENT TO ELECTRICITY CORPORATION. SEE DEPOSITED PLAN 34971. REGISTERED 18.12.1997.

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.
[a] 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 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: DP34971.
PREVIOUS TITLE: 2529-200.
PROPERTY STREET ADDRESS: 2 HOBSONS GIE, CURRAMBINB.
LOCAL GOVERNMENT AREA: CITY OF JOONDALUP.

NOTE 1: [46374] DEPOSITED PLAN 35588 LODGED.

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
1	K Korycin	24 Bonnie Doon Gardens Connolly 6027	<p>Support.</p> <p>Finds this project exciting and have waited so long. Everything included in the project is much appreciated. Suggests the possibility of a small retirement village or small lots being included near or in the residential section. Has there been any decision or discussion as to where the much awaited tavern will be located and when this development may commence.</p>	<p>Noted.</p> <p>The 'Residential' zone could facilitate the development of a retirement village or similar form of development and may also facilitate future subdivision of the land to create lot sizes under the existing R40 density (Minimum 200m², average 220m² in area). A tavern is a 'D' (use that is not permitted but to which Council may granted its approval), and may therefore be considered within the 'Business' and/or 'Commercial' zones. The City is not aware of any specific proposal for a tavern at this stage.</p> <p><i>Note: A email response was sent to this submittor on 28/11/05 with respect to the tavern query which suggested they contact the landowner.</i></p>
2	G & L Marks	14 Paragon Rise Currumbine 6028	<p>Support.</p> <p>Requests further information about the main street mixed use premises to facilitate a fitness centre or family orientated bar and beer garden in the area.</p>	<p>Noted.</p> <p>The structure plan allows for consideration of a tavern and fitness centre ('D' use) within the 'Business' and/or 'Commercial' zones, however the City is not aware of any specific proposal for a tavern at this stage.</p> <p><i>Note: A email response was sent to this submittor on 28/11/05 with respect to the bar & fitness centre query which suggested they contact the landowner.</i></p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
3	Alinta Network Services	N/A	No objection. Standard response letter.	Noted.
4	J Evans	55 Delamere Avenue Currambine 6028	<p>Support, however raises the following concerns;</p> <p>Some of the business and commercial development will also incorporate residential dwellings that are expected to be 3 storeys in height even though the structure plan states that buildings shall be 2 storeys high. Single storey development would be more appropriate and suited to a district hub style development to be similar to surrounding residential area as opposed to a regional centre style development (ie Joondalup CBD).</p> <p>Existing residential properties with raised frontages onto Delamere Ave directly opposite proposed business development will be particularly affected.</p> <p>This area should be replaced by park/open space and development restricted to the south side of the roundabout where no residential properties will be directly affected because they have frontages onto Bainbridge Mews. What guarantees will be given that is proposed for the south end of Delamere Avenue is not for any entertainment style of business (ie café/restaurant/tavern/hotel).</p>	<p>Noted.</p> <p>The structure plan states that all proposed buildings within the 'Business' and 'Commercial' zoned areas, including those immediately adjacent to existing residential areas, are limited to a maximum height of two storeys. Any future additional height increases sought by the proponent will need to be considered through a formal modification to the structure plan which would also need to be publicly advertised and considered by the Council.</p> <p>Future development opposite existing residential dwellings must be designed in order to minimise any impact upon residential amenity.</p> <p>The civic & cultural zoned lot (park/POS) has been created, transferred to the City and is configured as shown on the structure plan and zoning maps. The structure plan has been modified to ensure future development opposite existing residential dwellings must be designed in order to minimise any impact upon residential amenity. Entertainment type land uses can be considered within all proposed 'Business' and 'Commercial' zones.</p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
			<p>Is there a timetable for development of the various areas under the structure plan?</p> <p>Will development of the civic & cultural land be given a priority as a park has been promised to residents for a considerable time.</p> <p>Visitors should be discouraged from parking on or gaining access to the centre from Delamere Avenue.</p>	<p>No timetable is available. This is at the landowners discretion.</p> <p>The Council may consider this request as part of its yearly capital works review.</p> <p>The draft structure plan does not encourage car parking along Delamere Avenue and requires the provision of onsite car parking. Existing vehicular access points to the centre from Delamere Avenue are to be retained and strengthened to improve access to the centre.</p>
5	A Baker & N Corless	7 Keatons Lane Iluka 6028	<p>Support.</p> <p>Feels a shopping centre would be fantastic for all residents in the area as well as getting rid of the mess that there is at present.</p>	<p>Noted.</p> <p>Noted.</p>
6	A Nixon	1 Cyane Way Currumbine 6028	<p>Support.</p> <p>Supports the layout of land use indicated on the plan.</p> <p>Requests that the 'civic & cultural' land should include an area of reticulated parkland to enhance the amenity of the area and provide somewhere within easy walking distance (that doesn't involve crossing a</p>	<p>Noted.</p> <p>Noted.</p> <p>It is open to the Council to consider this request at its annual review of capital works projects.</p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
			<p>dual carriageway) for children and families in the immediate locality.</p> <p>Delamere Ave, Hobsons Gate and Chesapeake Way should be landscaped to the same standard like Fairway Circle, Connolly in order to enhance visual amenity and to discourage erratic driver behaviour.</p>	<p>Landscaping associated with the centre must be approved by the City at the future subdivision and/or development stage.</p>
7	W Boylan	8 St Helena Way Iluka 6028	<p>Support.</p> <p>Currambine needs this immediately otherwise would think of moving house. Start straight away.</p>	<p>Noted.</p> <p>Noted.</p>
8	Transperth	N/A	<p>Transperth has no specific comments regarding this proposal. The site is within 500 metres of regular public transport services to the north and south on Moore Drive and Shenton Ave. No current plans exist to modify the bus service.</p>	<p>Noted.</p>
9	A Purnomo	36/167 Grand Boulevard Joondalup 6027	<p>Support.</p> <p>Proposed development will create local jobs, makes Currambine a more attractive place & choice to live thus potentially increasing overall land value. The proposal will cause/attract more people to the centre thus benefiting existing small business owners in the centre</p>	<p>Noted.</p> <p>Noted.</p>
10	J Mauchien	53 Long Island Pass Connolly 6027	<p>Advises prior to purchasing their property they spoke to the developer and they assured them that whatever they decide is to be built on the land, the occupants of</p>	<p>Noted.</p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
			<p>Delamere Ave would be taken into consideration (eg planting of trees etc to shield any ugly buildings from their view).</p> <p>Currently have ocean views but concerned views will be impacted upon by future development of the centre.</p>	<p>The development with the structure plan area is limited to 2 storeys. It is not considered that protection of views is a legitimate planning issue</p>
11	P G Harman	77 Delamere Avenue Currambine 6028	<p>Support in principle and offers the following comments;</p> <p>Disappointed that documents supporting this proposal were not allowed to leave the Council's customer service area. Wish to record dissatisfaction with this.</p> <p>Page 5 of the traffic report states that no traffic data is available for Delamere Ave, although it is considered that existing traffic volumes are unlikely to be greater than 2000 vehicles per day, except at its southern end where access to Woolworths is provided. The report is 2 years out of date and is it assumed that there was not going to be any increase in traffic?</p> <p>Delamere Ave is increasingly being used as a short cut from Marmion Ave through to Shenton Ave by cars and trucks exceeding the speed limit.</p> <p>Proposed businesses and residential</p>	<p>Noted.</p> <p>As is standard practice, all documents are available for viewing at the City's customer service centres and libraries. During the advertising period, the documents could also be downloaded from the City's website.</p> <p>Delamere Avenue has been designed and constructed to accommodate traffic associated with the centre. It is expected that as the centre develops over time, traffic volumes along the southern and northern sections of Delamere Avenue currently used to gain access to the centre from the surrounding road network are likely to increase.</p> <p>There is no evidence provided or available to substantiate the claim that Delamere Avenue is being used as a 'short cut'. Speeding vehicles is a police matter.</p> <p>Refer comments above. It is agreed that</p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
			<p>housing must increase traffic numbers. Delamere Ave is a single carriageway. If cars are parked on either side it would be reduced to a single lane road. At the present time visitors park on the vacant land adjacent to the footpath and this won't be possible once building commences. Requests that this be looked at in more detail by doing a count at peak time and how you propose to stop vehicle parking on both sides of Delamere Ave.</p> <p>No guide as to what restrictions will be in place for types of businesses (ie could there be a vet that houses sick animals overnight, a builders hire yard etc).</p> <p>There are no building designs. Where will the parking and front entrances be? As we do not want to be looking at their back fences and rubbish collection areas. What type of construction will be allowed?</p> <p>Currently sleep disturbed by rubbish collections at the back of the shopping centre which occurs three times a week between 5am to 6am.</p> <p>At the present time the area looks like a</p>	<p>these issues need to be looked at in more detail as development commences within the structure plan area and monitored so that any future traffic and parking issues are identified and addressed. All car parking associated with development is to be provided on-site.</p> <p>The land uses contemplated for the structure plan area are listed within Table 1 of DPS2 under the 'Business' and 'Commercial' zones. Each land use will be considered in accordance with the provisions of the City's DPS2.</p> <p>Building design details will be provided and assessed at the future development approval stage. The structure plan provides the broad framework to be taken into consideration by designers/architects when drafting detailed plans to be considered by the City for development approval.</p> <p>Noted. Noise generated is subject to the provisions of the Health (Noise) Regulations. Complaints in regard to the existing noise situation can be investigated.</p> <p>Noted. Reduction/increase in property values</p>

**PROPOSED CURRAMBINE DISTRICT CENTRE STRUCTURE PLAN (NO 6)
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 22 DECEMBER 2005)**

NO	NAME OF SUBMITTOR	SUBMITTOR'S ADDRESS	SUBMISSION SUMMARY	OFFICER'S COMMENT
			rubbish dump especially at the back of the shopping centre. Should the development reduce our property values we trust some sort of compensation will occur, obviously if our values increase so will our rates.	is not a relevant town planning consideration.
12	T Crawley	10 Lexington Heights Currambine 6028	<p>Provides comments and concerns with respect to bus services and the statement in the Structure Plan that 'there would not be a requirement to provide a bus service through the structure plan area'.</p> <p>Concerns with respect to pedestrian safety from bus passengers crossing Shenton Ave from existing bus stops to gain access to the centre.</p> <p>Provides comments with respect to safe access to the centre from existing bus stops on Marmion Ave via existing underpass and traffic lights.</p> <p>Can't understand the statement that Transperth would be unlikely to agree to a slight diversion through the structure plan area. I'm sure they would like to promote their service as safe and convenient. Slight deviation suggested to existing routes servicing the area, possibly via Delamere Ave in Road X and out road Y as shown in figure 6 of 'the plan' would surely assist the safe passage to the proposed community centre, increased patronage of the bus service and possibly increase revenue to</p>	<p>Noted. Suggest that this submission be forwarded to Transperth for their further consideration.</p> <p>Refer above comments.</p> <p>Noted.</p> <p>Refer above comments.</p>

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			<p>the centre, not to mention a supportive service to those who solely rely on public transport.</p> <p>Provides comments with respect to observations of public transport in other Australian Cities and suggests the City lobby Transperth to effect suggested route changes to ensure safety and consideration is an important part of the development.</p>	Noted.
13	K R & C M E Brown	11 Swiftsure Place Currumbine 6028	<p>Primary concern relates to noise. Believes 90% of noise, traffic hoons, blaring radios, refuse collection, parked trucks and noisy children type problems caused by McDonalds and its children's play area and noise is exacerbated by south/south west winds directed towards their property.</p> <p>Chesapeake Way is directly behind the rear of their property and will be the main access to businesses proposed under the structure plan. This will encourage more traffic and add to noise pollution they already suffer making relaxation in the garden sometimes unbearable.</p> <p>The business area proposed on the eastern side of Chesapeake Way is also directly behind our property and concerned that this will also create more noise with traffic and refuse collection trucks. Also concerned if these buildings were more than a single storey high. Can already see McDonalds roof and signs and anything higher is</p>	<p>Noted. Comment not related to draft structure plan as McDonald's is outside of the Structure Plan area.</p> <p>Noted. The structure plan area has been earmarked to be developed for commercial purposes for some considerable time. The structure plan requires that all future buildings be designed to ensure refuse/loading and similar areas are screened from view. All proposed buildings, including those immediately adjacent to existing residential lots along Delamere Avenue, are limited to two storeys in height in order to be sympathetic to existing and surrounding built form.</p>

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			<p>unacceptable.</p> <p>Objects to anything that creates more noise and more traffic than already subjected to and any building that impeded on privacy at the rear of their property. If two or more storey buildings were allowed we suggest the developer extend the height of our rear wall.</p> <p>Also suggests that the City approach McDonalds to totally enclose, remove entirely or relocate the children's play area.</p>	<p>Noted. Refer above comments. The structure plan area has been earmarked to be developed for commercial purposes for some considerable time. The zoning of the site is already in place.</p> <p>Comment not related to draft structure plan as Mcdonald's is outside of the Structure Plan area.</p>
14	Greg Rowe on behalf of Beaumaris City Shopping Centre Pty Ltd and Cutmere Pty Ltd	Beaumaris City Shopping Centre 68 Constellation Drive Ocean Reef 6027	<p>Objection.</p> <p>With the provision of retail floor space within the 'Business' zone, a maximum NLA of 11,000m² is permitted for the entire structure plan area. If subdivision were permitted, a total of 12,000m² NLA may be permitted within the structure plan area.</p> <p>The allocation of retail NLA has not been considered in the context of the entire Currambine Centre site, rather only the existing shopping centre on Lot 929.</p> <p>Justification as to the impact which the expansion of the Currambine Centre will have upon centres to the north have not been provided.</p>	<p>Noted.</p> <p>Noted. The City's DPS2 allows consideration to be given to limited and incidental retail floor space for all 'business' zoned land throughout the City subject to certain criteria being met.</p> <p>No changes to existing retail floor space restrictions under DPS2 is proposed by the structure plan.</p> <p>Refer above comments.</p>

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			<p>Suggests the following be undertaken; A commercial study prepared by the applicant to examine the impact the impact of the expansion of the Currambine centre will have upon the commercial viability of other centres within the locality; and</p> <p>The City recognise that the Currambine District Centre encompasses the entire structure plan site by 'capping' the retail NLA for the 'Business' zone and/or limiting further subdivision (to limit additional retail NLA opportunity) for the portion of the site zoned 'Business';</p> <p>Provides detailed planning related information and justification to support the above views with respect to the City's centres strategy and the Metropolitan Centres strategy and also acknowledges the structure plan's compliance with these policies.</p>	<p>No changes to existing retail floor space restrictions under DPS2 is proposed by the structure plan and therefore a commercial study is not warranted until such time as a increase in retail floor space is formally requested by the landowner via an amendment to the City's DPS2.</p> <p>Whilst it is recognised that the centre encompasses the entire site, retail floor space restrictions are currently in place over the 'Commercial' zoned lot. DPS2 provisions exist relating to the control of retail floor space on 'Business' zoned land within the structure plan area.</p> <p>Noted.</p>
15	J & K Davies	18 Oriana Place Currambine 6028	<p>Wish to register concerns with the structure plan, particularly regarding the permissibility of a tavern being developed within the centre.</p> <p>Requests that the tavern land use be removed prior to the plans being approved by Council to ensure a tavern is not developed within the centre.</p>	<p>A tavern is a 'discretionary' land use within the 'Commercial' and 'Business' zones. Any proposal would require justification by the applicant, and is likely to be advertised for public comment. Given that the site is classified as a small Town Centre, it is not considered appropriate to exclude the possibility of a tavern without the full details and assessment of such a proposal.</p>

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			<p>A tavern will encourage a deluge of youths collecting on the area and will result in unacceptable antisocial behaviour, increased graffiti and property damage.</p> <p>Already subjected to drag racing and antisocial driving habits along Shenton Avenue. Shenton Avenue will be used as a direct route from the Currambine Shopping Centre to the nightclubs and pubs in the Joondalup City Centre. Unacceptable driving habits will worsen as those leaving the tavern late at night travel to Joondalup.</p>	<p>Refer above comments. It should also be noted that the structure plan area has been earmarked to be developed for commercial purposes for some considerable time, including the possibility of a tavern being provided within the centre.</p> <p>Existing driving habits is a police matter. The City is not aware of any specific proposal for a tavern at this stage. The structure plan does not specifically require the provision of a tavern within the structure plan area.</p>
16	N Mason	6 Inwood Place Currambine 6028	<p>Support.</p> <p>Believes the structure plan will offer much needed character, potential for developing a real community and opportunities for local business.</p>	Noted.
17	M J Griffiths & H P Roesch	8 Bainbridge Mews Currambine 6028	<p>Objection.</p> <p>Proposed buildings at the southern end of Delamere Avenue will result in the invasion of our privacy and that of every other residential lot fronting Delamere Avenue. The structure plan provisions allow for the height of these buildings to be two storeys. Keeping their position in mind (minimum</p>	<p>Noted.</p> <p>The structure plan is proposed to be amended to ensure that all future buildings adjacent to existing residential areas are designed to minimise the impact upon amenity.</p>

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			<p>setback), height and windows facing Delamere Avenue, no privacy screen will ensure our privacy.</p> <p>The high levels of traffic these businesses will attract will result in unacceptable high noise levels. Speeding and reckless driving is already a concern along Delamere Avenue and believes an effort to relieve traffic from Delamere Avenue and to slow traffic down instead of increasing it.</p> <p>Believes the development of this land should focus on parks rather than business, particularly as Lakeside Joondalup is to have a major redevelopment and is only a few minutes away.</p>	<p>The structure plan area has been earmarked to be developed for commercial purposes for some considerable time. Noise is regulated by the Health (Noise) Regulations. Speeding and reckless driving issues are a police matter.</p> <p>Refer above comments. Portion of the 'Civic and Cultural' zoned land is intended to be developed and used as public open space in the future.</p>
18	Secretary Iluka Homeowner's Assoc	Locality of Iluka	Association is concerned that there is a lack of clarity regarding the proposed commercial development and is opposed to any tavern or licensed business, other than restaurants, and would welcome a reassurance that no tavern type business is being planned.	Refer comments in submission number 15 above.
19	Q & B Johnson	6 Bainbridge Mews Currambine WA 6028	<p>The increase of defacto traffic, noise and pollution level will affect the residents along Delamere Ave.</p> <p>The environmental discomfort of odours from fast food shops as the prevailing winds are predominantly west/south west.</p>	<p>Noted. The structure plan area has been earmarked to be developed for commercial purposes for some considerable time.</p> <p>Any future development and land uses within the structure plan area need to comply with applicable Health laws.</p>

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			The noise from the increased traffic along Delamere Ave will increase pollution and effect the amenities of the adjacent residents.	It is expected that as the centre develops over time, traffic volumes along the southern and northern sections of Delamere Avenue currently used to gain access to the centre from the surrounding road network are likely to increase and as such, may impact upon adjacent residents.
20	D Colfar	22 St Helena Way Iluka WA 6028	<p>Access for pedestrians from Iluka side of Marmion Avenue instead of walking over grasses areas & flowerbeds (over/under pass?)</p> <p>Removal of drainage ditch running parallel to Marmion Avenue – This is an eyesore.</p> <p>The commercial area in front of cinema – is this to be a public tavern? Full consultation with residents before any decision is taken.</p>	<p>Sufficient pedestrian access from the Iluka subdivision to the centre is already provided via a traffic light controlled intersection at Marmion Ave/Gate Parade. An underpass is also available for use north of the intersection of Marmion Avenue and Hobsons Gate. Existing pedestrian linkages to the centre from surrounding residential areas are to be improved.</p> <p>This drainage area is required to accommodate stormwater generated from the Centres car parking and hardstand areas.</p> <p>Refer comments in submission 15 above.</p>
21	Name withheld by request	Address withheld by request	<p>Concerned with the effect any development higher than single storey will have on privacy of my backyard that I relax in.</p> <p>Concerned with the noise from the increased traffic flow and how the road will accommodate this.</p>	<p>Refer comments in submission 4 above.</p> <p>Refer comments in submission 11 above.</p>

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			Concerned about the affect on my property value.	Not considered a relevant town planning matter.
22	R C Herrmann	3 Swiftsure Place Currambine WA 6028	<p>In principle support, subject to the following proviso's.</p> <p>Business premises restricted to single storey buildings.</p> <p>A large portion of the land be left as natural bushland and water features similar to Sir James McCusker Park, Iluka.</p>	<p>Refer comments in submission 4 above.</p> <p>Refer comments in submission 6 above. It is proposed to amend the structure plan to ensure that an area of remnant vegetation identified as having conservation value in the flora and fauna study of the site be retained in the north west corner of the 'Civic and Cultural' zoned lot which is owned by the City.</p>
23	R Cooper-Fowle	19 Bethany Gardens Iluka WA 6028	<p>In favour of development to improve facilities in the area and aesthetics of the site, however registers concern with the following parts of the structure plan.</p> <p>Height of development. Believes height of any development be limited to a maximum of 2 storeys and restricted to the areas east of Chesapeake Way. The areas west of Chesapeake Way and the area fronting Delamere Ave (to the SE of the structure plan area) should be restricted to single storey. The reasons for these restrictions is to reduce the impact, both aesthetically and financially, on the property owners</p>	<p>Noted.</p> <p>Refer comments in submission 4.</p>

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			<p>bordering the development. The topography of the area west of Chesapeake Way is such that 2nd storey developments would impact upon our privacy by resulting in line of sight from above our pool area and the rear of our house. You could achieve a slit level development in this area via undercroft car parking. Any plan for 3 storey levels will be totally out of place and character for the surrounding area and will result in an eyesore.</p> <p>Commercial use of area. Would like to see community consultation on the type of development and land use proposed. There has been previous discussion on a tavern being constructed on the site and believes the community should be consulted and the impact discussed with neighbouring property owners.</p> <p>Level of maintenance on existing and future development. Believes the City should consider the current condition of the existing development as we do not believe the upkeep on the property (gardens and car parking areas) is satisfactory, especially when compared with surrounding areas. If they further develop the area to the same standard it will just become a bigger eyesore than it currently is. Does the City think the developer has maintained the existing development to the correct</p>	<p>Refer comments in submission 15 above.</p> <p>Refer comments in submission 6 above.</p>

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			standard.	
24	Beaumaris City Shopping Centre Tenants	Beaumaris City Shopping Centre 68 Constellation Drive Ocean Reef 6027	<p>Objection.</p> <p>Believes the proposed expansion of the Currumbine centre is outside the size recommended by the City's Centres Strategy.</p> <p>Smaller centres such as Beaumaris rely on a core catchment area as their main stay business. To allow centres in close proximity to further expand places an additional strain on retaining customers within the area. We are extremely concerned that the commercial viability of our business will be affected and in turn the amenity for local residents and ratepayers.</p> <p>Whilst we appreciate that other centres are striving to maintain and increase customer numbers, we believe that any proposed centre expansion should only be considered if they do not effect the trading ability of existing centres.</p> <p>Currently our centre has 3 vacancies, two of which have been available for considerable time. All traders have invested heavily in our businesses and are striving to maintain or reach goals we have in place and we are protective of what we have achieved to date.</p>	<p>Refer comments in submission 14 above. The proposal is compliant with the City's Centres Strategy.</p> <p>Refer above comment.</p> <p>Noted.</p> <p>Noted.</p>

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			<p>Forwards copy of submission No. 14 prepared on their behalf.</p> <p>Requests that as a collective body, to meet with planners considering the Currambine proposal.</p> <p>Trusts that the City treats our comments and that contained within submission Number 14 in the constructive manner and address our concerns appropriately.</p>	<p>Refer comments in submission 14 above.</p> <p>The submitter(s) may seek a deputation to the Council to further outline their viewpoint.</p> <p>Noted.</p>
25	Water Corporation	N/A	<p>No objection in principle.</p> <p>The Water Corporation's planning and services are in place.</p>	Noted.
26	N Platts	6 Delamere Avenue Currambine WA 6028	<p>No objection.</p> <p>When will development begin?</p> <p>Very happy with proposed development. Will enhance the area and provide local residents with valuable 'small town centre' facilities. The road between the shops will improve the traffic flow around the centre and surrounding streets. I look forward to the completion of the project.</p>	<p>No timetable is available. This is at the landowners discretion.</p> <p>Noted.</p>
27.	A&J Kent J & K Keegan J Manning J & A Dobias	73 Delamere Ave 79 Delamere Ave 75 Delamere Ave 69 Delamere Ave	<p>Objection.</p> <p>These residents of Delamere Avenue do not support part of the business development of</p>	<p>Noted.</p> <p>Refer comments in submissions 4 and 11 above.</p>

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	M Grove J Slagboom J Best C Brooks PG Harman	61 Delamere Ave 63 Delamere Ave 71 Delamere Ave 65 Delamere Ave 77 Delamere Ave	<p>Currambine Marketplace. The area referred to is directly opposite our homes in Delamere Avenue north of Oakland Hills Blvd, which fronts onto the area we are concerned about. The homes south of Oakland Hills Blvd back onto Delamere Ave so are therefore not as affected as we are. Having read the relevant documents, there appears to be no guidelines as to what restrictions will be in place for any new business development along Delamere Ave. There are also no building designs or any indication of what type of construction will be allowed, bearing in mind that any construction is directly opposite residential properties. Traffic volume will increase and the location of parking for these proposed businesses is unknown. Most of Delamere Ave is a single carriage road, so street parking would cause congestion, notwithstanding the safety factor.</p> <p>We propose that the business area opposite our properties be excised and the green area on the plan be extended further south to the entry of Oakland Hills Boulevard.</p> <p>We have no other objections to this development as it would have to be better than the graffiti & litter around the loading bay at Woolworths and the rear of the cinemas.</p>	<p>Refer above comments.</p> <p>Noted.</p>

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			We strongly urge that you give full consideration to our proposal for an extended green area before passing any plans to construct any type of business along Delamere Ave north of Oakland Hills Blvd.	