

Local Planning Scheme No.3 Amendment No. 1

LEGEND



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METROPOLITAN REGION SCHEME RESERVES

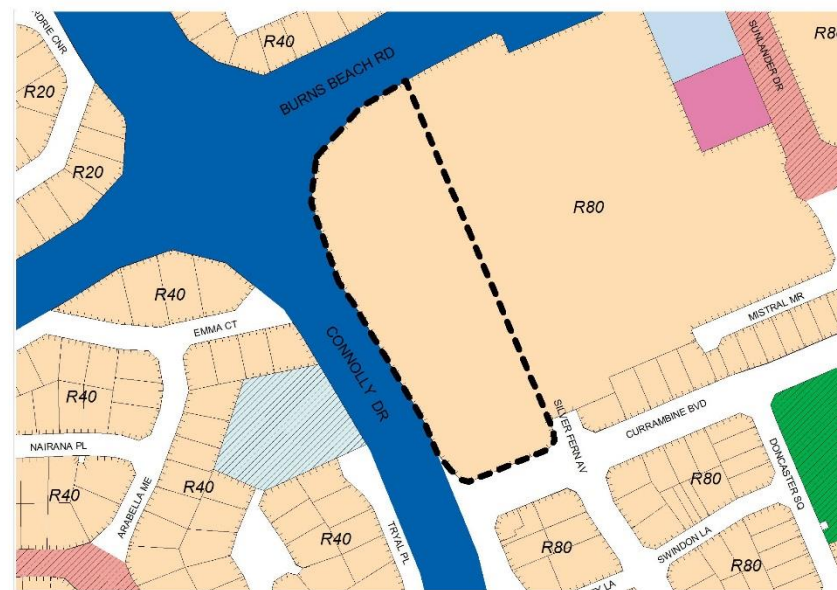
 Other Regional Roads

LOCAL SCHEME RESERVES

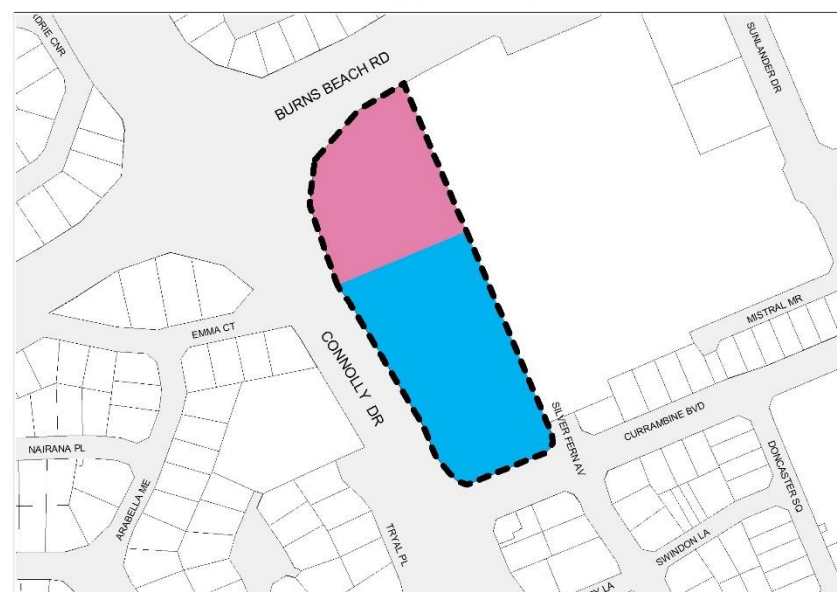
-  Parks and Recreation
-  Drainage / Waterways
-  Local District Distributor
-  Local Road

ZONES

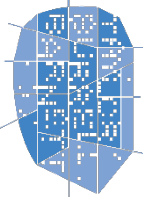
-  Residential
-  Commercial
-  Mixed Use
-  Service Commercial



EXISTING ZONING



SCHEME AMENDMENT



Lot 1 (16) Sunlander Drive, Currambine

CITY OF JOONDALUP
LOCAL PLANNING
SCHEME NO. 3
AMENDMENT
REQUEST REPORT



Prepared for Southern Cross Care WA Inc

DOCUMENT STATUS

17/035		Revision	Reviewer	Date Issued
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		1	LM	21.03.2018
		2	LM	29.08.2018
In association with:	Flyt Transport Assessment MacroPlan Dimasi Retail Sustainability Assessment			

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1 INTRODUCTION

1.1 PURPOSE OF REPORT

This report has been prepared on behalf of Southern Cross Care WA Inc., the land owner of Lot 1 (16) Sunlander Drive, Currambine (subject land).

The purpose of this report is to provide the City of Joondalup (the City) and the Department of Planning, Lands and Heritage (DPLH) with sufficient information to initiate an amendment to the City of Joondalup Local Planning Scheme No. 3 (LPS 3) over part of the subject land.

This report sets out the background to and rationale for development on the subject land and demonstrates the suitability of the land for Commercial and Mixed Use development in accordance with the provisions of the City of Joondalup LPS 3.

The purpose of this amendment is to rezone the western portion of the land, being approximately 1.2377 ha from the 'Residential' zone to the 'Commercial' zone, and 8,229m² from the 'Residential' zone to the 'Mixed Use' zone (refer to **Figure 1 – LPS 3 Amendment Plan**).

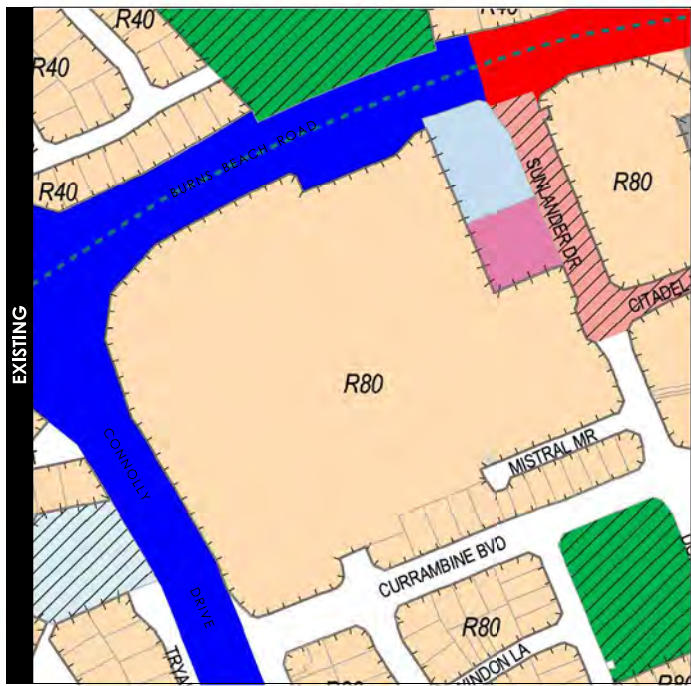
To support this request to amend LPS 3, this report has been prepared by the following consultants addressing their respective disciplines:

- **Taylor Burrell Barnett** Town Planning and Urban Design
- **Flyt** Transport Assessment
- **MacroPlanDimasi** Retail Sustainability Assessment

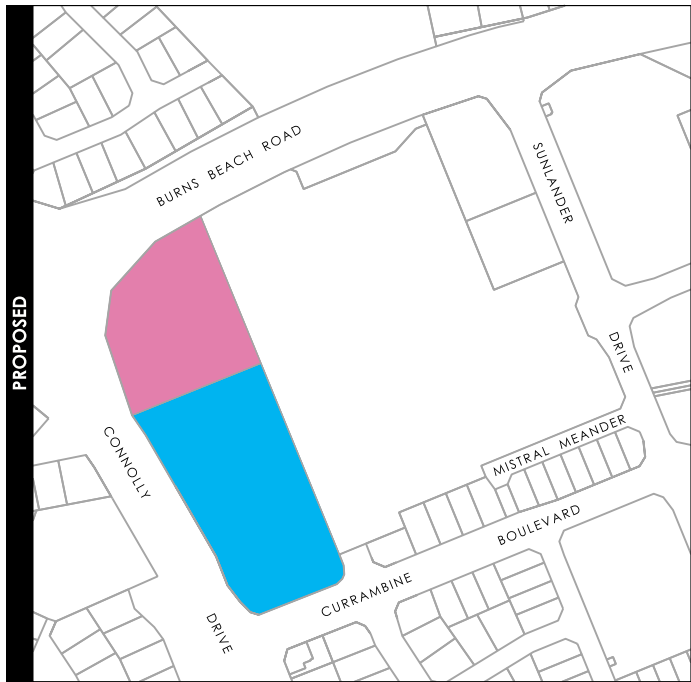
CITY OF JOONDALUP

Local Planning Scheme No.3

Amendment No. XX



LEGEND	
REGIONAL RESERVES	
	PRIMARY REGIONAL ROAD
	OTHER REGIONAL ROAD
	RAILWAYS
LOCAL RESERVES	
	PUBLIC OPEN SPACE
	DRAINAGE / WATERWAY
	LOCAL DISTRIBUTOR ROAD
ZONES	
	SERVICE COMMERCIAL
	MIXED USE
	RESIDENTIAL
ADDITIONAL INFORMATION	
	R20 RCODES



LEGEND	
ZONES	
	COMMERCIAL
	MIXED USE

2 SUBJECT LAND AND CONTEXT

2.1 SUBJECT LAND

The subject land is 6.2741 hectares in area and is located on the corner of Burns Beach Road and Connolly Drive in Currambine (refer **Figure 2 – Location Plan**). The subject land is approximately 30 kilometres north-west of the Perth CBD and approximately 2.5 kilometres north-west of the Joondalup town centre.

The land is bound by Burns Beach Road to the north; the Sundlander Medical Centre; a Service Station and Sunlander Drive to the east; Mistral Meander and Currambine Boulevard to the south; and Connolly Drive to the west. The land is highly accessible being located approximately 350 metres west of the Currambine Station and the Mitchell Freeway, and less than 1 km east of Marmion Avenue. The subject land is predominantly surrounded by a mix of medium-high and low density residential development.

The location of the subject land within its local context is shown in **Figure 3 – Local Context Plan**.

2.2 LEGAL DESCRIPTION, OWNERSHIP & CURRENT LAND USE

The subject land is legally described as Lot 1 on Deposited Plan 58614, held on Certificate of Title Volume 2702 Folio 208 (refer to **Appendix A – Certificate of Title**).

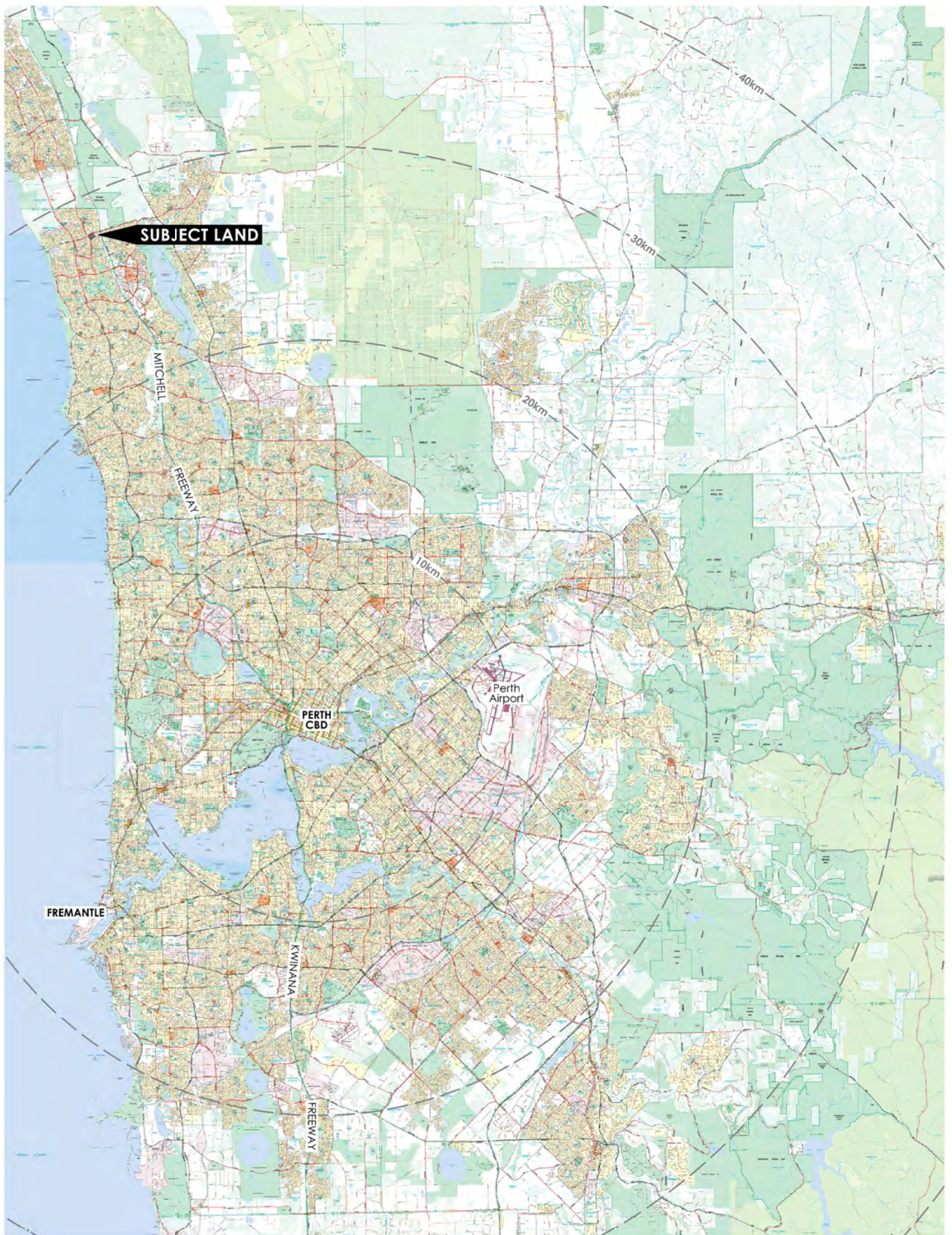
The subject land is owned by Southern Cross Care WA Inc, a leading not-for-profit aged care provider. Southern Cross Care has owned the site for in excess of 10 years with its intentions always to develop for residential purposes with a focus on aged accommodation and care. As a result of current market conditions and advances in the aged accommodation and care model, Southern Cross Care is now in a position to undertake the development of the land.

Southern Cross Care will retain the portion of the subject land requested in this report to be zoned 'Mixed Use' and the balance 'Residential' zoned portion for the purposes of residential development including aged accommodation and care with ancillary supporting uses. It is intended that the portion of the subject land requested to be zoned 'Commercial', will be developed by a supermarket operator with the proceeds funding the Residential development of the balance land.

The subject land is currently vacant and flat (refer to **Figure 4 – Aerial Photograph**).

2.3 SURROUNDING TRAFFIC AND TRANSPORT ENVIRONMENT

The subject land has excellent access to the regional road network, with direct access to Burns Beach Road, Connolly Drive, Currambine Boulevard and Sunlander Drive. Both Burns Beach Road and Connolly Drive are classified as District Distributor A Roads and Sunlander Drive is classified as a Local Distributor, in accordance with the Main Roads WA Road Hierarchy. The subject land is approximately 350 metres west of the Mitchell Freeway interchange with Burns Beach Road.



LOCATION PLAN

Lot 1(16) Sunlander Drive, Currambine

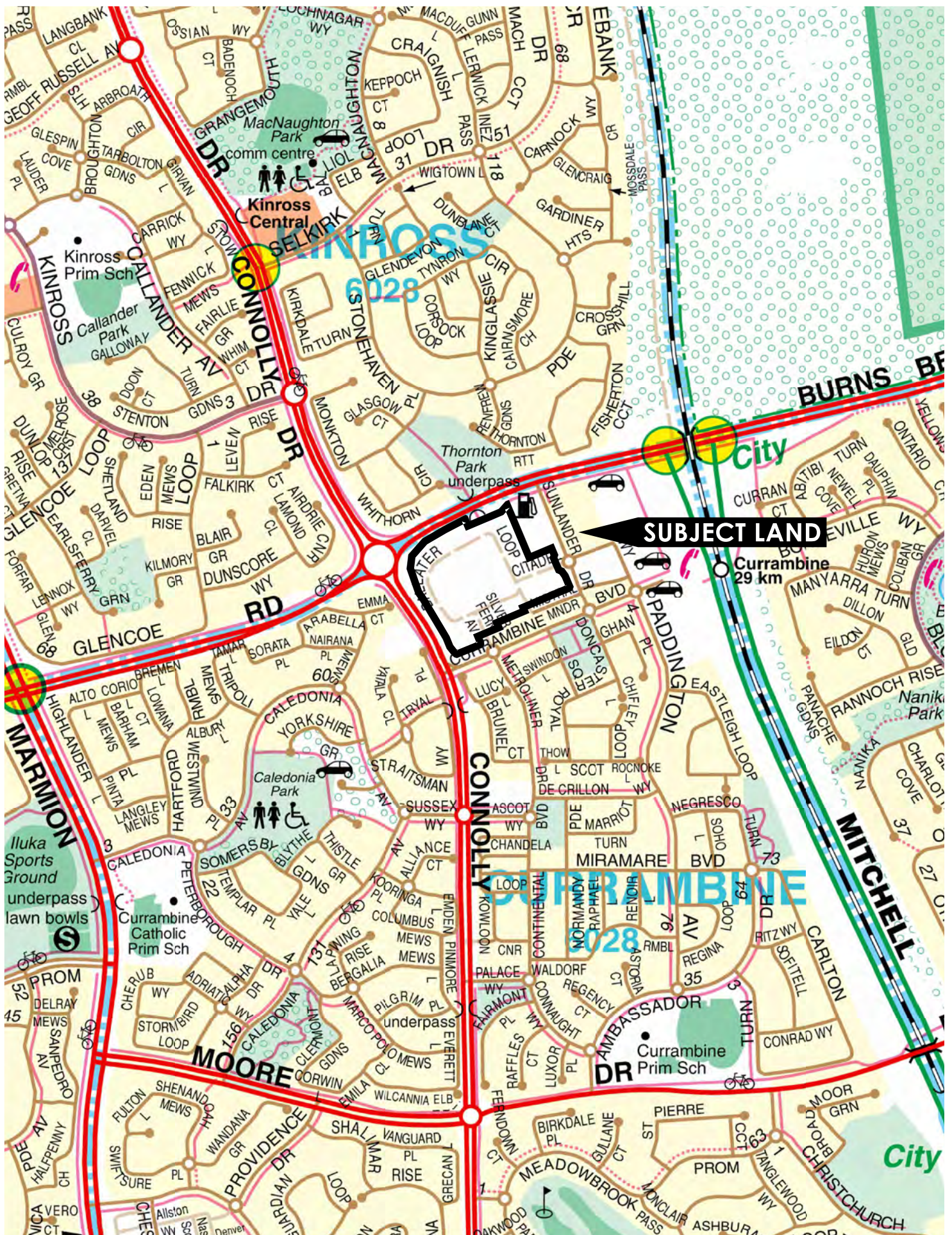


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LOCAL CONTEXT PLAN

Lot 1(16) Sunlander Drive, Currambine



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AERIAL PHOTOGRAPH (Oct 2017)
 Lot 1(16) Sunlander Drive, Currumbine

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3 PLANNING CONSIDERATIONS

3.1 STATUTORY PLANNING FRAMEWORK

3.1.1 METROPOLITAN REGION SCHEME

The subject land is zoned 'Urban' in the Metropolitan Region Scheme (MRS) which is appropriately zoned to facilitate the future development of the land for Commercial and Mixed Use purposes (refer **Figure 5 – Metropolitan Region Scheme Zoning Map**).

The portions of Burns Beach Road and Connolly Drive close to the subject land are both reserved as Other Regional Roads (ORR) under the MRS. The subject land is in proximity to the Mitchell Freeway interchange with Burns Beach Road, which is reserved as a Primary Regional Road (PRR) under the MRS.

Land to the north, west, east and south are zoned 'Urban' under the MRS.

3.1.2 CITY OF JOONDALUP LOCAL PLANNING SCHEME NO. 3

The subject land is currently zoned 'Residential R80' under the City of Joondalup's Local Planning Scheme No.3 (LPS 3) (refer **Figure 6 – City of Joondalup - Local Planning Scheme 3**). The Service Station to the east of the land is zoned 'Service Commercial', and the Medical Centre is zoned 'Mixed Use'. The 'Other Regional Roads' reservation is reflected in the LPS 3.

Surrounding land comprises of land zoned 'Residential R80' to the south, 'Residential R40' to the west of Connolly Drive and to the north of Burns Beach Road, and pockets of Public Open Space reservations to the north, west and south.

The purpose of this report is to request the rezoning of a portion of the subject land from 'Residential R80' to 'Commercial' and a portion from 'Residential R80' to 'Mixed Use' under the LPS 3 to facilitate the future development of the land for these purposes.

COMMERCIAL ZONE

This report requests to rezone 1.2377 ha of the subject land to 'Commercial' to facilitate a local / small neighbourhood centre comprising a supermarket and several supporting specialty stores.

The objectives of the 'Commercial' zone in Table 2 of LPS 3 are:

- To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres;
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades; and
- To ensure that development is not detrimental to the amenity of the adjoining owners or residential properties in the locality.

The subject land is not within any of the existing activity centres identified in the City of Joondalup Policy 3-3 Centres Strategy, due to it being a new centre.

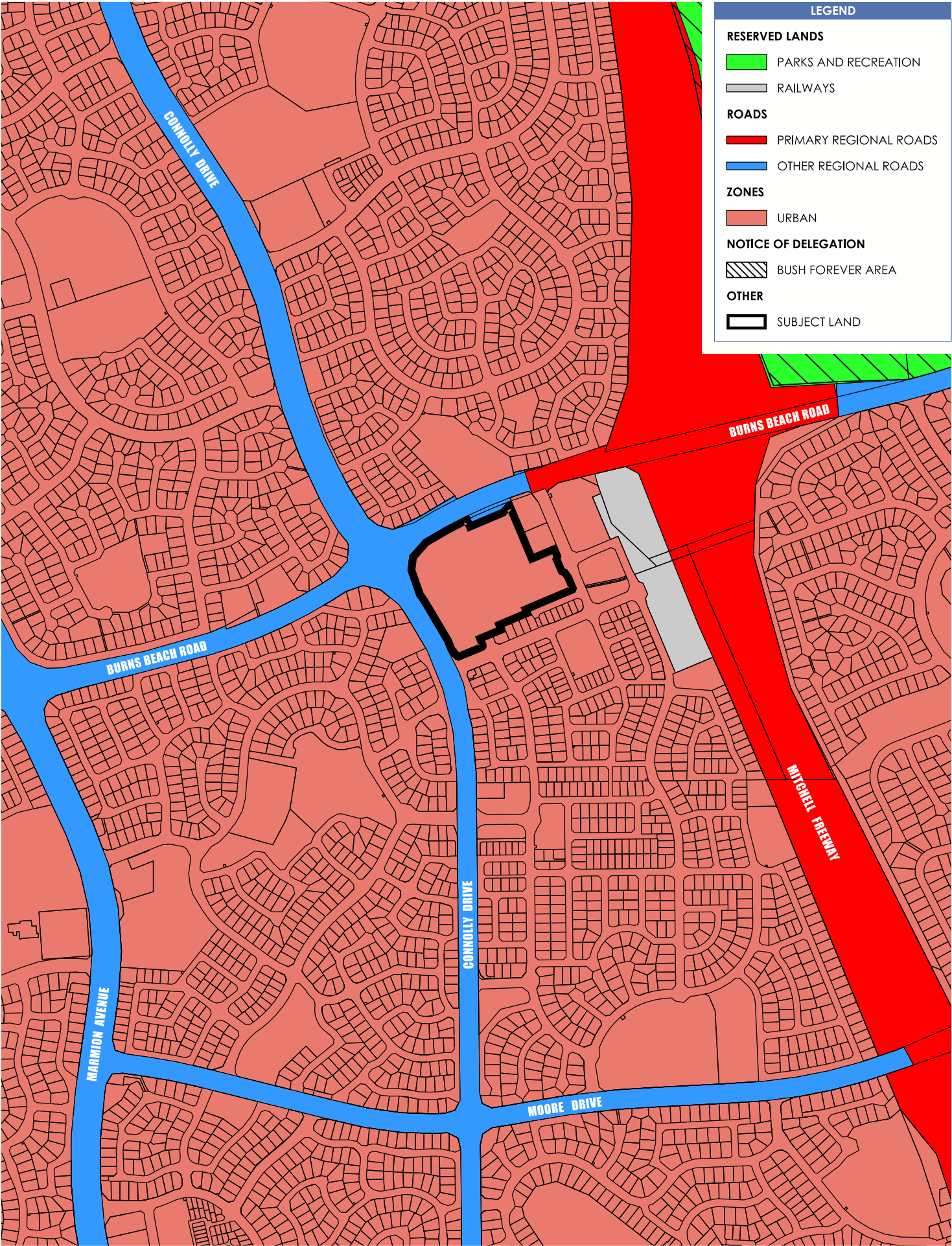
MIXED USE ZONE

The objectives of the 'Mixed Use' Zone in Table 2 of LPS 3 are:

- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels;
- To allow for the development of a mix of varied but compatible land uses which do not generate nuisance detrimental to the amenity of the district or to the health, welfare and safety of its residents; and
- To encourage high quality pedestrian friendly, street-orientated development that integrates with surroundings areas.

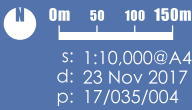
A portion of the subject land is proposed to be zoned 'Mixed Use' to facilitate aged care accommodation with aged care services. To truly ensure optimal facilities and services for residents and the public a range of compatible uses on the ground floor will be provided (refer **Section 7 – Proposed Development**). This will provide residents of both the aged care facility and the surrounding locality with access to a wide variety of essential services and businesses, contributing to an active, street-orientated development which will increase the amenity of the facility.

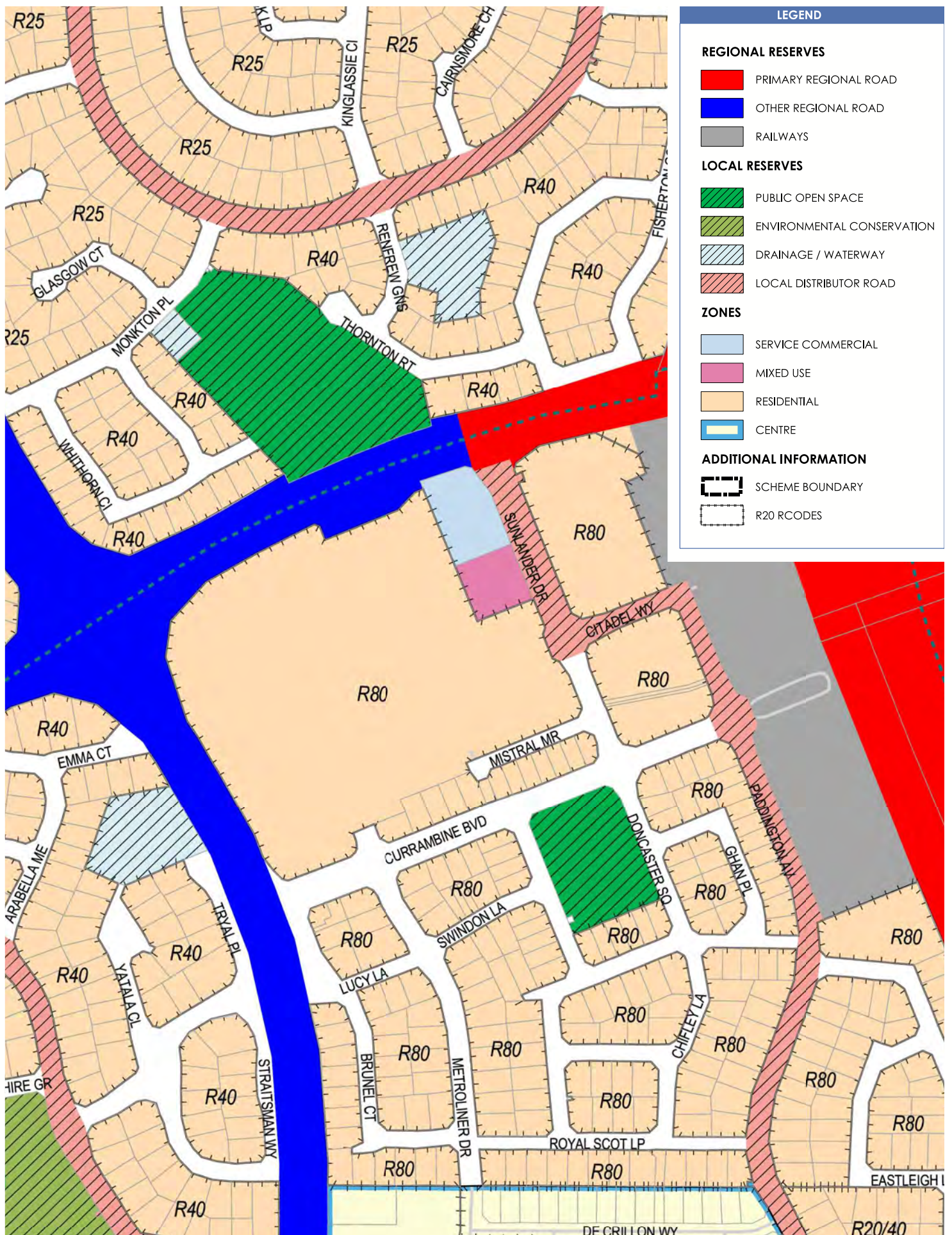
The range of uses on the ground floor could include a small shop, cafe, hairdresser, allied health care services including physiotherapy, and a gym. Within the Residential zone, many non-residential uses which would provide important amenity to the public cannot be approved under LPS 3. Consequently, the Mixed Use zone is required to maximise flexibility for the future development of the facility and allow change over time for compatible uses which could improve amenity for residents.



METROPOLITAN REGION SCHEME ZONING MAP

Lot 1(16) Sunlander Drive, Currumbine





City of Joondalup - Local Planning Scheme 3

Lot 1(16) Sunlander Drive, Currambine



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3.1.3 STATE PLANNING POLICY 4.2: ACTIVITY CENTRES FOR PERTH AND PEEL

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2) specifies broad planning requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and coordinating their land use and associated infrastructure planning. Activity centres are community focal points, and can include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and medical services.

SPP 4.2 guides the preparation and review of local planning strategies, schemes and structure plans, and development control. SPP 4.2 covers the following types of activity centres:

- Perth Capital City
- Strategic Metropolitan Centres
- Secondary Centres
- Specialised Centres
- District Centres
- Neighbourhood Centres (supplemented by Local Centres)

The Strategic Metropolitan Centres identified in SPP 4.2 are Fremantle, Rockingham, Cannington, Armadale, Stirling, Morley, Midland, Joondalup, Mandurah and Yanchep. The closest Strategic Metropolitan Centre is Joondalup which is approximately 2.5 kilometres to the south-east of the subject land which is the only Strategic Metropolitan Centre servicing the norther Perth region (refer to **Figure 7 – Surrounding Higher Order Centre Network**).

Secondary Centres are generally evenly distributed across the Perth Urban areas, and offer a diverse range of services and facilities. The closest Secondary Centres to the subject land are Clarkson and Wanneroo.

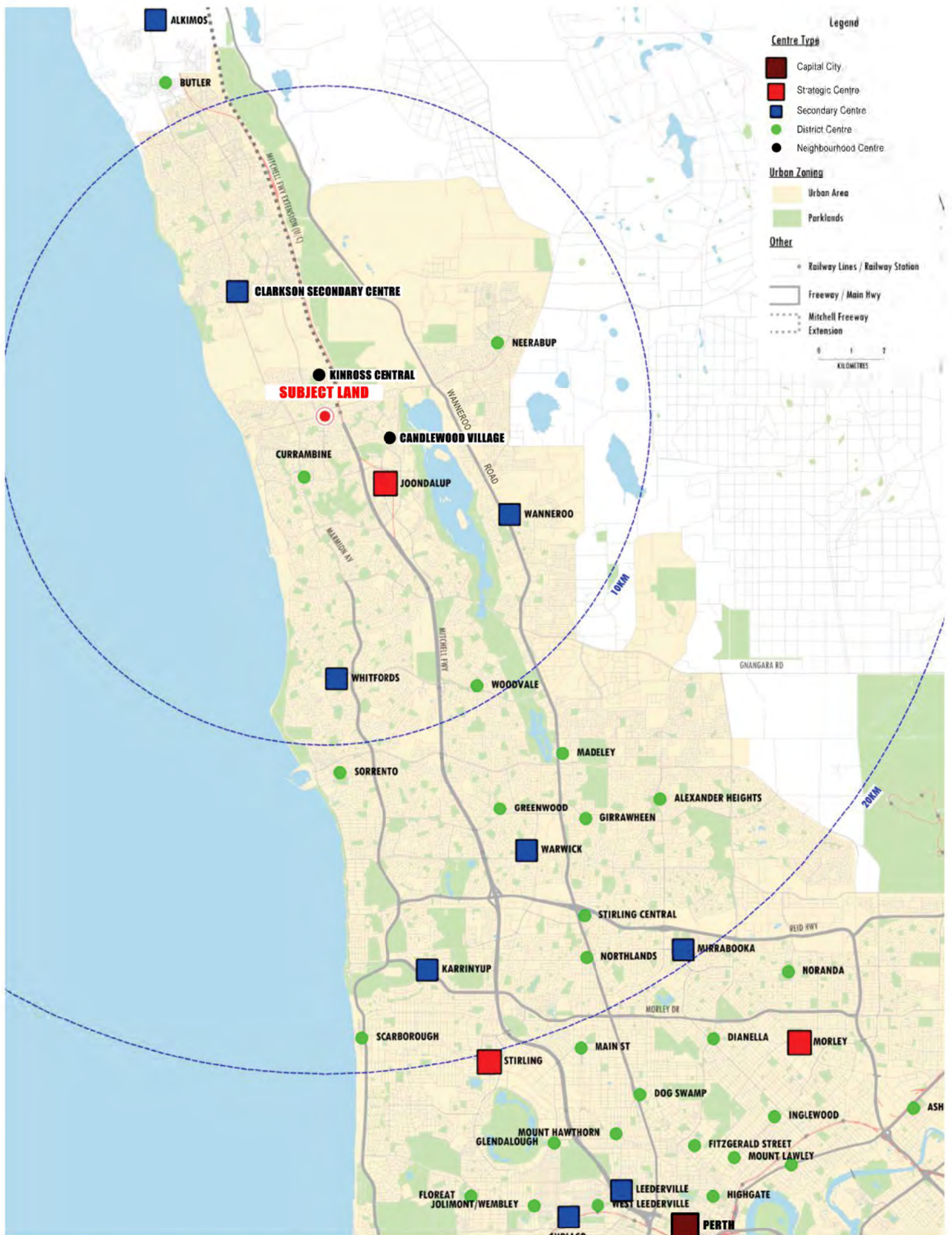
District Centres are expected to focus on servicing the daily and weekly needs of residents within their local respective catchments. Currambine Central and Neerabup are the two closest designated District Centres to the subject land.

Neighbourhood Centres are expected to service local community hubs and provide the day to day needs of the immediately surrounding residents. SPP 4.2 does not provide the locations of the neighbourhood centres but emphasises their important roles, which should be recognised in local planning strategies and structure plans.

SPP 4.2 notes that local planning strategies should guide the long-term distribution of retail and commercial floorspace, and that sufficient development opportunities should be provided to enable a diverse supply of commercial floorspace to meet projected community needs. The City of Joondalup Activity Centres Planning Strategy has been prepared, partly in response to SPP 4.2, although the subject land is not included as a 'Centre'.

SPP 4.2 states that a Retail Sustainability Assessment assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in a locality. It addresses such effects from a local community access or benefit perspective, and is limited to considering potential loss of services, and any associated detriment caused by a proposed development. Competition between businesses itself is not considered a relevant planning consideration.

As such a Retail Sustainability Assessment was undertaken to consider the potential economic and related impacts of the portion of land proposed to be zoned 'Commercial' in the LPS 3 for the purposes of retail development, addressing the overall costs and benefits of the proposal from a community perspective, and focusing on any potential loss of services and associated detriment (refer **Section 3**).



SURROUNDING HIGHER ORDER CENTRE NETWORK

Lot 1(16) Sunlander Drive, Currambine



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3.2 STRATEGIC PLANNING FRAMEWORK

3.2.1 DRAFT PERTH AND PEEL @ 3.5 MILLION FRAMEWORK

The draft Perth and Peel @ 3.5million suite of strategic land use planning documents aims to ensure there will be sufficient suitable land identified for future housing and employment to accommodate 3.5 million people by 2050. The subject land is included in the North-West Metropolitan Peel Sub-regional Planning Framework, and is identified as 'Urban', which is appropriate to accommodate the commercial/retail and mixed- use development on the subject land.

3.2.2 CITY OF JOONDALUP DRAFT LOCAL COMMERCIAL STRATEGY

The City of Joondalup draft Local Commercial Strategy (2012) provides detailed analysis and information to inform the growth and maturation of activity centres within the City. The strategy was endorsed by Council in December 2013, with the recommendations of the strategy included in the City's Local Planning Strategy. The report includes a detailed review of activity centres within the City along with an analysis of the current distribution of retailing and economic performance of each of the centres. The strategy provides an outline of all activity centres within the City of Joondalup, as well as a recommendation on the retail hierarchy and their indicative retail floorspace thresholds. It is noted that the indicative retail floorspace thresholds for all centres are not floorspace 'caps', but represent guidance on what the appropriate amount of retail floorspace should be for each centre without impacting on the economic health or sustainability of other centres.

The strategy for the City's activity centres includes:

- Strategic Metropolitan: Joondalup City Centre, no limit
- Secondary: Whitford City (75,000m²) and Warwick Grove (50,000m²)
- District: Currambine (15,000m²), Greenwood Village (10,000m²), Woodvale Park (15,000m²), Sorrento Quay (8,000m²), Gwendoline Drive, Belridge (10,000m², proposed to be elevated)
- Neighbourhood: such as Kinross (6,000m²) and Candlewood (3,000m²), which are the two closest centres to the subject land which are of similar size to that proposed.

The subject land is not recognised by the strategy as a 'centre', though the strategy notes proposals seeking to exceed the maximum indicative retail floorspace should demonstrate that additional growth is viable through the preparation of a Retail Sustainability Assessment (RSA) consistent with the requirements of SPP 4.2.

As discussed in **Section 4**, a Retail Sustainability Assessment has been undertaken for the subject land which concludes retail development as a result of the proposed 'Commercial' zoning would result in a net benefit to the community with limited ongoing detrimental impact on existing centres.

3.2.3 CITY OF JOONDALUP LOCAL PLANNING STRATEGY

The City of Joondalup Local Planning Strategy was endorsed by the Council on 15 July 2014 by the Western Australian Planning Commission (WAPC) on the 10 November 2017. The purpose of the Strategy is to enable to the Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next 10 to 15 years and to provide the strategic basis of LPS 3. The Strategy includes the recommendations of the City's Commercial Strategy and Local Housing Strategy.

The Vision Statement for Commercial Centres (outside the Joondalup City Centre) is:

‘Commercial Centres in the City will be attractive and successful places, accessible and well-connected to residents’.

The Strategies for Commercial Centres include:

- Promote the concept of Activity Centres, as defined in Directions 2031 and Beyond whereby Activity Centres, such as commercial centres, bring people together and are well-integrated with transport, pedestrian/cyclist networks.
- Ensure the established hierarchy of centres will remain in accordance with the Activity Centres for Perth and Peel Policy.
- Encourage diverse activity and land uses in centres as they redevelop in order to retain a competitive edge and to become lively, attractive places.
- Encourage improvements to streetscapes, public safety, access, public transport and the pedestrian/cyclist network in and around centres.

The proposed rezoning request aligns with the Vision Statement and Strategies for Commercial Centres, as identified throughout this report.

In particular, the subject land is highly accessible and well connected to residents. The Currambine Station has been identified as a ‘Future Transport Hub’ surrounding the station within the Local Planning Strategy. One of the Strategy’s Vision Statements is *‘The existing transport routes (rail and road) will be used to their full capability by ensuring intensive land uses with significant trip-generating potential are located along them, at intersections and adjacent to railway stations...’*

The proposed development is located within 350m, equivalent to a 4-minute walk to the Currambine Station and so the proposed zoning will provide a centre which is highly accessible by public transport and pedestrians. The site is also located near the intersection of Burns Beach Road and Connolly Drive, which are two major traffic routes in the region, providing convenient accessibility. In addition, the existing residential catchment surrounding the Currambine Station has been developed to a medium-high density, consequently, the centre can attract and serve a greater population which is in walking distance.

As will be detailed in Section 7, the centre will be designed and developed to accommodate an ‘anchor’ retail tenant and will include supporting retail specialty shops which will front and activate the main entry road into the development; and ‘flanked’ on the opposite side by appropriate residential built form. This will ensure an appropriate pedestrian environment, which is particularly important given the proximity of the land to the Currambine Station. This integration, will ensure a properly planned and prosperous centre for future residents of the development, but also the existing residents in the locality which are not afforded a centre within a walkable distance.

In conjunction with the Mixed Use zoned portion of the land, the centre will ensure a mixed use environment with the potential to cater for a range of services and facilities. Whilst this is particularly important for the Southern Cross Care residents, the local community will also have the opportunity to fully use the non-residential land uses and services provided. This is a key component of the aged care model being adapted by Southern Cross Care in order to replace the current ‘gated’, ‘village’ developments which have existed for many years, which have limited community integration. The ‘mixing’ of residents and land uses will ensure the development contributes to a ‘lively and attractive’ place, which is integrated with the existing residents within the locality.

The proposed Commercial and Mixed Use zones are appropriately located to ensure the principles and objectives of the Local Planning Strategy are upheld. With appropriate built form responses, the development will ensure the strategic location of the land is maximised providing important local community services and facilities. This is important as Southern Cross Care promotes a multi-generational development to surpass public perception and expectation regarding typical aged accommodation and care. As a result, the proposed zones and the future intent of development align well with the recommendations of the Local Planning Strategy.

4 RETAIL SUSTAINABILITY

A Retail Sustainability Assessment (RSA) has been prepared, reviewed and adapted over the course of the last 9 months by MacroPlanDimasi in accordance with the requirements of SPP 4.2 to assess retail sustainability if the portion of the subject land was rezoned 'Commercial' and developed for a local / small neighbourhood centre comprising a supermarket and supporting uses (refer to **Appendix B – Retail Sustainability Assessment**).

The RSA includes analysis on the trade area, the surrounding competition, and the economic impact that would occur as the result of a supermarket on the subject land in the portion proposed to be zoned 'Commercial' in LPS 3.

The RSA concludes development of a supermarket would result in a net benefit to the community, supporting the request for the portion of the subject land to be zoned 'Commercial'.

A draft version of the RSA has been provided to the City of Joondalup for internal review by its technical officers. This review met with positive feedback. Further refinement of the draft RSA was undertaken and then resubmitted to Council. Council then requested a review by RPS acting as its retail / economic consultant. Once again, feedback was supportive subject to some criteria being further assessed and explanation provided. This has occurred through the final version of the RSA submitted as part of this report to form a core element of justification for the centre.

The following summarises the key components of the RSA with a full version provided in **Appendix B** as referenced above.

TRADE AREA

The RSA defines and analyses the trade area which the proposed supermarket would service. Analysis of the trade area includes assessing the current and projected population levels, the socio-demographic profile of the population and the estimated current and future retail expenditure capacity of trade area residents.

The defined trade area includes a 'primary sector', encompassing the southern parts of Kinross as well as the northern parts of Currambine, bound by Moore Drive to the south. It also includes secondary sectors which expand to the north, east and west.

The population of the trade area is estimated at 24,730 people at mid-2016, expected to increase to 28,280 by 2026. The completion of the Burns Beach Estate and the Iluka Estate, as well as the planned apartments within the subject land adjacent to the proposed 'Commercial' zone, will contribute to the increased resident population within the trade area.

The characteristics of the population of the trade area is reflective of an outer suburban region, comprised of generally affluent traditional families in their early to mid-life stage. The retail spending per person, is generally in line with the average per capita retail expenditure of the metropolitan Perth.

Overall, the total available retail expenditure in the trade area is forecast to grow at a rate of around 2.4% per annum due to the projected resident population growth and the forecast real growth in retail spending.

The RSA demonstrates that the location of the proposed supermarket is ideal to serve the defined trade area residents for their food and grocery shopping needs, reflecting its convenient accessibility via, and visibility from, Connolly Drive, with Burns Beach Road also providing local accessibility for residents within the secondary east and west trade areas.

COMPETITION

The RSA considers the competitive environment within which the proposed supermarket will operate. There are only two supermarket facilities within the defined trade area, which represents an undersupply given the population of the trade area. The requested 'Commercial' zoning would facilitate the proposed development, and therefore fill the undersupply of supermarket facilities.

Whilst higher order shopping requirements for trade area residents are serviced primarily by the existing centres at Clarkson and Joondalup, the subject land is an easily accessible and convenient food and grocery shopping destination for surrounding residents.

ECONOMIC IMPACTS

FLOORSPACE ANALYSIS

The floorspace analysis undertaken details the supermarket floorspace required to support the defined Currambine trade area to meet the requirements of the trade area residents, which shows there is an estimated undersupply of supermarket floorspace within the trade area of approximately 3,600 m².

The analysis shows there is a clear gap for an additional full-range supermarket within the defined trade area currently and, therefore, there is need and demand for such a new supermarket to be added within this trade area.

The supermarket is expected to achieve a 9% share of the total available retail spending in the main trade area, including 15.3% of the available food expenditure.

The RSA concludes that the surrounding retail spaces are expected to be slightly impacted by the proposed development, with those in closer proximity having a great impact; however, the impact would not threaten the ongoing viability of these stores which will still have ample capacity to achieve good sales volumes to operate successfully.

NET COMMUNITY BENEFIT

The RSA demonstrates a range of economic and social benefits are likely to arise from the development of a supermarket on the subject land. These benefits can be summarised as:

- A local and modern destination for food and grocery shopping, adding to an existing community facility and focal point;
- Additional employment opportunities;
- A wider range of shopping choices for local residents; and
- Increased convenience and amenity, together with reduced travel times and easy access to food and grocery shopping for the surrounding residential neighbourhoods. This outcome will contribute towards meeting the objectives of the City of Joondalup Centres Strategy.

The RSA concludes there will be some impacts on the surrounding centres; however, these will be minimal and will not threaten the ongoing viability of any existing or planned facilities. Overall, development of a supermarket on the subject land will provide a net community benefit.

The RSA concludes that there is a clear need and demand for the development of a supermarket on the subject land, and whilst some short-term trading impacts are expected to be experienced by the surrounding retail facilities following the development of the proposed store, the analysis demonstrates that there will be no loss of service to the local community. All impacted facilities would still be able to achieve sustainable sales volumes and to continue to trade, after recovering relatively quickly from their respective impacts.

The development of a supermarket on the subject land would add to the services available to surrounding residents in the form of a modern facility, which residents would be able to easily access to undertake their weekly food and grocery shopping. Therefore, the proposed supermarket would represent a significant economic and social benefit for the local community in accordance with the planning framework identified in **Section 3** of this report.

5 TRANSPORT IMPACT

A Transport Report has been undertaken by Flyt in support of the scheme amendment. The report considers the impacts of the development concept included in **Section 7** of a supermarket within the proposed 'Commercial' zone and the Mixed Use development, consisting primarily of aged care accommodation across the balance of the subject land. A full copy of the Transport Report is available in **Appendix C**.

5.1 EXISTING TRANSPORT NETWORK

Access to the regional road network for the subject land is a key consideration given the proposed zoning and development.

The subject land has excellent access to the regional road network, with direct access to Burns Beach Road, Connolly Drive, Currambine Boulevard and Sunlander Drive. Both Burns Beach Road and Connolly Drive are District Distributor A roads and Sunlander Drive is classified as a Local Distributor in accordance with the Main Roads WA Road Hierarchy. The subject land is in proximity to the Mitchell Freeway interchange with Burns Beach Road.

There are two local roundabout intersections adjacent to the subject land (one to the south at the intersection of Currambine Boulevard and Metroliner Drive, with a second roundabout to the east being Sunlander Drive and Citadel Way), which would be considered logical connection points for the land and were designed as such for the existing zoned land use of residential.

The primary intersection points for the subject land would be the intersection of Connolly Drive and Currambine Boulevard at the south-western corner of the subject land, and the intersection of Burns Beach Road and Sunlander Drive at the north-eastern corner of the land.

TRAFFIC VOLUMES

The Transport Report has assessed existing traffic volumes surrounding the subject land. The existing traffic volumes on Burns Beach Road is substantial, though is expected to substantially reduce with opening of the extension of the Mitchell Freeway north to Hester Avenue, as traffic that presently uses Marmion Avenue, Connolly Drive and Burns Beach Road will use interchanges to the north.

A comparison was undertaken to examine the existing flow of traffic on Connolly Drive between a weekday and weekend which indicate that peak hour periods on a weekday carry substantially higher volumes of traffic than a Saturday and; therefore, should be the focus of any detailed comparative analysis.

PUBLIC TRANSPORT

The subject land is serviced by two bus routes which run along Burns Beach Road, providing connections to the urban rail network at Joondalup Station, with bus stops immediately adjacent to the subject land on Burns Beach Road. In addition, the Currambine Station is 350m east of the subject land.

PEDESTRIAN AND CYCLIST INFRASTRUCTURE

There is an existing footpath network adjacent to the subject land between Currambine Station and Sunlander Drive which are of a very high quality. There are grade separated connections to other localities including adjacent bus stops on Burns Beach Road.

Cyclist Infrastructure is well catered for adjacent to the subject land, with connection to the existing high-quality PSP that runs along the Mitchell Freeway.

5.2 TRAFFIC GENERATION AND DISTRIBUTION

Prior to understanding the potential traffic generation of the proposed land uses, an examination of the traffic generation impacts from potential land uses under the current zoning was undertaken to provide a comparison of what the subject land is capable of generating now, and what it could potentially generate under the proposed rezoning.

Though the land is presently vacant, it is zoned 'Residential R80', which could produce a hypothetical yield of 580 dwellings. Based on 580 dwellings, up to 468 peak hour vehicles could be generated according to the WAPC Transport Impact Assessment Guidelines rates (refer **Table 1**).

In comparison, the trip generation for the proposed zones have been estimated at 149 peak hour vehicles generated from the aged care facility balance portion of the land and 80 vehicles in the AM peak hour period and 320 vehicles in the PM peak hour period for the retail component within the proposed 'Commercial' zone, resulting in an overall vehicle generation of 229 vehicles in the AM peak hour and 469 vehicles in the PM peak hour for the subject land.

Table 1 Vehicle trip generation comparison - current zoning and proposed rezoning (Figures from Transport Report, Flyt 2017)

Land Use	AM Peak Hour (Total)	PM Peak Hour (Total)
Development with existing Residential R80 zoning, build out 580 dwellings	468	468
Development of Retail under proposed Commercial zone and Aged Persons Accommodation for balance of land	229	469
Difference between current zoning and proposed zoning	-239	1

As demonstrated above, the volume of the AM peak hour traffic that could be generated as a result of the proposed development is substantially less for the proposed land uses that could be developed under the proposed rezoning, compared to what could be developed on the subject land under the current zoning, overall generating 239 less vehicle movements.

The volume of PM peak hour period, the traffic associated with the potential dwelling yield of 580 dwellings, compared to development under the proposed zoning is directly comparable.

The Transport Report forecasts the distribution of traffic as a result of the proposed rezoning. Based on the trip generation outlined above, the distribution of trips to the respective roads adjoining the subject land indicates that none of the overall volumes would result in a material impact given the capacity of these roads.

The Transport Report concludes that the overall level of vehicle trips forecast to be generated as a result of this rezoning request would have no material impact when directly comparing the forecast volume of traffic that would be generated by residential land uses that is possible under the current zoning.

The Transport Report also concludes that, given the nature of staged planning for land uses and the road network surrounding the subject land, it would also follow that there would not be any material impact upon the adjoining intersections, due to:

- The forecast volume of traffic for the intersections would not likely exceed the design levels considered for this area;
- Overall traffic volumes on the adjoining network, in particular Burns Beach Road would reduce with the extension of the Mitchell Freeway to Hester Avenue;
- Retail land uses would attract linked or pass by trips rather than the generation of entirely new traffic trips;
- The AM peak period would result in fewer trips with the land uses proposed in the rezoning;
- The intersections being modified to cater for higher volumes of traffic predicted on the Mitchell Freeway terminating at Burns Beach Road. With a lower volume of traffic exiting at Burns Beach Road, turning movements to and from Sunlander Drive should be able to be accommodated more readily than at present during peak hours; and
- If there are more vehicle trips completed on a Saturday associated with retail based trips, the overall impact on the intersections along Connolly Drive and Burns Beach Road would be lower than a weekday.

The Transport Report concludes that the existing road network form and function is capable of providing for the traffic generated by the land uses proposed under the proposed rezoning.

A detailed Transport Assessment of the proposed land uses would be prepared during the development application stage, which would include details of servicing for retail components, access points onto the network and the likely staging of the proposed development.

6 BUSHFIRE

The subject land is currently mapped as being Bushfire Prone according to the Department of Fire and Emergency Services Map of Bush Fire Prone Area (2017) (refer to **Figure 8 – Map of Bushfire Prone Area 2017**). This is due to existing small areas of limited vegetation and unmanaged grassland on the subject land, itself. Land surrounding the subject land does not appear to be the cause of the bushfire prone mapping.

The land was cleared to remove the existing fuel load in October 2017 in accordance with the City of Joondalup's firebreaks requirement and the Bush Fire Act 1954. As a result, the current nature of the vegetation onsite would appear to be consistent with unmanaged grassland. As part of development, the subject land will be fully cleared and managed during the development phase removing any bushfire hazard from new and existing development.

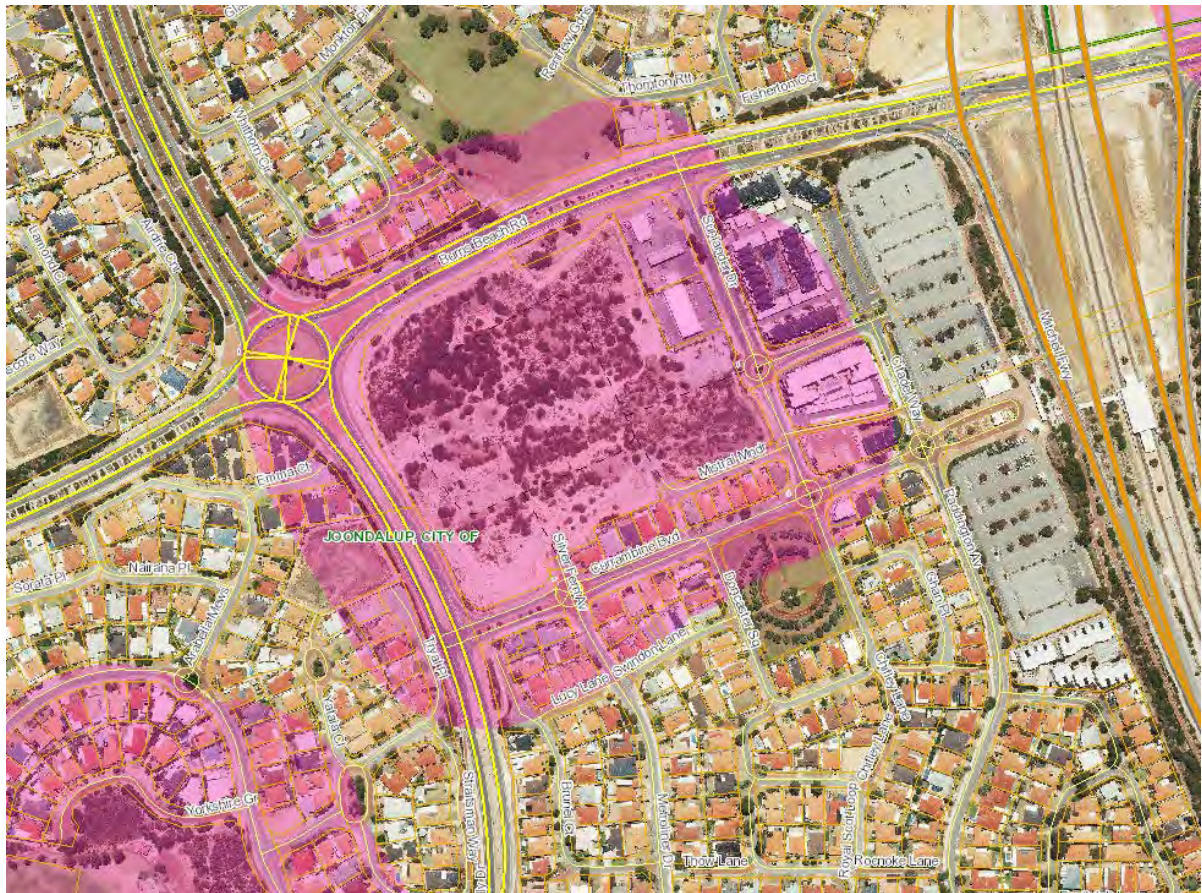


Figure 8 Map of Bushfire Prone Area 2017 (DFES)

7 PROPOSED DEVELOPMENT

The purpose of this report is to support the rezoning of a portion of the land to accommodate components of Retail and Mixed Use development. Preliminary site planning has been progressed over the entire site in order to understand the best manner in which to develop the site taking into consideration a number of key design influencers such as access; exposure; the location of height; and the location of existing residences.

Indicative Concept Development Plans have been prepared for the subject land which provide a high-level overview of the potential development of the land, pending the outcome of this rezoning request. The Plans consist of a series of development principles in support of the scheme amendment providing context and to demonstrate development intentions across the entire development. The Plans address: land use; built form; movement – vehicular; and movement – pedestrian.

The development layout will be refined during subsequent detailed design and will be the basis for future development applications.

7.1 LAND USE

The Land Use Concept Plan depicts an indicative land use layout consisting retail; mixed use; residential; and supporting open space (refer **Figure 9 – Land Use**).

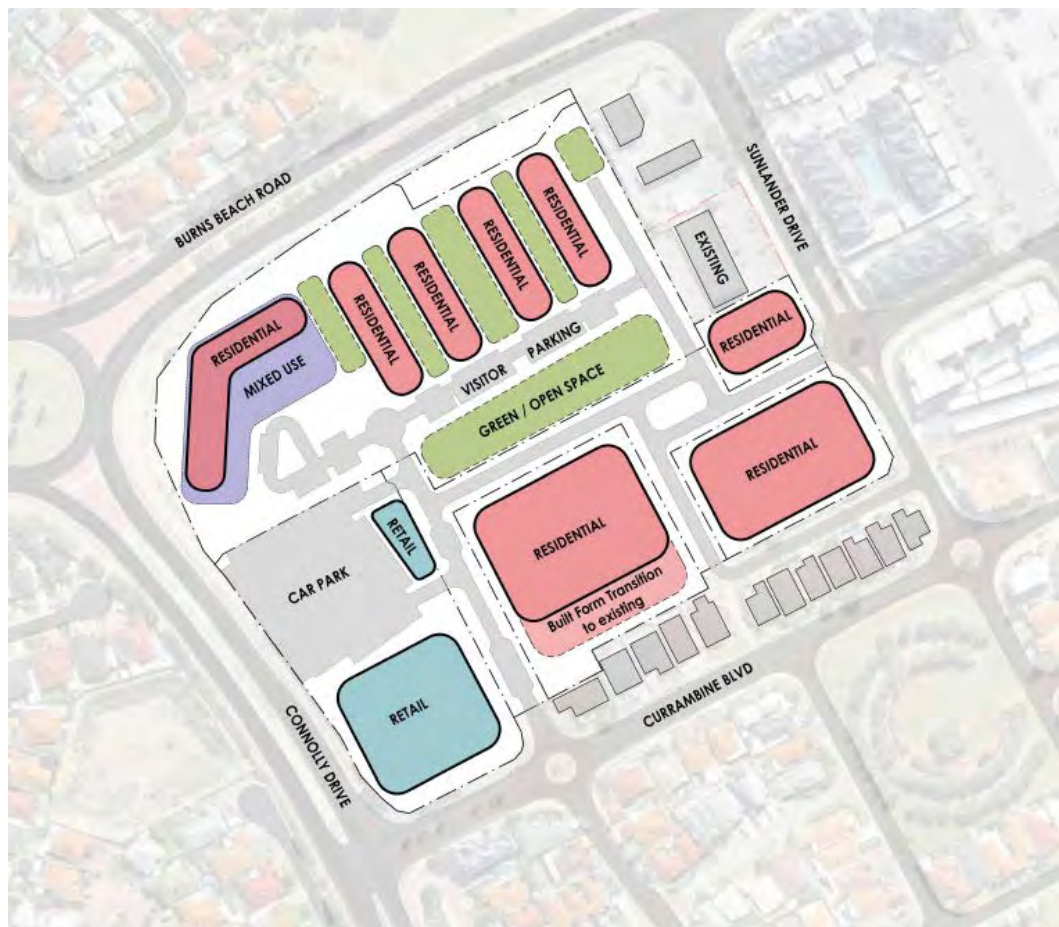


Figure 9 - Land Use

7.1.1 RETAIL

The retail portion of the development contained within the 'Commercial' zone will facilitate the development of a full-line supermarket of approximately 3,200m², as well as several specialty retail stores. The development will be easily accessible for surrounding residents, reflecting its location on Connolly Drive and a short distance from Burns Beach Road, with residents within the trade area expected to associate strongly with the supermarket for their weekly food and convenience shopping needs. A range of other minor supporting retail uses will be co-located with the supermarket on the centre site, which will add to the service offering for residents.

The preferred location for the core 'anchor' retail tenant is at the intersection of Connolly Drive and Currambine Avenue which provides convenient access; high exposure; and will ensure the development is set away from existing intersections. This location will also allow the separation of the supporting retail at the northern end of the Commercial zoned land which ensure activation of the street, with car parking located behind.

7.1.2 MIXED USE

Potential for Mixed Uses are depicted in the north western corner of the land over the portion of the site to be zoned 'Mixed Use' under this scheme amendment. As mentioned above, this area will facilitate the development of predominately aged accommodation and the care facility, with supporting uses on the ground floor such as a small shop, cafe, hairdresser, allied health care, physiotherapy and a gym.

The aged care facility will provide a spectrum of integrated care services, allowing residents to age in place for as long as possible in accordance with Southern Cross Care's model. The accommodation provided will cater for residents requiring independent living to those who require home care services, and will include integrated intergeneration facilities, providing residents the opportunity for activities, socialisation, family visits and the ability for residents to make the environment feel-like home. The ground floor uses will provide amenity to residents in the aged care facility as well as to residents in the surrounding community.

The Mixed Use portion of the development has been located in this position as it is considered the best location to provide excellent exposure for non-residential land uses for use by the surrounding community in addition to residents within the development.. Easy and convenient access to the existing residential catchment will also be provided for by this location. The development model being adapted by Southern Cross Care for this part of the site will allow for ground level non-residential uses with aged care facilities and accommodation located above. This will ensure an efficient built form outcome whilst intensifying land uses in one easily accessibly location on site.

7.1.3 RESIDENTIAL

In addition to the residential land uses which will be located as part of the Mixed Use facility, the balance land will accommodate residential development consistent with the R80 density code. At this stage Southern Cross Care are currently reviewing the extent of possible aged accommodation on the land. As a minimum, Southern Cross Care expect to provide aged accommodation opportunities over the northern portion of the land extending the length of the frontage to Burns Beach Road.

Other cells of residential development could be undertaken in the southern sections of the land with the possibility of aged accommodation under Southern Cross Care's model or through standard residential development in the form of Single, Grouped or Multiple dwellings. Respect would be given within future development proposals to the existing residences which are located adjacent to the southern boundary of the subject land.

7.1.4 OPEN SPACE

A series of green / open spaces would be provided as part of the development providing an opportunity for passive recreation of residents within the development whilst being open to the surrounding community as well. These have been located at the centre of the site for easy access and adjacent to residential development over the northern portion of the land providing a separation between likely apartment buildings and built form relief. The open spaces will also ensure the penetration of light and pedestrian movement throughout the development.

Appropriate landscaping will be provided throughout the Retail, Mixed Use and Residential components of the development, in accordance with City of Joondalup requirements.

7.2 MOVEMENT

7.2.1 VEHICULAR

The vehicular movement arrangements have been explored in the Traffic Report for vehicular movements likely to be generated to and from the site. **Figure 10 – Vehicular Movement and Car Parking** depicts an indicative movement network for all intended uses on the subject land. The main point of entry to the development will be from Currambine Boulevard via a new subdivision road (Silver Fern Avenue) connecting to the existing roundabout. This will provide easy and convenient access to the retail; mixed use and residential portions of the development, with the least disturbance possible to existing residents. This arrangement also acknowledges the primacy of Connolly Drive and Burns Beach Road.

A series of supporting subdivision roads (Local Access Streets) will provide permeable vehicular access throughout the development providing connections to the south and east. This will ensure the distribution of local traffic throughout the development and to the existing road network. This arrangement would also provide flexibility for the manner in which residential development could occur over the southern portions of the land and respect the existing easements across the site.

Car parking will be provided for the Commercial and Mixed Use zones in accordance with the provisions of relevant Local Planning Policies which establish parking requirements for various land uses. The parking will include a portion of basement parking within the Mixed Use zone for residents and staff, in order to achieve the required number of parking bays. The car parking design will provide adequate ingress/egress points for all vehicle movements, and provide for safe integration of vehicles entering and exiting the site, connecting to the internal road network and then the broader existing road network.

At this stage, car parking associated with the retail uses is likely to be located adjacent to Connolly Drive over the northern portion of the Commercial zoned land and be sleeved by development to the east and south by retail buildings as discussed above and identified within **Figure 10**. The internal access arrangements on the subject land will be determined during the detailed design phase and will form part of future development applications.



Figure 10 Vehicular Movement and Carparking

7.2.2 PEDESTRIAN

Figure 11 – Pedestrian Movement, depicts an indicative hierarchy of likely pedestrian movement paths throughout the development based on the indicative land use and built form layouts explained within this section. The proposed buildings will be arranged with a permeable façade adjoining Burns Beach Road to provide an appropriate interface with Burns Beach Road and appropriate pedestrian permeability. The proposed arrangement of the development has incorporated the existing pedestrian underpass which provides a connection from the subject land to Thornton Park, north of Burns Beach Road. This will allow residents with safe access to Thornton Park, and will also provide a convenient access point for surrounding residents to access the Commercial and Retail components of the development.

Internal pedestrian links will provide easy access and connections from residences to the Commercial and Retail uses, and Open Space within and surrounding the subject land. The internal path network will be connected to the existing surrounding path network.

Pedestrians will also be able to safely access the subject land from the Currambine Station via the existing surrounding footpath network.

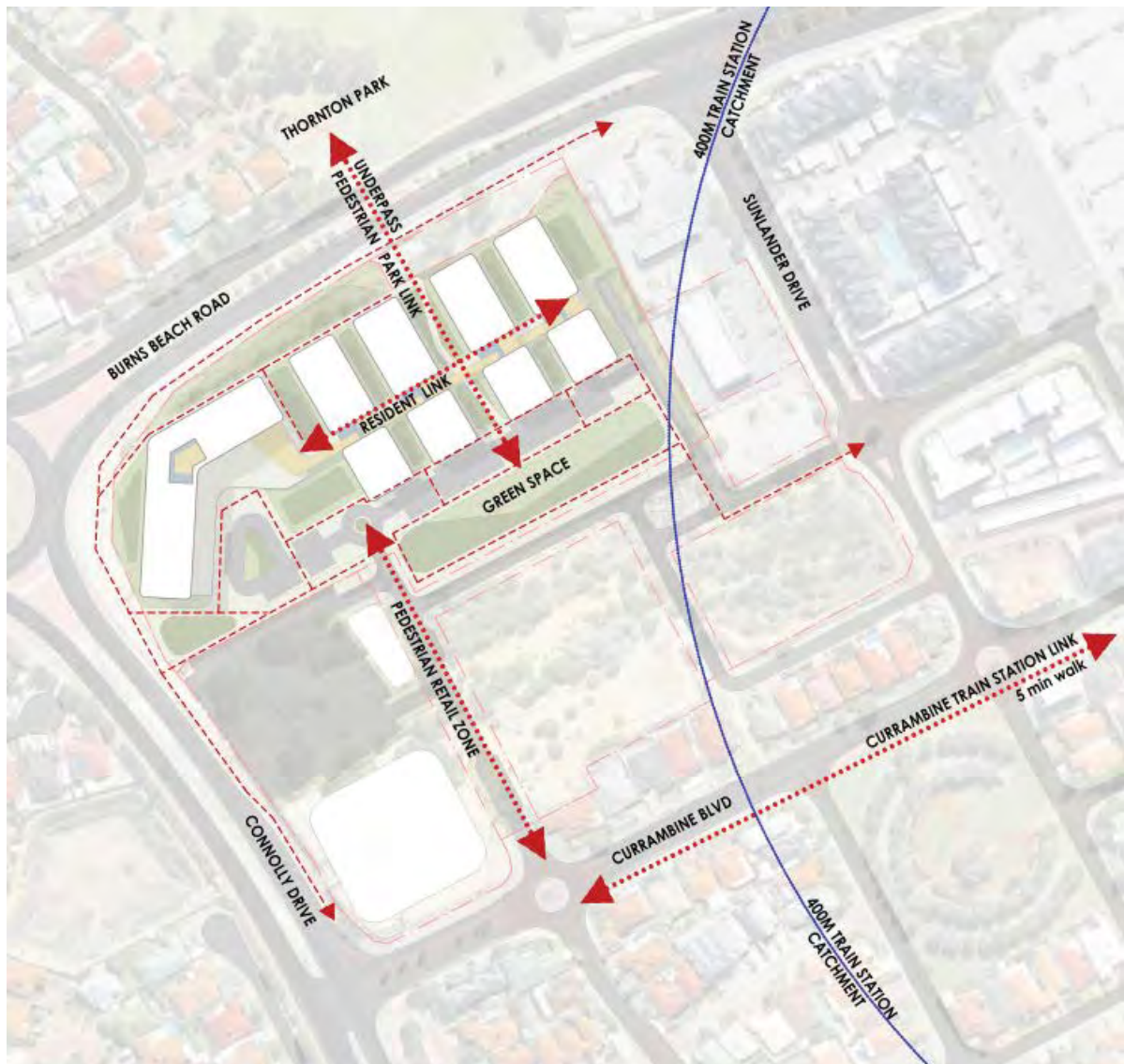


Figure 11 Pedestrian Movement

7.3 BUILT FORM

Whilst still at the preliminary design phase, consideration has been given to built form outcomes for the development, with a particular emphasis on the Southern Cross Care aged accommodation and care facilities (refer **Figure 12 – Built Form**).

As mentioned above, the core retail uses will be located adjacent to the development's entry road (Silver Fern Avenue) providing a strong and activated built form edge on the western side of the road. This will be supported by appropriate built form (i.e. minimum two storeys residential development) on the eastern side. This arrangement will ensure a suitable level of legibility for the development for both residents and visitors.

As mentioned above, it is Southern Cross Care's intention to focus the main aged accommodation and care facility including supporting uses and facilities in the north west corner of the land. This will include a strong and attractive architecturally designed building which will overlook the Connolly Drive and Burns Beach Road intersection, maximising exposure.

This main building will be supported by a series of likely apartment buildings which will provide ageing in place and housing opportunities for all sectors of the community. This part of the development will be appropriately set back from Burns Beach Road and from the existing medical centre on Sunlander Drive. The proposed buildings will not adversely impact on the existing Sunlander Medical Centre abutting the subject land, or any of the residential development surrounding the subject land.

At this stage, residential development over the southern portion of the subject land has not been depicted as it is unknown what form of developed is preferred for this location. Based on the Residential R80 density code a wide range of options could be possible including Single, Grouped or Multiple dwellings made up of one (preferably Multiple Dwellings maximising the R80 density code) or a mix. The indicative road layout will provide flexibility for the different types of residential development which may be pursued. Importantly, a transition to the existing residences located on Currambine Avenue to the south will be required and is acknowledged.

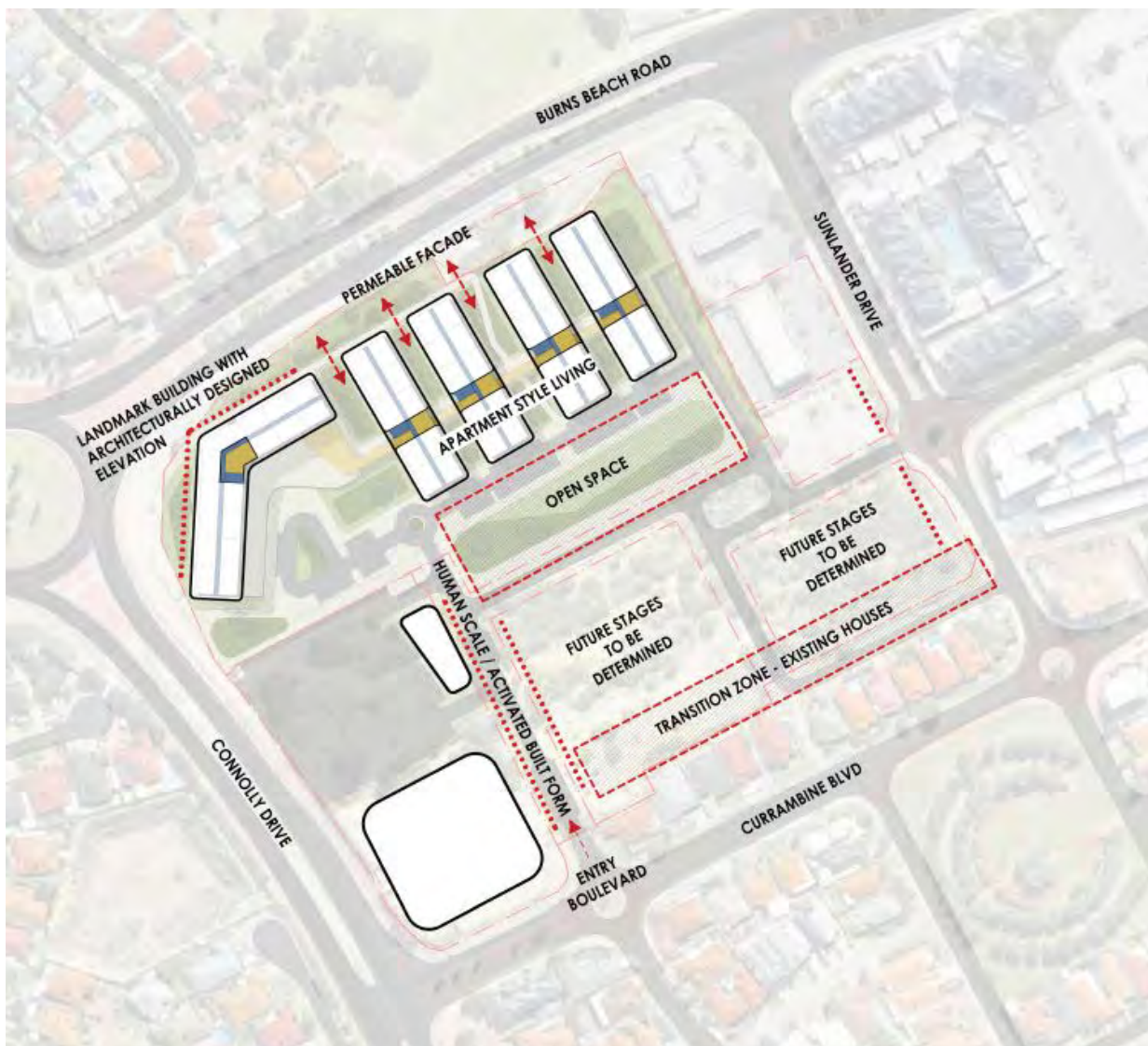


Figure 12 Built Form

8 CONCLUSION

The information and justification provided in this report is submitted to support the rezoning of a portion of Lot 1 (16) Sunlander Drive, Currambine, from 'Residential R80' to 'Mixed Use' and a 'Residential R80' to 'Commercial' under the City of Joondalup LPS 3. The proposed zonings are appropriate and should be supported by the City of Joondalup and the WAPC for the following reasons:

- The land is highly accessible, given its frontage to the two main district distributor arteries of Burns Beach Road and Connolly Drive, and the Currambine Station;
- The Retail Sustainability Assessment prepared concludes:
 - that there is a clear need and demand for the development of a supermarket on the subject land, which can only be facilitated through the requested LPS 3 amendment;
 - whilst there will be some impacts on the surrounding centres, these will be minimal and will not threaten the ongoing viability of any existing or planned facilities;
 - any impacted facilities would still be able to achieve sustainable sales volumes and to continue to trade, after recovering relatively quickly from their respective impacts.
 - the proposed supermarket would represent a significant economic and social benefit for the local community; and
 - that development of the proposed supermarket would not result in any loss of service to the local community.
- The Transport Report concludes:
 - that the overall level of vehicle trips forecast to be generated as a result of this rezoning request would have no material impact when directly comparing the forecast volume of traffic that would be generated by residential land uses that is permissible under the current zoning; and
 - that there would not be any material impact upon the adjoining intersections.
- The proposed development of the subject land for Mixed Use, Commercial and Retail purposes is an appropriate land use given the land is currently vacant and ready for a comprehensive composite development based on it being highly accessible via vehicle and within the walkable catchment of the Currambine Station and within an existing fully developed residential catchment; and

Based on the information and justification provided in this report we respectfully request that Council initiates and the WAPC supports the rezoning of a portion of Lot 1 (16) Sunlander Drive, from 'Residential R80' to 'Mixed Use' and from 'Residential R80' to 'Commercial' under the City of Joondalup LPS 3.

APPENDIX A
CERTIFICATE OF TITLE

WESTERN



AUSTRALIA

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

REGISTER NUMBER 1/DP58614	
DUPLICATE EDITION 4	DATE DUPLICATE ISSUED 23/5/2017

VOLUME
2702FOLIO
208

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.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 1 ON DEPOSITED PLAN 58614

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

SOUTHERN CROSS CARE (WA) INC OF 15 ROWE AVENUE RIVERVALE WA 6103
(AF K737892) REGISTERED 9/10/2008

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

1. EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER T5367/1946 AS TO PORTION ONLY.
2. EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER T7033/1940 AS TO PORTION ONLY.
3. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 58614
4. K737893 RESTRICTIVE COVENANT TO CITY OF JOONDALUP - SEE DEPOSITED PLAN 58614 REGISTERED 9/10/2008.
5. N627225 MORTGAGE TO THE CORPORATION OF THE TRUSTEES OF THE ROMAN CATHOLIC ARCHDIOCESE OF BRISBANE REGISTERED 19/5/2017.
6. *N627820 CAVEAT BY COLES GROUP PROPERTY DEVELOPMENTS LTD AS TO PORTION ONLY LODGED 19/5/2017.

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

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

STATEMENTS:

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

SKETCH OF LAND: DP58614
PREVIOUS TITLE: 2565-139, 2565-140
PROPERTY STREET ADDRESS: 16 SUNLANDER DR, CURRAMBINE.
LOCAL GOVERNMENT AUTHORITY: CITY OF JOONDALUP

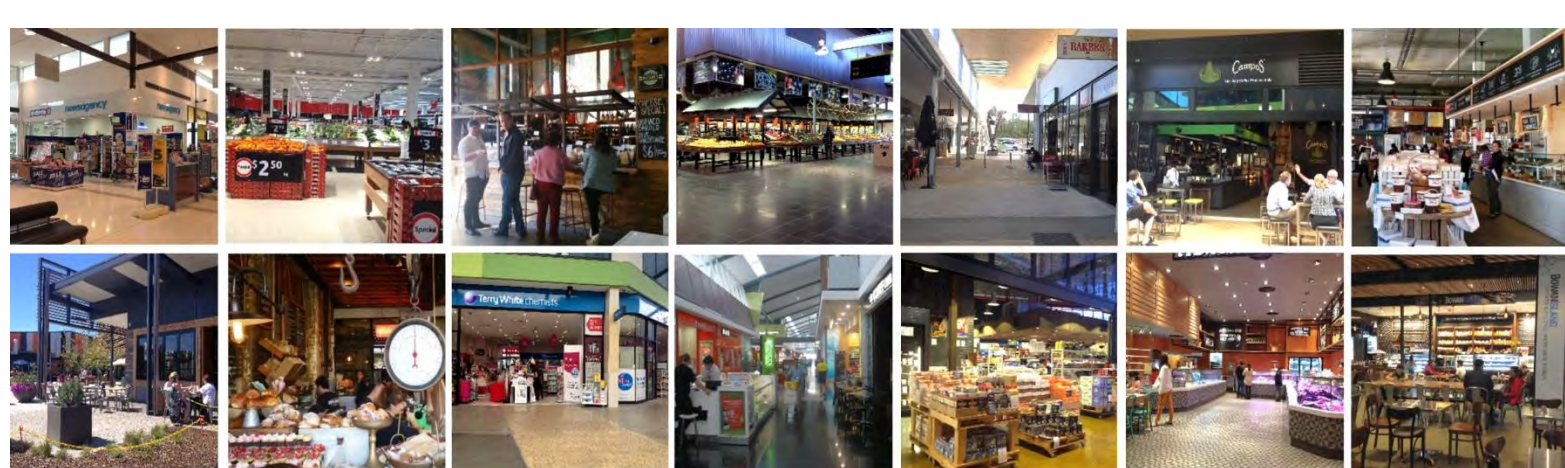
APPENDIX B

RETAIL SUSTAINABILITY ASSESSMENT

Currambine, Perth

Retail Sustainability Assessment

May 2017



MacroPlan Dimasi

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Prepared for: Southern Cross Care

MacroPlan Dimasi staff responsible for this report:

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Executive summary

- i. The proposed Currambine supermarket site is located on Connolly Drive, a short distance south of Burns Beach Road, in Currambine, approximately 30 km north of the Perth CBD.
- ii. The proposed Currambine site is highly visible and easily accessible for the local population, with Connolly Drive to provide the main vehicular gateway to the proposed supermarket.
- iii. The proposed Currambine supermarket will be 3,200 sq.m in size, and is assumed to open by 2019. The Currambine supermarket would add a new service to the existing facilities at the locality.
- iv. The Currambine supermarket will be an easily accessible food and grocery shopping destination for surrounding residents; while higher order shopping requirements will be served by the much larger facilities at Lakeside Joondalup and Ocean Keys to some extent.
- v. The Currambine main trade area population is estimated at 24,730 residents at present, including 8,450 residents in the primary sector, and has increased steadily in recent years. The main trade area is projected to increase by around 1.4% per annum over the period to 2026, reaching 28,280 residents in that year, including 9,200 residents in the primary sector.
- vi. The Currambine main trade area is reflective of an outer suburban region, comprised of generally affluent traditional families in their early to mid-life stages, which are attracted by the housing options and lifestyle on offer.
- vii. Total available retail expenditure within the main trade area is forecast to grow in real terms from the current levels of \$370 million to a projected total of \$468 million in 2026. This level of growth reflects an average annual real growth rate of around 2.4% per annum over the forecast period to 2026.

- viii. The analysis of supermarket floorspace indicates that there is an undersupply of such floorspace within the defined Currambine main trade area. There is thus scope for the proposed Currambine supermarket to be developed to help to alleviate the identified floorspace gap.
- ix. Sales for the proposed Currambine supermarket are projected at around \$41 million in 2019/20 (in constant 2015/16 dollars). Such sales volume would reflect a 9% share of the total available retail spending within the main trade area, including a 15.3% share of the available food expenditure.
- x. A number of economic benefits are expected to flow directly from the development of the Currambine supermarket, including:
 - A local and modern destination for food and grocery shopping, adding to an existing community facility and focal point;
 - Additional employment opportunities;
 - A wider range of shopping choices for local residents; and
 - Increased convenience and amenity, together with reduced travel times and easy access to food and grocery shopping, for the surrounding residential neighbourhoods.
- xi. Against these benefits, some short-term impacts are projected on centres located both within and beyond the trade area initially. The estimated levels of impact in Year 1 (2019/20) would be mainly sustained by the supermarket centres located both within and beyond the trade area, namely Kinross Central, Currambine Central, Lakeside Joondalup and Ocean Keys. The smaller IGA-anchored centre within the trade area (Candlewood Village) would experience a much smaller impact, given the different role that it plays within its respective localised catchment.
- xii. The analysis shows, however, that these impacts will not threaten the ongoing viability of any existing or planned facilities, which would still have ample capacity to achieve good sales volumes to operate successfully, reflecting the large population base in the trade area. These impacts will be gradually absorbed, with ongoing growth outlooks for each centre thereafter.

- xiii. The report demonstrates that there will be no loss of services to the local community, with all impacted centres expected to continue to trade following the development of the Currambine supermarket. The Currambine store would add to the services available to surrounding residents, in the form of a modern facility, which residents would be able to easily access to undertake their weekly food and grocery shopping.
- xiv. Based on the above, it can be concluded that a significant net community benefit will result from the development of the Currambine supermarket as currently proposed.

Introduction

This report presents a retail sustainability assessment for the proposed development of a supermarket on a site fronting Connolly Drive, a short distance south of Burns Beach Road, in Currambine, within the City of Joondalup. The report has been prepared as part of the requirements of the *State Planning Policy 4.2 Activity Centres Policy for Perth and Peel* (SPP 4.2), as outlined in Section 6.5 of the Policy.

Specifically, Section 6.5 stipulates the following in regards to Retail Sustainability Assessments:

“A Retail Sustainability Assessment (RSA) assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in a locality. It addresses such effects from a local community access or benefit perspective, and is limited to considering potential loss of services, and any associated detriment caused by a proposed development. Competition between businesses of itself is not considered a relevant planning consideration.”

The report therefore considers the potential economic and related impacts of the proposed development of the supermarket centre on the surrounding network of centres, addressing the overall costs and benefits of the proposal from a community perspective, and focusing on any potential loss of services and any associated detriment.

The report is presented in four sections as follows:

- **Section 1** examines the location and context of the subject site, and summarises the relevant planning framework for the broader region.
- **Section 2** examines the trade area which will be served by the proposed supermarket, and provides assessments of current and projected population and retail spending levels within the trade area.
- **Section 3** describes the competitive environment within which the proposed supermarket will operate.

- **Section 4** outlines our assessment of the sales potential for the proposed supermarket, and presents an economic impact assessment for the proposal. The likely trading impacts on other retail facilities throughout the surrounding region are considered, as are the employment and other economic effects of the proposed development. The question of any consequent potential loss of services and any associated detriment, as a result of the proposed development, is also addressed.

Section 1: Site location and proposed development

This section of the report reviews the location of the Currambine site, its proposed development, as well as the relevant broader planning framework.

1.1 Site context and proposed development

Currambine is an outer northern suburb of Perth, situated approximately 30 km from the Perth Central Business District (CBD). Regional accessibility to the region is excellent, with the Mitchell Freeway and Marmion Avenue – both of which are major north-south thoroughfares – traversing the locality. Burns Beach Road provides east-west connectivity linking Joondalup and the coastal areas of Iluka and Ocean Reef (refer Map 1.1).

Traffic data from Main Roads WA indicate that there were close to 52,150 average daily traffic movements on Burns Beach Road (west of the Mitchell Freeway), and 30,920 average daily traffic movements on Connolly Drive (immediately north of Burns Beach Road) in both directions in FY15, highlighting the high level of business activities in the area.

In addition, the Mitchell Freeway is currently undergoing a \$260 million, six-kilometre extension, from Burns Beach Road to Hester Avenue in Clarkson. This extension accommodates the construction of dual carriageways, with the capacity for further expansion to three lanes in the future. New interchanges will be located at Burns Beach Road, Neerabup Road and Hester Avenue, with completion scheduled for mid-2017. The extension would allow residents further north the ability to bypass Currambine on their journey home, which would likely impact on traffic numbers. However, Burns Beach Road still provides the local east-west connectivity for surrounding residents. Furthermore, the assessment (Section 4) does not assume a significant proportion of business from passing traffic, i.e. trade area residents are the main generators of sales for the proposed centre, rather than relying on 'passing trade' from workers or commuters passing through the area.

The Currambine locality is essentially residential in nature, and generally fairly well-established. Some pockets of residential development located to the west on the coast, at Burns Beach and Burns Beach Road, are however ongoing, while further residential growth is continuing to the north, around Clarkson.

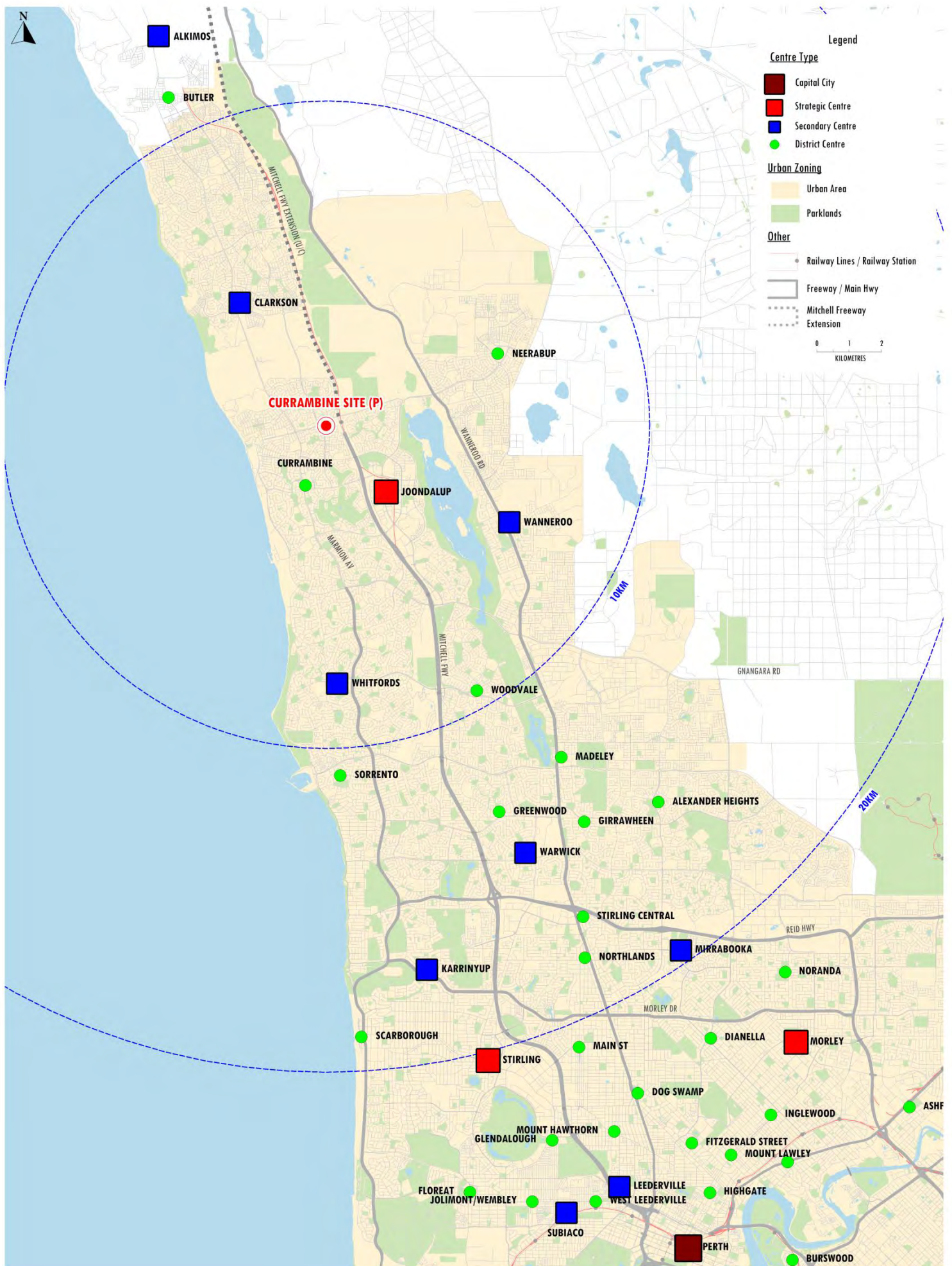
The subject site for the Currambine development comprises the south-western portion of Lot 1, 16 Sunlander Drive, which is a larger block bounded by Burns Beach Road to the north, Sunlander Drive to the east, and Connolly Drive to the west (refer Map 1.2). The Currambine development, which will incorporate a supermarket facility, will therefore enjoy excellent visibility from Connolly Drive and be easily accessible for the surrounding residents.

The proposed supermarket onsite would add a new shopping service to the existing facilities provided on adjacent and nearby sites to the east, including the adjoining Sunlander Medical Centre, which provides medical, dental, physiotherapy and pharmacy services; and a BP petrol station. Whilst the proposed centre layout is not available as yet, the supermarket is expected to be a full-line store of approximately 3,200 sq.m, potentially supported by a handful of specialty stores.

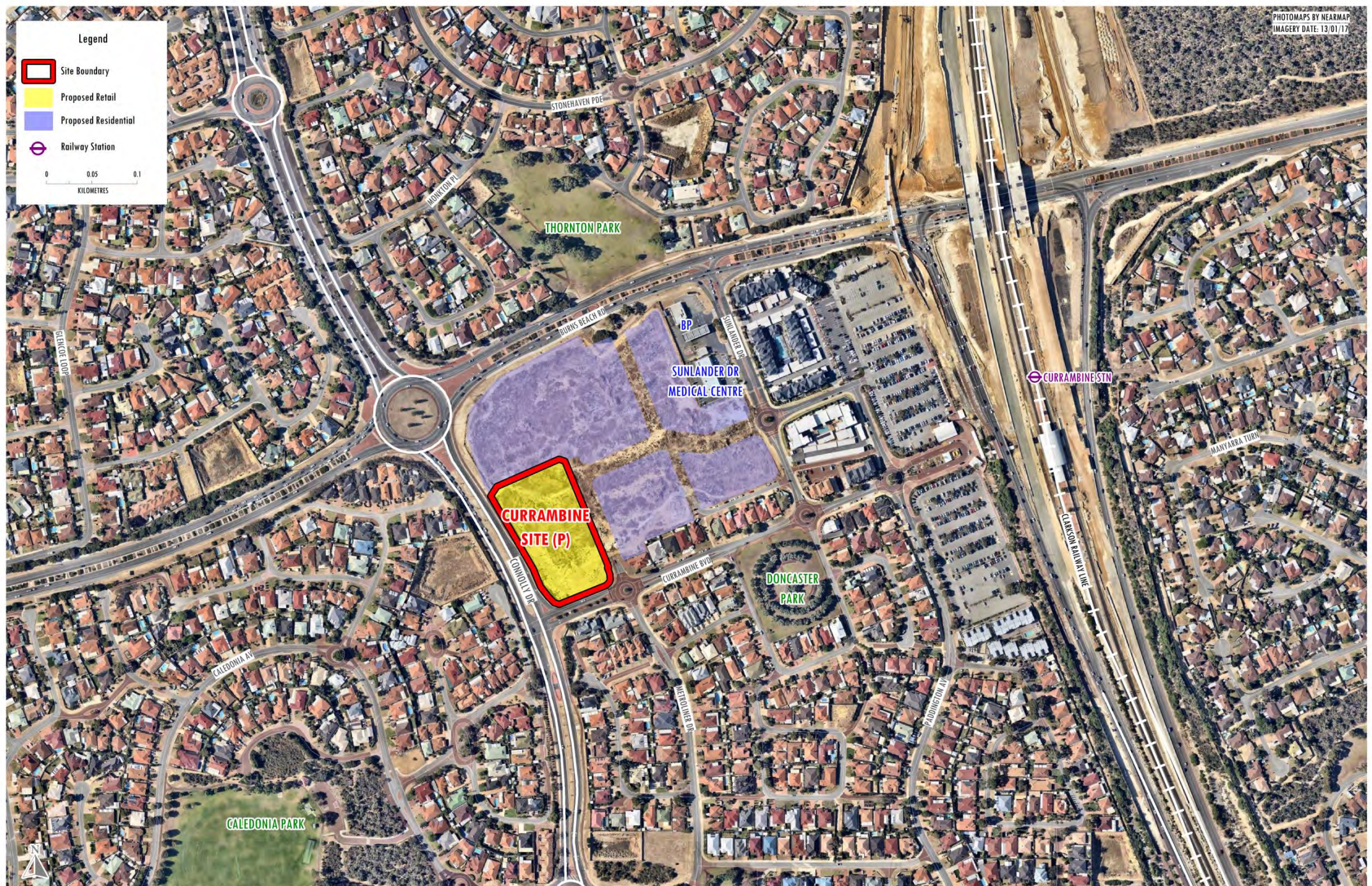
Some non-supermarket uses could also form part of the development, however are still to be defined by the proponents. Those uses are likely to be 'non-retail' uses (i.e. uses not defined under the 'PLUC5 Shop/Retail' category), including uses such as medical and complementary health care, and potentially a small bar.

In addition, the Currambine train station on the Joondalup line is located a short distance to the east, with the proposed subject centre therefore providing an easy destination for quick food shopping for pedestrian commuters to and from the station. The remainder of the block is planned to be developed for residential dwellings accommodating some 425 apartments.

At present, the primary supermarket facilities serving surrounding residents are located at Kinross Central (Supa IGA) to the north; and Currambine Central (Woolworths) to the south-west. Lakeside Joondalup and Ocean Keys SC, both of which are major centres in the region, would serve the food as well as non-food shopping needs of residents in the area.



Map 1.1: Currambine
Regional context



Map 1.2: Currambine development, Perth
Site location

1.2 Planning background

This sub-section reviews the relevant planning documents for the surrounding Currambine locality, which are briefly discussed below.

The following documents have been assessed to provide an understanding of the consistency of the proposed supermarket development at Currambine:

- State Planning Policy 4.2 Activity Centres for Perth and Peel
- City of Joondalup District Planning Scheme No.2
- City of Joondalup Local Commercial Strategy
- City of Joondalup Local Planning Strategy

Activity Centres for Perth and Peel

The *State Planning Policy 4.2 Activity Centres for Perth and Peel* (the Policy) was gazetted in August 2010 for the planning and development of activity centres throughout Perth and Peel, and supersedes the previous Metropolitan Centres Policy.

The purpose of the Policy is to provide broad policy guidance to local governments, state agencies and other stakeholders on matters such as:

- The preferred spatial distribution for retail and commercial use;
- The planning and development of new activity centres;
- The redevelopment and renewal of existing centres in Perth and Peel;
- The urban design considerations for new activity centres, and the associated transport and infrastructure provision.

In order to achieve its objectives, the Policy provides for a hierarchy of activity centres, which differentiates such centres and their planning principles in terms of their roles and functions within the overall network; their indicative retail catchments; and their housing density and mix of land uses. This activity centres hierarchy is illustrated in Figure 1.1 attached and comprises the following:

- The Perth Capital City is the largest and highest ranking of the activity centres, providing the largest concentration of development in the region, with the greatest range of services and employment facilities.
- Strategic Metropolitan Centres – 10 such centres are designated, at Yanchep, Joondalup, Currumbine, Morley, Midland, Fremantle, Cannington, Armadale, Rockingham and Mandurah. The Strategic Metropolitan Centres are the main regional activity centres, providing a diverse mix of economic and community uses for their extensive catchments. The outer northern Perth region is serviced by one Strategic Metropolitan Centre, at Joondalup.
- Secondary Centres – The Policy identifies 19 Secondary Centres, which are generally evenly distributed across the Perth urban area. Secondary Centres, similar to Strategic Metropolitan Centres, also offer a diverse range of services and facilities, including community and employment opportunities. The two closest such centres to the Currumbine area are at Clarkson and Wanneroo.
- District Centres – A network of District Centres is designated throughout the Perth urban area. These centres are expected to focus on servicing the daily and weekly needs of residents within their local respective catchments. Currumbine (Currumbine Central) and Neerabup are the two closest designated District Centres to the subject site within this region of Perth.
- Neighbourhood Centres – Such centres are expected to provide local community hubs to service the day-to-day needs of the immediately surrounding residents. The Policy does not provide the locations of the neighbourhood centres, but emphasises their important roles, which should be recognised in local planning strategies and structure plans.



Figure 1.1

City of Joondalup – District Planning Scheme No. 2

The most recent planning scheme for Joondalup is the *City of Joondalup District Planning Scheme No. 2 (DPS No. 2)*. The Scheme was endorsed in March 2008, with the original scheme having been gazetted in November 2000.

The Currambine subject site is currently zoned residential and would require a commercial rezoning under the DPS No.2, in order to develop retail component on the site. Clause 3.7.1 details the intended use of the Commercial zone where it *'...is intended to accommodate existing or proposed shopping and business centres where it is impractical to provide a Structure Plan...where the objectives of the Commercial Zone are to:*

- i. make provision for existing or proposed retail and commercial areas not covered by a Structure Plan*
- ii. provide a wide range of uses within existing commercial areas, including retailing, entertainment, professional offices, business services and residential'.*

An alternative approach suggested by Joondalup planning officers would be to rezone the whole site as 'urban development' and then define the specific uses (including commercial and retail activities) in a structure plan. Given the proponents requirements for flexibility in future potential uses (such as aged care, retirement living, residential), this may provide a better option than a 'spot rezoning' of the commercial site.

City of Joondalup Local Commercial Strategy (Part B) – October 2013

The City of Joondalup Local Commercial Strategy (LCS) is the overarching guiding framework for the development of commercial centres within the City. The LCS was endorsed by Council in December 2013, with the recommendations of the strategy included in the City's Local Planning Strategy. The purpose of Part B of the LCS:

"focuses on the formulation of appropriate strategies and measures to optimise economic benefit to businesses in the City of Joondalup from the available opportunities. This includes equitable and orderly distribution of retail floorspace for community and commercial benefit as well as maximising opportunities to expand other land use types in appropriate locations".

The LCS provides, amongst others, an outline of all activity centres within the City of Joondalup, as well as their recommended positions in the retail hierarchy and their indicative retail floorspace thresholds. It is noted however that the indicative retail floorspace thresholds for all centres are not floorspace “caps”, but represent guidance on what the appropriate amount of retail floorspace should be for each centre without impacting on the economic health or sustainability of other centres.

As such, “proposals seeking to exceed the maximum indicative retail floorspace for any activity centre (excluding the Joondalup Strategic Regional Centre), should demonstrate that any additional growth is viable through the preparation of a Retail Sustainability Assessment (RSA) consistent with the requirements of SPP 4.2 – Activity Centres for Perth and Peel.” (page 5 of the LCS).

The strategy for the City’s activity centres is outlined as follows (Table 3 of LCS):

- Strategic Metropolitan – Joondalup City Centre, no limit
- Secondary – Whitford City (75,000 sq.m) and Warwick Grove (50,000 sq.m)
- District– Currambine (15,000 sq.m); Greenwood Village (10,000 sq.m); Woodvale Park (15,000 sq.m); Sorrento Quay (8,000 sq.m); Gwendoline Drive, Belridge (10,000 sq.m, proposed to be elevated)
- Neighbourhood – such as Kinross (6,000 sq.m), Candlewood (3,000 sq.m)

City of Joondalup Local Planning Strategy

The purpose of the Local Planning Strategy (LPS) is to “enable Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next 10 to 15 years”.

There are eight key planning ‘themes’ which will guide the assessment of future town planning initiatives, one of which is ‘Commercial centres’. On page 11 of the LPS are set out the Vision

Statement and strategies for commercial centres (outside the Joondalup City Centre), which are as follows:

Vision statement – *‘Commercial Centres in the City will be attractive and successful places, **accessible and well-connected** to residents.’* (MacroPlan Dimasi’s emphasis)

Strategies

- *Promote the concept of Activity Centres, as defined in Directions 2031 and Beyond whereby Activity Centres, such as commercial centres, bring people together and are well-integrated with transport, pedestrian/cyclist networks.*
- *Ensure the established hierarchy of centres will remain in accordance with the Activity Centres for Perth and Peel Policy.*
- *Encourage diverse activity and land uses in centres as they redevelop in order to retain a competitive edge and to become lively, attractive places.*
- *Encourage improvements to streetscapes, public safety, access, public transport and the pedestrian/cyclists network in and around centres.*

Section 2: Trade area analysis

This section of the report analyses the trade area available to the proposed Currambine Centre development, including current and projected population levels, the socio-demographic profile of the population, and the estimated current and future retail expenditure capacity of trade area residents.

2.1 Trade area definition

The extent of a trade area or catchment for any centre is shaped by a number of important factors, which are described as follows:

- The relative attraction of the centre in question as compared with alternative retail facilities. The factors that determine the strength and attraction of any shopping or activity centre are primarily the scale and composition of the centre, in particular the major trader (or traders) that are included within it; the layout, ambience and presentation of the centre; and carparking, including access and ease of use.
- While the strength and appeal of a centre directly impacts on the breadth of customer draw, the proximity and attraction of competitive retail centres impact on a centre's ability to extend its trade area. Thus, the locations, compositions, quality and scale of competitive retail facilities all serve to define the extent of the trade area which the centre in question is effectively able to serve.
- The available road network and public transport service and how they operate to effect ease of use and access to the centre in question are also important factors impacting on its relative attractiveness.
- Significant physical barriers which are difficult to negotiate or which take considerable time to cross can often act to delineate the boundaries of the trade areas that are able to be served by specific centres.

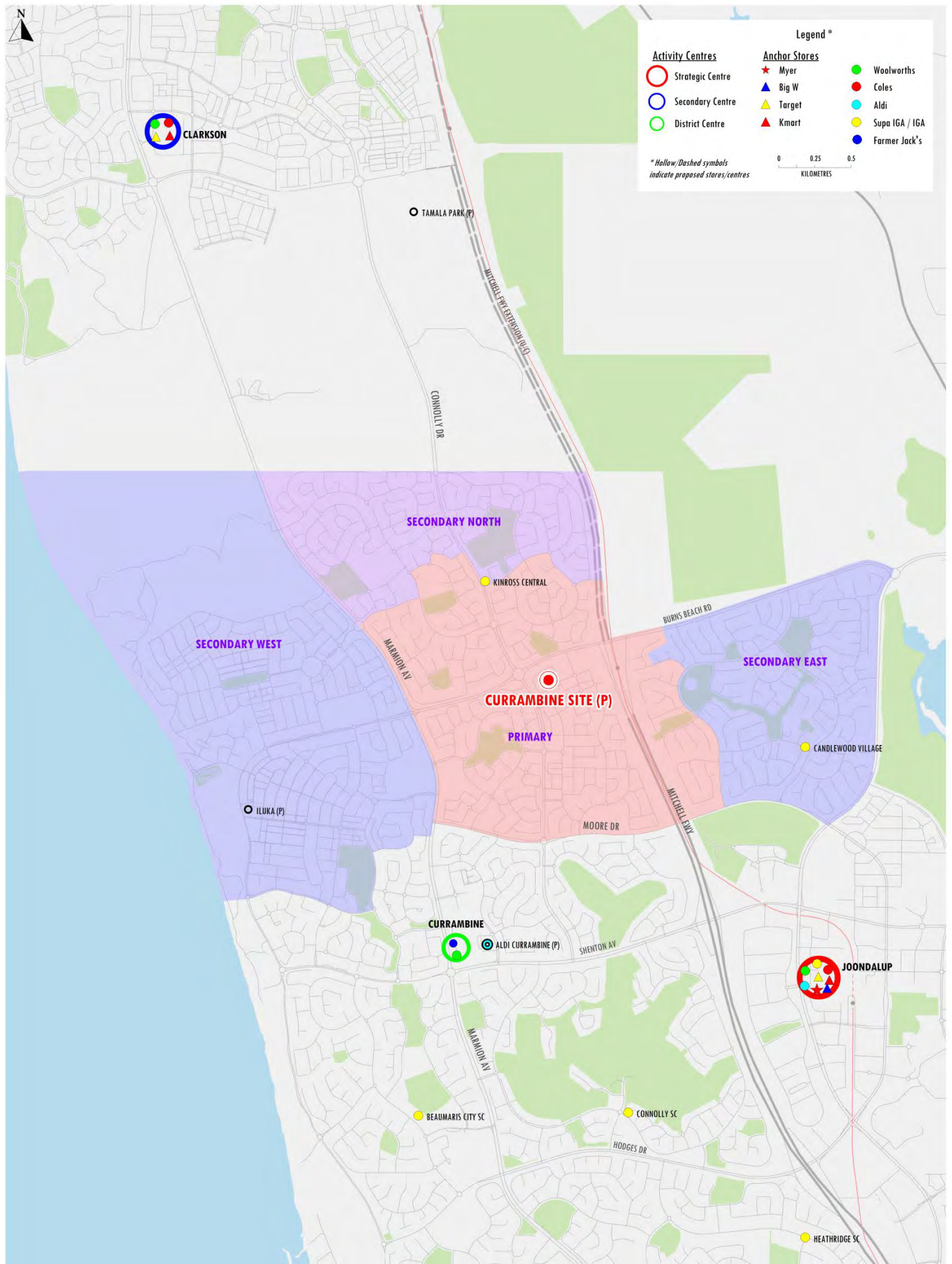
The key determinants of the Currambine trade area include the following:

- The composition of the proposed centre, which is planned to be anchored by a full line supermarket;
- The location of the subject site, near the south-eastern intersection of Burns Beach Road and Connolly Drive, which are two major traffic routes in the region, providing convenient accessibility; and
- The locations of surrounding competitive facilities, in particular at Currambine Central (established centre with strong trading patterns, anchored by a Woolworths supermarket and a planned Aldi in the future) and Kinross Central (anchored by Supa IGA), as well as Lakeside Joondalup (Strategic Metropolitan Centre), which is the closest higher-order shopping centre to the subject site, approximately 4 km to the south-east. Currambine Central, in particular, would constrain the extent of the trade area to the south.

On this basis, the **main trade area** which will be available to be served by the Currambine development has been defined to include a primary sector and three secondary sectors, as illustrated on the attached Map 2.1 and described as follows:

- The **primary sector** encompasses the southern parts of Kinross, as well as the northern parts of Currambine, bounded to Moore Drive to the south;
- The **secondary north** sector contains the remaining northern parts of Kinross;
- The **secondary east** sector contains the northern parts of Joondalup, and is generally bound by Burns Beach Road to the north, Blue Mountain Drive to the west, Moore Drive to the south and Joondalup Drive to the east.
- The **secondary west** sector encompasses the suburbs of Burns Beach and Iluka.

In combination, the above sectors form the main trade area for the proposed Currambine Centre. The proposed Currambine supermarket would be ideally located to serve the defined main trade area residents for their food and grocery shopping needs, particularly for primary sector residents, reflecting its convenient accessibility via, and visibility from, Connolly Drive, with Burns Beach Road also providing local accessibility for secondary east and west sector residents.



Map 2.1: Currambine development, Perth
Trade area and competition

2.2 Trade area population

Table 2.1 details the estimated current and future population levels within the Currumbine main trade area. This information has been collected from a range of sources including the following:

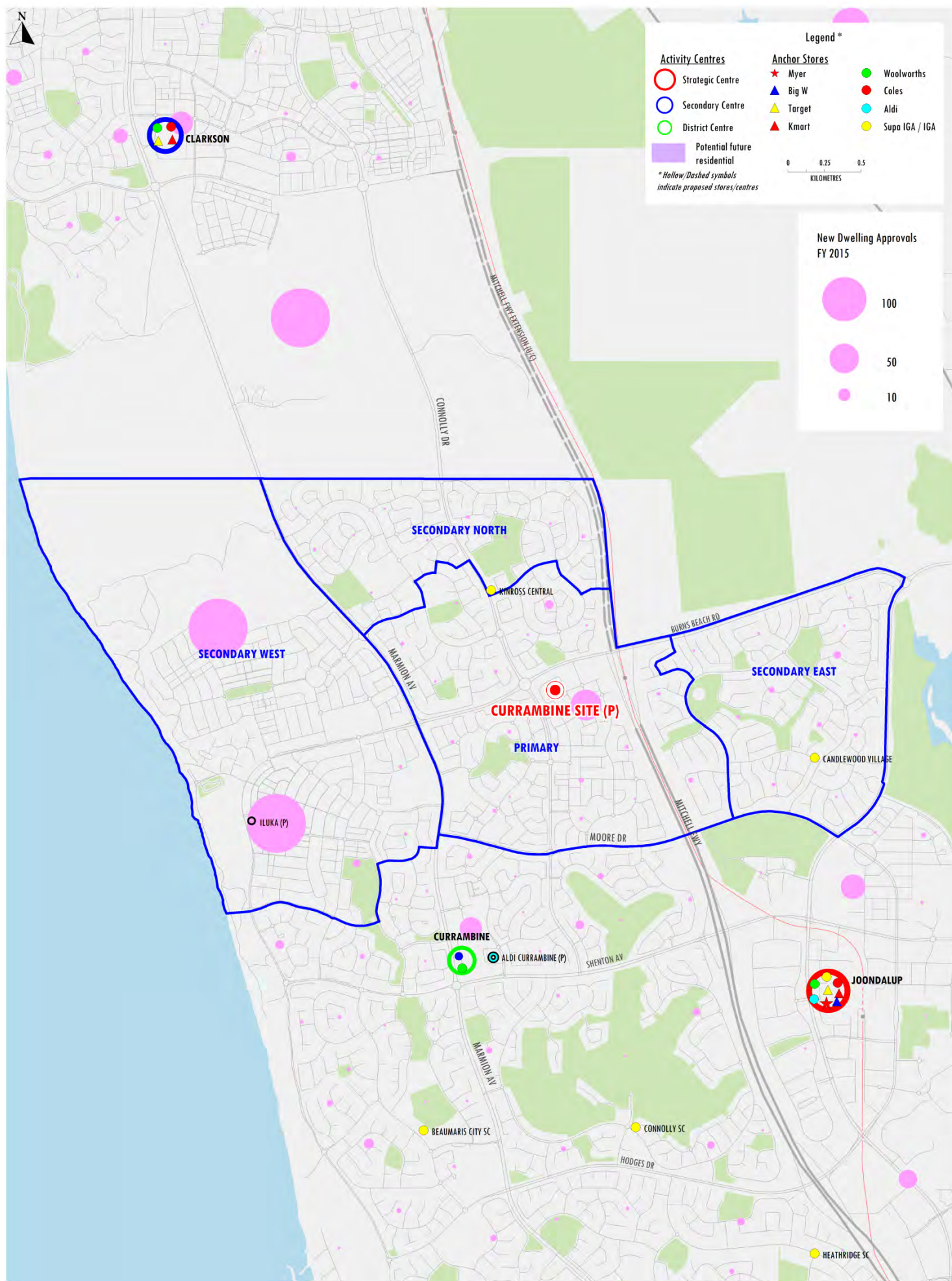
- Australian Bureau of Statistics (ABS) Census of Population and Housing 2011 (results of the 2016 Census will be available in mid-2017);
- ABS Dwellings Approvals and Estimated Residential Population Data, 2011-2015;
- Population projections prepared by Forecast.id for the City of Joondalup (updated in May 2015);
- Population projections prepared by the Western Australian Planning Commission (WAPC) 2015; and
- Other investigations of residential developments.

The main trade area population is estimated at 24,730 people at mid 2016, including 8,450 within the primary sector which therefore accounts for around 34% of the main trade area population. Over the most recent inter-censal period (2006 to 2011), the main trade area population increased by 2.6% or over 500 residents per annum, predominantly in the secondary west sector. Maps 2.2 and 2.3 following show the recent new dwelling approvals and the future growth areas respectively around the Currumbine region.

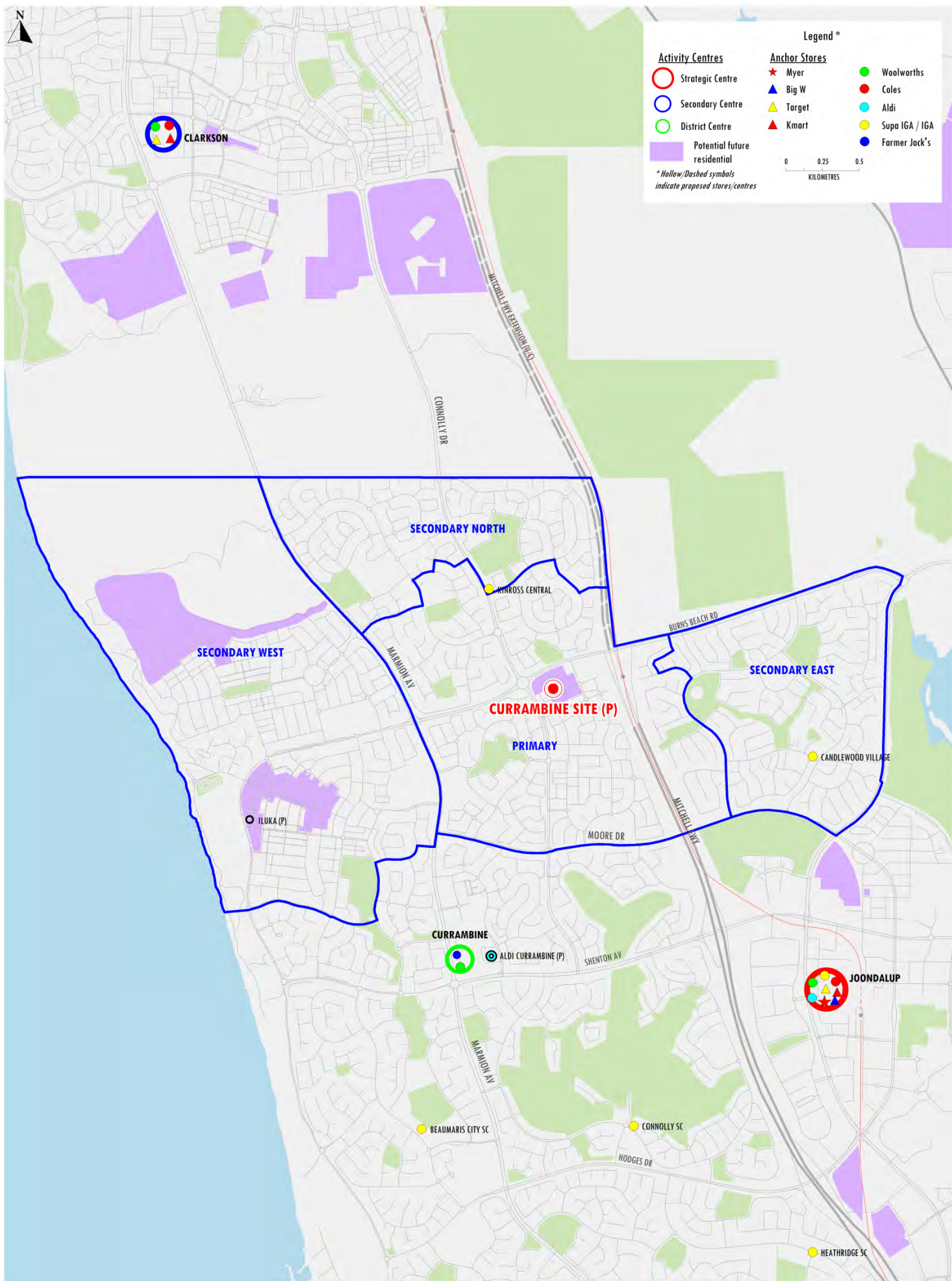
Future population growth in the main trade area will continue to be concentrated within the secondary west sector, driven by the completion of the Burns Beach Estate, which at mid 2016, had completed approximately three quarters of its 1,650 dwellings capacity. Similarly, the Burns Beach Road Iluka Estate, situated immediately south of Burns Beach Road, contains a remaining balance of approximately 200 dwellings till completion. In addition, some 425 apartments are planned to be built adjacent to the retail development on the subject site. Timing for the apartment development is based on advice from the proponent indicating that this is a priority project and that land sales of the apartment lots are projected to take place in 2018-20 with apartments being developed in 2019-22.

Over the forecast period to 2026, the main trade area population is therefore projected to reach 28,280 at 2026, including 9,200 in the primary sector at that date. The population growth in the main trade area reflects an average annual growth rate of 1.4% over the forecast period.

Table 2.1 Currambine trade area population, 2006-2026*						
Trade area sector	Estimated population			Forecast population		
	2006	2011	2016	2018	2021	2026
Primary	8,020	8,200	8,450	8,550	8,700	9,200
Secondary sectors						
• North	4,480	4,580	4,630	4,650	4,680	4,730
• East	4,480	4,480	4,530	4,550	4,580	4,630
• West	<u>2,030</u>	<u>4,370</u>	<u>7,120</u>	<u>7,820</u>	<u>8,720</u>	<u>9,720</u>
Total secondary	10,990	13,430	16,280	17,020	17,980	19,080
Main trade area	19,010	21,630	24,730	25,570	26,680	28,280
Trade area sector	Average annual growth (no.)					2021-26
	2006-11	2011-16	2016-18	2018-21	2018-21	
Primary	36	50	50	50	100	
Secondary sectors						
• North	20	10	10	10	10	
• East	0	10	10	10	10	
• West	<u>468</u>	<u>550</u>	<u>350</u>	<u>300</u>	<u>200</u>	
Total secondary	488	570	370	320	220	
Main trade area	524	620	420	370	320	
Trade area sector	Average annual growth (%)					2021-26
	2006-11	2011-16	2016-18	2018-21	2018-21	
Primary	0.4%	0.6%	0.6%	0.6%	1.1%	
Secondary sectors						
• North	0.4%	0.2%	0.2%	0.2%	0.2%	
• East	0.0%	0.2%	0.2%	0.2%	0.2%	
• West	<u>16.6%</u>	<u>10.3%</u>	<u>4.8%</u>	<u>3.7%</u>	<u>2.2%</u>	
Total secondary	4.1%	3.9%	2.2%	1.8%	1.2%	
Main trade area	2.6%	2.7%	1.7%	1.4%	1.2%	
*As at June						
Source: ABS Census 2011; Western Australian Planning Commission, WA Tomorrow 2015; Forecast.id; MacroPlan Dimasi						



Map 2.2: Currabmine development, Perth
New Dwelling Approvals FY2015



Map 2.3: Currambine development, Perth

2.3 Trade area population profile

Table 2.2 and Chart 2.1 detail the socio-demographic profile of the Currambine main trade area population, sourced from the 2011 ABS Census of Population and Housing (results of the 2016 Census will be available in mid-2017), and comparing with benchmarks for metropolitan Perth and Australia. The key points to note are as follows:

- The average age of main trade area residents, at 33.4 years, is younger than the metropolitan Perth average of 36.9 years, reflecting a below average representation of elderly residents and an above average representation of children.
- Income levels for the main trade area population are slightly below the metropolitan Perth average on a per capita basis, but above average on a per household basis, reflecting the noticeably above average household sizes.
- Home ownership levels throughout the main trade area are higher than the metropolitan Perth average, particularly in the secondary north and west sectors.
- Main trade area residents are predominantly Australian born, though the proportion of overseas born residents is well above average, particularly from European origin.
- The main trade area contains an above average proportion of traditional families (i.e. households comprising couples with dependent children), at 58% of all households.

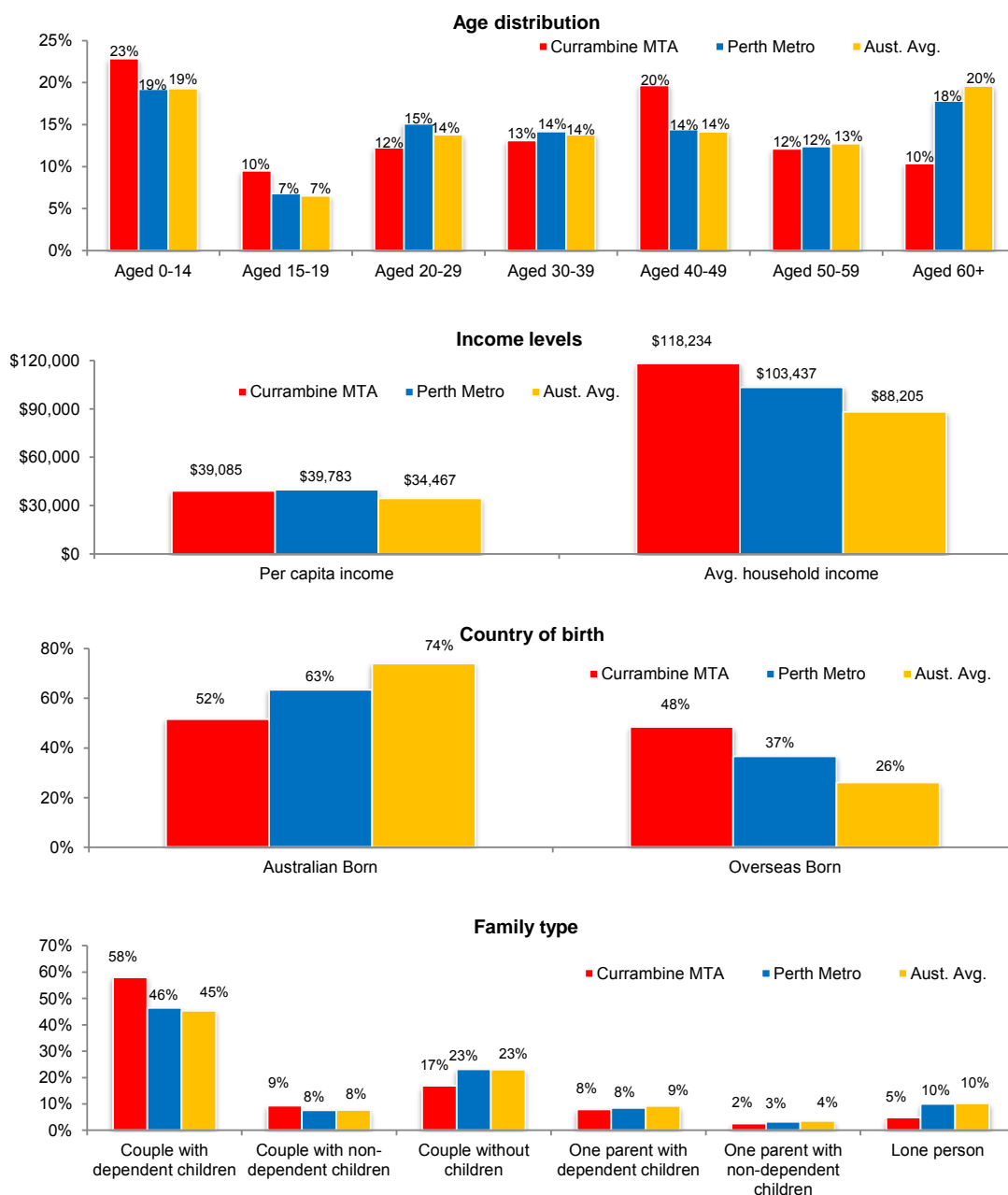
In summary, the defined Currambine main trade area is reflective of an outer suburban region, comprised of generally affluent traditional families in their early to mid-life stages, which are attracted by the housing options and lifestyle on offer.

Table 2.2
Currambine main trade area - socio-demographic profile, 2011

Census item	Primary sector	Secondary sectors			Main TA	Perth Metro avg.	Aust. avg.
		North	East	West			
Per capita income	\$37,786	\$36,770	\$36,573	\$46,533	\$39,085	\$39,783	\$34,467
Var. from Perth Metro benchmark	-5.0%	-7.6%	-8.1%	17.0%	-1.8%		
Avg. household income	\$109,882	\$117,236	\$106,654	\$149,785	\$118,234	\$103,437	\$88,205
Var. from Perth Metro benchmark	6.2%	13.3%	3.1%	44.8%	14.3%		
Avg. household size	2.9	3.2	2.9	3.2	3.0	2.6	2.6
<u>Age distribution (% of population)</u>							
Aged 0-14	21.6%	26.3%	21.7%	22.9%	22.9%	19.2%	19.3%
Aged 15-19	9.3%	10.6%	7.7%	10.6%	9.5%	6.8%	6.5%
Aged 20-29	14.4%	9.5%	14.3%	9.1%	12.3%	15.1%	13.8%
Aged 30-39	13.0%	14.3%	13.2%	12.1%	13.1%	14.2%	13.8%
Aged 40-49	18.8%	21.1%	17.8%	21.9%	19.7%	14.4%	14.2%
Aged 50-59	12.3%	9.6%	12.5%	14.1%	12.1%	12.4%	12.8%
Aged 60+	10.6%	8.7%	12.7%	9.3%	10.4%	17.8%	19.6%
Average age	33.6	31.5	34.8	33.7	33.4	36.9	37.9
<u>Housing status (% of households)</u>							
Owner (total)	71.3%	80.5%	73.5%	91.5%	77.8%	70.7%	68.7%
• Owner (outright)	19.4%	16.8%	23.7%	23.5%	20.5%	30.0%	32.9%
• Owner (with mortgage)	51.9%	63.7%	49.8%	67.9%	57.2%	40.7%	35.8%
Renter	28.4%	19.3%	26.1%	8.5%	22.0%	28.2%	30.4%
Other	0.3%	0.2%	0.4%	0.0%	0.2%	1.2%	0.9%
<u>Birthplace (% of population)</u>							
Australian born	51.2%	53.4%	54.8%	47.2%	51.6%	63.4%	74.0%
Overseas born	48.8%	46.6%	45.2%	52.8%	48.4%	36.6%	26.0%
• Asia	6.5%	3.2%	5.9%	4.0%	5.2%	9.6%	8.6%
• Europe	29.3%	30.9%	27.1%	35.2%	30.4%	17.6%	10.5%
• Other	13.0%	12.4%	12.2%	13.6%	12.8%	9.3%	7.0%
<u>Family type (% of households)</u>							
Couple with dep't children	54.0%	63.9%	52.0%	67.0%	58.0%	46.4%	45.3%
Couple with non-dep't child.	9.8%	7.7%	9.5%	9.9%	9.4%	7.5%	7.7%
Couple without children	17.6%	14.1%	18.5%	16.2%	16.8%	23.1%	23.0%
One parent with dep't child.	9.0%	8.1%	9.6%	3.2%	7.9%	8.5%	9.2%
One parent w non-dep't child.	3.2%	2.0%	3.2%	0.6%	2.5%	3.2%	3.5%
Other family	0.8%	0.5%	1.0%	0.5%	0.7%	1.3%	1.1%
Lone person	5.6%	3.7%	6.1%	2.7%	4.8%	10.0%	10.2%

Source: ABS Census of Population & Housing, 2011; MacroPlan Dimasi

Chart 2.1
Currambine main trade area - socio-demographic profile, 2011



Source: ABS Census of Population & Housing, 2011; MacroPlan Dimasi

2.4 Trade area retail spending

Chart 2.2 presents a comparison of retail spending behaviour of the Currambine main trade area residents with metropolitan Perth averages. All retail spending estimates in this report are expressed in constant 2015/16 dollars (i.e. excluding retail inflation), and including GST.

The estimated retail expenditure capacity of the Currambine main trade area population is based on information sourced from MDS Market Data Systems, which utilises a detailed micro-simulation model of household expenditure behaviour for all residents of Australia. The model takes into account information from a wide variety of sources, including the regular ABS Household Expenditure Survey, National Accounts Data, Census Data and other information.

The MarketInfo product from MDS starts with the household expenditure survey, a comprehensive exercise conducted by the ABS every five years, where a large sample of households across Australia are asked to provide complete details of their spending over specified periods.

In addition to a thorough interview, each member of the household in question over the age of 15 is required to keep a diary of every expenditure made over a two week period. Complete financial and social information about the entire household is also provided.

All of these data are then matched with the Census, Centrelink, National Accounts and other data collected by state and national governments to create a model of spending that is at the heart of MarketInfo. Micro-simulation techniques are the method by which these detailed calculations are performed.

MarketInfo calculates spending levels down to the Statistical Area Level 1 (SA1), the smallest defined area used by the ABS. MarketInfo is able to drill down to this level because it starts with the unit records from the household expenditure survey and then uses the spending and other information from all of the surveyed households as the basis for modelling these actual results to the broader community.

Retail spending per person within the main trade area is estimated at \$15,171, which is generally in line with the average per capita retail expenditure of metropolitan Perth of \$15,254.

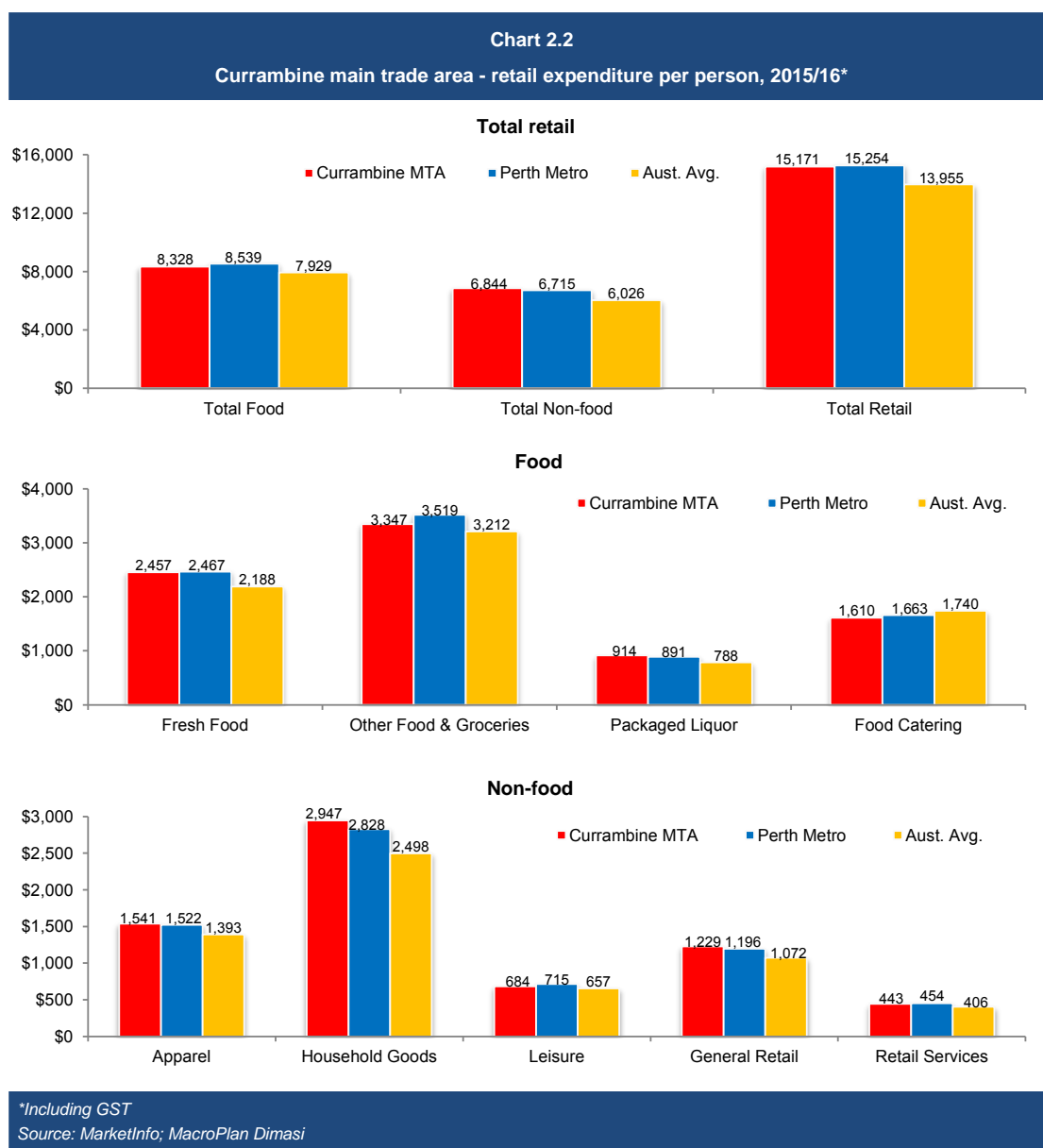


Table 2.3 presents estimates of total retail expenditure generated by the population within the defined Currambine main trade area. This table also shows the projected growth in available trade area retail expenditure, taking into account the forecast population levels outlined previously.

Total available retail expenditure within the main trade area is forecast to grow in real terms from the current levels of \$370 million to a projected total of \$468 million in 2026. This level of growth reflects an average annual real growth rate of around 2.4% per annum over the forecast period to 2026. The sources of real spending growth include:

- Main trade area resident population growth, which is projected to average 1.4% over the period to 2026.
- Real growth in retail spending per capita, which is forecast to average 1% annually over the forecast period.

Table 2.4 presents the retail spending capacity of the main trade area population across key retail categories, as well as the category definitions. FLG (Food, Liquor and Groceries), which is the main spend category for supermarkets, is estimated at \$164 million in 2016, and projected to increase to \$208 million over the forecast period to 2026, reflecting an average annual real growth rate of 2.4%.

Table 2.3 Currambine main trade area - retail expenditure (\$M), 2016-2026*					
Year ending June	Primary sector	Secondary sectors			Main TA
		North	East	West	
2016	125.7	66.8	67.0	110.0	369.5
2017	127.4	67.4	67.6	119.1	381.5
2018	129.2	68.1	68.3	125.8	391.4
2019	131.1	68.8	69.1	132.3	401.3
2020	133.0	69.6	69.9	138.4	410.9
2021	135.0	70.4	70.6	144.8	420.8
2022	137.4	71.1	71.4	150.4	430.4
2023	140.2	71.9	72.2	155.1	439.4
2024	143.0	72.7	73.0	159.9	448.7
2025	145.9	73.5	73.9	164.8	458.2
2026	148.9	74.4	74.7	170.0	467.9
<u>Average annual growth (\$M)</u>					
2016-2026	2.3	0.8	0.8	6.0	9.8
<u>Average annual growth (%)</u>					
2016-2026	1.7%	1.1%	1.1%	4.4%	2.4%
*Constant 2015/16 dollars & including GST Source: MarketInfo; MacroPlan Dimasi					

Table 2.4
Currambine main trade area - retail expenditure by category (\$M), 2016-2026*

Year ending June	FLG	Food catering	Apparel	Household goods	Leisure	General retail	Retail services	Total retail
2016	163.6	39.2	37.5	71.8	16.6	29.9	10.8	369.5
2017	168.9	40.7	38.7	74.0	17.1	30.9	11.2	381.5
2018	173.3	42.0	39.6	75.9	17.5	31.6	11.5	391.4
2019	177.8	43.3	40.5	77.7	17.9	32.3	11.8	401.3
2020	182.2	44.7	41.4	79.5	18.2	33.0	12.1	410.9
2021	186.7	46.0	42.2	81.3	18.6	33.7	12.4	420.8
2022	191.0	47.4	43.0	83.0	18.9	34.3	12.7	430.4
2023	195.2	48.6	43.8	84.6	19.2	34.9	13.0	439.4
2024	199.5	50.0	44.6	86.3	19.5	35.5	13.3	448.7
2025	203.8	51.3	45.4	88.0	19.9	36.1	13.6	458.2
2026	208.3	52.8	46.2	89.8	20.2	36.8	13.9	467.9
<u>Average annual growth (\$M)</u>								
2016-2026	4.5	1.4	0.9	1.8	0.4	0.7	0.3	9.8
<u>Average annual growth (%)</u>								
2016-2026	2.4%	3.0%	2.1%	2.3%	2.0%	2.1%	2.6%	2.4%

*Constant 2015/16 dollars & including GST

Source: MarketInfo; MacroPlan Dimasi

Retail expenditure category definitions:

- FLG: take-home food and groceries, as well as packaged liquor.
- Food catering: expenditure at cafes, take-away food outlets and restaurants.
- Apparel: clothing, footwear, fashion accessories and jewellery.
- Household goods: giftware, electrical, computers, furniture, homewares and hardware goods.
- Leisure: sporting goods, music, DVDs, computer games, books, newspapers & magazines, stationery and photography equipment.
- General retail: pharmaceutical goods, cosmetics, toys, florists, mobile phones and pets.
- Retail services: hair & beauty, optical goods, dry cleaning, key cutting and shoe repairs.

Section 3: Competition

This section of the report considers the competitive environment within which the proposed Currambine supermarket development will operate. Table 3.1 summarises the competitive centres, while the previous Map 2.1 illustrates their locations relative to Currambine.

Table 3.1 Currambine Centre - schedule of competing retail facilities			
Centre	Retail GLA (sq.m)	Major traders	Dist. by road from Currambine Centre (km)
Strategic Metropolitan Centre			
<u>Joondalup</u>			4.1
• Lakeside Joondalup	78,100	Myer, Big W, Target, Kmart, Coles (4,165), Woolworths (5,215), Supa IGA (3,230), Aldi (1,200)	
Secondary Centres			
<u>Clarkson</u>			5.6
• Ocean Keys SC	34,500	Target, Kmart, Coles (3,980), Woolworths (3,650)	
<u>Wanneroo</u>	20,600		8.7
• Wanneroo Central SC	18,600	Kmart, Coles (3,730), Supa IGA (1,540)	
District Centres			
<u>Currambine</u>	10,500		2.6
• Currambine Central	9,000	Woolworths (4,080), Farmer Jacks (1,850)	
• Proposed	1,500	Aldi (1,500)	
<u>Neerabup</u>			6.7
• Banksia Grove Village	6,300	Coles (4,190)	
• Banksia Grove Square (p)	5,000	Woolworths (3,900)	
• Proposed	1,400	Aldi (1,400)	
Neighbourhood Centres			
Kincross Central	4,000	Supa IGA (2,500)	1.1
Candlewood Village	2,000	IGA (700)	3.5
Beaumaris City SC	2,950	IGA (1,240)	4.7
Carramar Village	5,400	Woolworths (3,230)	5.1
Source: Property Council of Australia; MacroPlan Dimasi			

3.1 Competition within trade area

There are only two supermarket facilities located within the defined trade area currently, as follows:

- Kinross Central is located on Connolly Drive, approximately 1 km north of the Currambine subject site. The centre contains a Supa IGA supermarket of approximately 2,500 sq.m, supported by a range of specialty retailers, including food retail shops, takeaway food outlets, a pharmacy, newsagency, as well as a hairdresser and beauty salon. Total retail floorspace at the centre is around 4,000 sq.m (Property Council of Australia).
- Candlewood Village, located to the east, is anchored by a small IGA store, also containing a small provision of predominantly convenience oriented specialties. Some prominent national traders at the centre include Brumby's, Pizza Hut and Chemmart.

Given that full-scale supermarkets generally require a catchment population of around 8,000-10,000 in order to be supportable (depending on surrounding competition), and with the defined Currambine trade area population estimated at close to 25,000 currently, there is therefore considered to be a dearth of supermarket facilities for trade area residents. The proposed centre at Currambine would therefore be able to fill this undersupply, as detailed later in Section 4 of this report.

3.2 Competition beyond trade area

The Currambine District Centre, situated approximately 2.6 km to the south west, is the nearest competitive shopping centre to the proposed Currambine Centre. Currambine Central forms the main retail component, anchored by a full-line Woolworths supermarket and a Farmer Jacks store, supported by a solid provision of specialty retailers, including in food catering and convenience oriented specialties. The 6-screen Grand Cinemas, which also includes two megascreens, is the main non retail use at the centre.

An Aldi supermarket is expected to co-locate with the centre in the future, with the retailer having purchased the site at 86 Delamare Avenue (immediately to the east of Currambine Central), after Joondalup Council amended the district planning scheme to zone the site as

business zone. The amendment however, would still require Aldi to go through the development application process.

Further afield, the main higher order centres include:

- Lakeside Joondalup, which is the core retail component of the Joondalup Strategic Metropolitan Centre, located approximately 4.1 km to the south east. The centre contains over 78,000 sq.m of retail floorspace, anchored by a Myer department store; Big W, Kmart and Target discount department stores; as well as Coles, Woolworths, Supa IGA and Aldi (recently added) supermarkets.

The centre also contains a large provision of specialty shops, with over 220 specialty stores, including a strong apparel offer (highlighted by fast fashion retailer H&M at the centre) and food catering/dining provision. Lakeside Joondalup is one of the largest centres in the Perth metropolitan area and plays a large role in serving the higher order needs of residents within the northern region of Perth, including from the Currambine trade area.

- The Clarkson Secondary Centre contains Ocean Keys SC as the core retail component, situated some 5.6 km to the north. The centre totals around 34,500 sq.m of retail floorspace, and is anchored by Target and Kmart discount department stores, as well as Coles and Woolworths supermarkets. Ocean Keys serves the retail needs of a broad region in outer northern Perth, generally separate from the Currambine locality to the south.

A small neighbourhood activity centre is proposed at Tamala Park to the north in the longer term, but would have no implications for Currambine, given the separate trade areas that each centre would serve.

3.3 Summary

In summary, the proposed Currambine Centre will be an easily accessible and convenient food and grocery shopping destination for surrounding residents; while higher order shopping requirements for trade area residents are served primarily by the existing centres at Clarkson and Joondalup.

Section 4: Consideration of economic impacts

This section of the report considers the sales potential for the proposed Currambine supermarket, as well as the likely economic impacts that can be anticipated following the development of the store. It also presents a supermarket floorspace analysis for the defined Currambine main trade area.

4.1 Supermarket floorspace analysis

In order to assess both the supportability of the Currambine supermarket, and the likely consequent impacts and implications for the remaining existing and proposed supermarkets of relevance in the region, the first step is to assess the need and demand for supermarket floorspace. This step is important because the provision of convenient and accessible food and grocery shopping facilities is the most basic and most important need to be met at a 'local' level, as is proposed to be provided by the Currambine store.

Residents need to be well serviced by an appropriate provision of easily accessible supermarket facilities, as such facilities will create a community focus; provide convenience and amenity for local residents (i.e. residents will not have to travel unnecessarily long distances to access weekly food and grocery shopping); and also create local employment. The provision of convenient, good quality supermarket facilities will service both the existing established population base, and the future residents in the area, and facilitating the social wellbeing of local residents.

At the same time, the purpose of the supermarket floorspace analysis detailed below is also to ensure that there will be sufficient demand for the various other supermarkets (existing and proposed) in the locality, and which will be equally important to the economic wellbeing of the other planned activity centres, and the surrounding catchments which those activity centres currently serve or will serve in due course.

Within the context of supermarket floorspace analysis, MacroPlan Dimasi undertakes a detailed annual review of the provision and performance of supermarket facilities across all parts of Australia, as part of extensive supermarket analysis which is prepared for major supermarket operators. The analysis of supportable floorspace for the proposed Currambine store presented later in this section is based primarily on an assessment of available retail expenditure. Per capita expenditure on take-home food and groceries is remarkably consistent across most parts of Australia, reflecting the essential nature of take-home food and groceries. Per capita spending in this retail category does not vary to any great extent in response to changes in household income levels, unlike per capita expenditure on the more discretionary retail categories such as apparel, homewares and catered food (i.e. dining out).

In regard to what might be considered to be the 'appropriate' level of supermarket floorspace, the following commentary is of note:

- Firstly, a key objective is to assess the need and demand for supermarket facilities to effectively serve trade area residents, within the context of the supermarket floorspace requirements for all the existing and planned activity centres in the trade area. It is likely, as a matter of course, that some supermarket shopping from trade area residents will also be done at facilities located outside the trade area (i.e. escaping the trade area). However, given that the majority of food and grocery shopping is typically undertaken locally, it is desirable to assess the supermarket floorspace requirements for the trade area as if it were a 'self-sufficient' entity, as some 'captured' expenditure can also be expected, largely offsetting escape expenditure.
- With regard to supermarket facilities located beyond the trade area, the closest such facilities are provided at Currambine Central, Ocean Keys SC and Lakeside Joondalup. However, while some supermarket shopping by trade area residents will inevitably occur at those centres, in association with much more extensive comparison shopping which is directed in particular to Lakeside Joondalup, it is entirely reasonable, and highly desirable, that the great majority of the food and grocery shopping by trade area residents should be able to be retained locally, i.e. at the various existing and proposed lower order activity centres within the defined trade area.

Table 4.1 shows the total supply of supermarket floorspace which, in our view, is required and supportable within the defined Currumbine trade area in order to reasonably meet the requirements of main trade area residents, having regard to the population projections and expenditure levels detailed in Section 2 of this report. The table also shows the existing and proposed future supply of supermarket floorspace within the trade area, taking into account the network of activity centres servicing the area.

Table 4.1 Currumbine Centre main trade area - supermarket floorspace analysis, 2016-2026				
Items	2015/16	2017/18	2019/20	2025/26
Available trade area spend on F&G - \$M*	141.4	149.7	157.3	179.9
F&G spending to smkts (@ 75%) - \$M*	106.0	112.3	118.0	134.9
Spending retained by TA smkts (@ 55%) - \$M	58.3	61.8	64.9	74.2
Plus sales from beyond TA (@ 10%) - \$M	<u>6.5</u>	<u>6.9</u>	<u>7.2</u>	<u>8.2</u>
Total F&G spending to TA smkts - \$M	64.8	68.6	72.1	82.5
Smkt floorspace demand (sq.m) (assuming average trading level of \$9,500 per sq.m)	6,820	7,220	7,590	8,680
Total smkt floorspace - existing and proposed				
Existing facilities**	3,200	3,200	3,200	6,400
<u>Proposed facilities</u>	<u>0</u>	<u>0</u>	<u>3,200</u>	<u>2,500</u>
• Currumbine			3,200	
• Iluka NC***				2,500
Total smkt floorspace supply (sq.m)	3,200	3,200	6,400	8,900
Under (-)/Over (+) supply (sq.m)	-3,620	-4,020	-1,190	220
*Constant 2015/16 dollars & including GST				
**Existing smkt facilities include Supa IGA Kinross Central and IGA Candlewood				
***Identified in the City of Joondalup Local Commercial Strategy, which may potentially contain a medium-sized supermarket by 2026				
Source: MacroPlan Dimasi				

The key points to note from Table 4.1 are as follows:

- The available food and grocery (F&G) expenditure generated by trade area residents is approximately \$141 million currently, and growing to \$157 million at 2019/20, in constant 2015/16 dollar terms.
- The proportion of that trade area F&G expenditure which is typically directed to supermarkets (as opposed to fresh food operators and other retailers) is then estimated at 75%, given the suburban nature of the area.
- The proportion of that supermarket expenditure which is likely to be retained within the defined Currambine trade area is estimated at 55%. This estimate reflects the discussion outlined previously, whereby a sizeable proportion of the food and grocery shopping by trade area residents should be able to be retained locally, given an appropriate supermarket offer. An allowance for potential expenditure from beyond the trade area (reflecting the exposure of the proposed site on Burns Beach Road and Connolly Drive) is then added, to estimate the total available F&G expenditure for all supermarkets in the defined Currambine trade area.
- The total F&G expenditure available within the trade area is therefore estimated at \$72 million at 2019/20, growing to \$83 million at 2025/26.
- Adopting an average trading level of around \$9,500 per sq.m for supermarket traders, the total level of supermarket floorspace which is required to reasonably meet the requirements of Currambine trade area residents is therefore estimated at around 6,820 sq.m at present, growing to 7,600 sq.m at 2019/20 and further to 8,680 sq.m at 2025/26.
- At present, within the trade area, there are only two supermarket facilities, estimated to total around 3,200 sq.m. There is therefore an estimated undersupply of supermarket floorspace within the trade area of around 3,600 sq.m.

- By 2020, allowing for the development of the proposed Currambine supermarket, the level of supermarket floorspace undersupply would decrease significantly, but there would still be an element of undersupply in the local area.
- With the ongoing steady population growth forecast for the trade area, the level of supermarket floorspace undersupply would then increase further; though the possible assumed addition of a supermarket at Iluka at 2026 would balance this undersupply.

In summary, the analysis shows that there is a clear gap for an additional full-range supermarket within the defined trade area currently. There is therefore need and demand for such a new supermarket to be added within the trade area, as proposed at the subject site.

4.2 Estimated supermarket sales potential and market shares

Prior to being able to consider the question of potential economic benefits and impacts that will arise from the development of the Currambine supermarket, the necessary first step is to seek to quantify the level of sales that the store can expect to achieve.

The sales performance of any particular retail facility – be it an individual store or a collection of stores provided in a shopping centre – is determined by a combination of the following factors:

- The quality of the facility, with particular regard to the major trader/traders which anchor the centre; the strength of the tenancy mix relative to the needs of the catchment which it seeks to serve; the physical layout and ease of use; the level of accessibility and ease of parking; and the atmosphere/ambience of the centre.
- The size of the available catchment which the centre/store serves determines the upper limit to the likely sales potential achievable by any centre or store.
- The locations and strengths of competitive retail facilities and the degree to which these alternative facilities are able to effectively serve the needs of the population within the relevant trade area.

The likely sales potential for the proposed supermarket is now considered, taking all of these factors into account.

It is assumed in these estimates that the new supermarket will open by around mid 2019, with its first full year of trading being 2019/20. All sales estimates in this report are expressed in constant 2015/16 dollars (i.e. excluding inflation) and including GST.

The proposed Currambine supermarket is expected to be a full-line supermarket of 3,200 sq.m, which will offer the full supermarket range. The store will be easily accessible for surrounding residents, reflecting its location on Connolly Drive and a short distance from Burns Beach Road, with trade area residents expected to associate strongly with the supermarket for their weekly food and convenience shopping needs.

Taking the above into account, Table 4.2 presents estimated market shares for the proposed Currambine store in 2019/20, based on the sales estimates for the store. The proposed supermarket is projected to achieve around \$41 million in 2019/20 (in constant 2015/16 dollars), reflecting an average productivity level of \$12,800 per sq.m.

On this basis, the supermarket is expected to achieve a 9% share of the total available retail spending in the main trade area, including 15.3% of the available food expenditure. The remaining expenditure of trade area residents (91%) would continue to be directed mainly to the surrounding existing facilities, and to Lakeside Joondalup, Ocean Keys and the Perth CBD, particularly for non-food shopping.

The sales projections for the Currambine supermarket take into account the trade area analysis and competition detailed in earlier sections of this report; and sales by similar retailers in comparable centres throughout Australia and Western Australia.

Table 4.2 Currambine Centre - Estimated market shares, 2019/20*									
Trade area	Retail spend (\$M)			Centre sales (\$M)			Market share		
	Food	Non-food	Total	Food	Non-food	Total	Food	Non-food	Total
Primary	74.9	58.2	133.0	14.6	0.9	15.5	19.5%	1.6%	11.7%
Secondary sectors									
• North	38.6	31.0	69.6	3.3	0.2	3.5	8.6%	0.7%	5.1%
• East	39.4	30.4	69.9	4.2	0.3	4.5	10.8%	0.9%	6.5%
• West	<u>73.9</u>	<u>64.5</u>	<u>138.4</u>	<u>12.5</u>	<u>0.8</u>	<u>13.3</u>	<u>16.9%</u>	<u>1.2%</u>	<u>9.6%</u>
Total secondary	151.9	125.9	277.9	20.1	1.3	21.4	13.2%	1.0%	7.7%
Main TA	226.8	184.1	410.9	34.7	2.2	36.9	15.3%	1.2%	9.0%
Sales from beyond TA				<u>3.9</u>	<u>0.2</u>	<u>4.1</u>			
Total centre sales				38.5	2.5	41.0			
*Constant 2015/16 dollars & including GST Source: MarketInfo; MacroPlan Dimasi									

4.3 Assessment of likely economic impacts

The proposed Currambine development is likely to result in a range of impacts. From a trading point of view, some impacts are likely to be experienced by competitive retailers in the surrounding region.

On the other side of the equation, it is clear that the development will also result in a range of important economic benefits. The key positive impacts will include the following:

- The provision of an easily accessible food and grocery shopping facility for the surrounding population. The proposed development will include a full-line supermarket, which will offer the full supermarket range for the daily and weekly shopping needs of the catchment population.
- The provision of a conveniently located supermarket at the proposed site will also reduce travel times, while easing traffic conditions at other centres, and decrease the level of escape food and grocery expenditure to facilities located beyond the trade area.

- A wider range of shopping choices for local residents. The proposed Currambine supermarket will be a full-scale supermarket, which will provide more choice and variety to the surrounding patronage, and therefore increased competition, which may also lead to lower food and grocery prices for consumers.
- Once fully operational, the supermarket would be expected to employ around 130 people. Allowing for an estimated 5% of the total increase to be as a result of reduced employment at other retail facilities, the net additional jobs at the proposed Currambine store are estimated at 122. This information is summarised in Table 4.3 following. In order to estimate the employment levels generated by the centre, we have relied upon various data sources including data from retailers, the ABS, several state and local government agencies, as well as 30 years of experience in preparing assessments of this nature. Our data, for example, sourced directly from retailers, indicate that a new supermarket facility is likely to employ around 40 workers per 1,000 sq.m, or around 25 sq.m per worker.

Table 4.3 Currambine Centre - estimated centre employment levels			
Type of use	Estimated employment per '000 sq.m	GLA (sq.m)	Currambine Centre Employment (persons)
Supermarket	40	<u>3,200</u>	<u>128</u>
Total centre¹		3,200	128
Net increase²			122
<p>1. Excludes non-retail components</p> <p>2. Net increase includes an allowance for reduced employment levels at impacted centres, estimated at 5% of the total increase</p> <p>Source: Southern Cross Care; MacroPlan Dimasi</p>			

- The development of a supermarket at the Currambine site will also create a substantial number of additional jobs, both for the construction and related industries during the construction phase, and for the economy generally once the centre is completed. The estimated total capital costs for the construction of the centre are \$15 million. By utilising the appropriate ABS input/output multipliers, we estimate that the construction period of the proposed development would create some 64 jobs, with a further 103 jobs resulting from supply induced multiplier effects from this period (Table 4.4). Jobs created include both full-time and part-time positions.

ABS input/output multipliers measure general economic flows between industry sectors. There are several types of input/output multipliers that can be relied upon and we consider for the basis of estimating fairly small scale, and localised impacts, that *employment* multipliers are most suitable for estimating the employment effects of the proposed redevelopment.

- The additional retail jobs in the centre, as previously outlined (122), will result in a further 49 jobs in the broader community, based on ABS input/output multipliers.

Table 4.4				
Currambine Centre - estimated future additional centre employment levels*				
Original stimulus	Direct employment (long-term)	Direct employment (const'n period)	Supplier employment multiplier effects	Total
Centre employment ¹	122		49	170
Construction of project (\$15m. est. capital costs)		<u>64</u>	<u>103</u>	<u>167</u>
				Job years ²
Total	122	64	151	337
* Employment totals include both full-time and part-time work 1. Indicates the estimated number of net additional ongoing jobs as a result of the proposed development 2. Indicates the estimated number of jobs over the life of the construction project, for the equivalent of one year Source: Southern Cross Care; MacroPlan Dimasi				

In our view, therefore, there is clearly a number of economic benefits that can be expected to flow directly from the development of the Currambine supermarket. Against these positive impacts, the question of likely trading impacts on other existing retailers within the broader region needs to be considered. This is analysed in more detail in Section 4.4 following.

4.4 Trading impacts at 2019/20 and subsequent years

A number of factors need to be taken into account in the consideration of the likely broad trading impacts of the proposed development of the Currambine supermarket on other retail facilities, both within and beyond the trade area.

Such projections must be considered as indicative only, for the simple reason that it is very difficult to predict with certainty the precise impact on any one retailer or any one centre that will result from a change to the retail structure serving a particular area or region. The impacted centre or retailer has a number of possible actions which it may be able to take for example, which may mitigate the extent of impact, or may eliminate it altogether. Expansions and improvements may be undertaken at other centres and other locations throughout the region, and all of those factors can change the nature of the impact.

It is reasonable for the purposes of impact analysis to therefore consider the likely broad changes in competitive circumstances, and in particular the changes in availability of retail expenditure for competitive centres that can reasonably be expected to result from the development of the Currambine store.

These broad changes effectively set the market conditions within which all competitive centres will operate as a result of the proposed addition of the Currambine supermarket, and reasonable conclusions can then be drawn about the possible impacts and subsequent consequences of these broad changes in market conditions.

The projected sales for the Currambine supermarket in 2019/20 would result from a redirection of spending to the new store from a range of other supermarkets located both within and beyond the defined trade area, which are all therefore likely to experience some trading impacts. In order to estimate the likely order of these impacts, we have had particular regard to the location and composition (existing and proposed) of each centre/store relative to the Currambine site and their respective roles in the region.

The following factors will all be of relevance in terms of how the likely impacts will play out:

- The distance of the (impacted) centre, by road, from the proposed development.
- The size of the store, in terms of total relevant retail floorspace. More specifically in this instance, the amount of supermarket floorspace available is the most important factor to consider.
- The brand of the anchor tenant(s) with the relevant supermarket anchors again being the key factor.
- The respective role and function of each centre. For example, a centre might be oriented towards convenience retailing, higher order retailing, homewares/bulky goods, or it might primarily service a worker/transit market.
- The relative accessibility and convenience of the impacted centre compared with the proposed retail development.
- The estimated performance of the centre (in current sales) and projected future performance. This accounts for any future developments in the region that might also impact on the future sales of existing centres.

When assessing the dollar (and percentage) impacts that are likely to be absorbed by existing facilities/centres, the following key principles, established as a result of previous experience and numerous observations in many other situations, will normally apply:

- The greatest impacts are typically absorbed by the closest comparable stores/centres. For example, a new full-line supermarket is generally likely to have the greatest impacts on the closest full-line supermarket(s), and at the lower end of the spectrum, have lesser impacts on smaller scale supermarkets/foodstores (eg. IGA, Farmer Jacks), which serve much more limited roles.
- Impacts on small scale, local convenience/foodstores tend to be relatively smaller in extent, as these stores normally attract a smaller market share of available main trade area expenditure and perform a different role and function in the retail hierarchy. In particular these stores tend to serve the local walkable catchments surrounding them, and/or more specialised/discerning needs (e.g. specialty food stores). In this regard, small local centres

in the area perform a very 'localised' role for convenience and top-up shopping needs only, rather than the weekly/fortnightly role in meeting shopping needs, as would be provided by a full-line supermarket such as the proposed Currambine supermarket. Any impacts on the local centres therefore would be minimal.

Table 4.5 presents a summary of the projected sales estimates for these stores both with and without the proposed Currambine development, as well as our assessment of the likely order of impacts (all figures are expressed in constant 2015/16 dollars and include GST), as follows:

- The estimated 2015/16 sales potential for each of the existing centres. These estimates have been derived based on appropriate sales productivity levels for comparable centres, and also drawing on publicly available information from Shopping Centre News.
- The projected sales potential for each centre at 2019/20, which is assumed to be the first full trading year for the proposed Currambine supermarket. The sales potential for each centre at 2019/20 is shown under two scenarios – the first assuming no development of the Currambine supermarket (i.e. a 'status quo' scenario) and the second assuming that the Currambine supermarket is developed.

The no development scenario allows for the sales potential for each existing centre to increase in line with the underlying growth in retail expenditure capacity of the surrounding area. The estimates of centre sales potential after impact (i.e. assuming development of the Currambine supermarket) is then calculated by allocating the anticipated impacts on each centre from the Currambine supermarket, in line with the methodology outlined in greater detail in the remainder of this section.

- The estimated sales potential for each centre at 2022/23, again adopting a growth outlook for each centre that reflects the underlying growth in retail expenditure capacity of the surrounding area.
- The estimated impacts on each centre at 2020, in dollar terms and in percentage terms respectively, resulting from the proposed development of the Currambine store.
- The estimated growth in sales potential for each centre between 2016 and 2020, and between 2020 and 2023, highlighting the growth in sales potential expected for each centre after the development of the Currambine supermarket.

Table 4.5
Currambine Centre - estimated impact on specific centres, 2019/20 (\$M)*

Centre	Distance from site (km)	GLA (sq.m)	Supermarket brand/GLA	Est. sales 2015/16	Projected 2019/20		Proj. 2022/23	Impact, 2020		Growth (%), with dev't	
					No dev't	With dev't	With dev't	\$M	%	2016-20	2020-23
Within trade area											
Kinross Central	1.1	4,000	Supa IGA (2,500)	35.0	37.4	33.9	35.2	-3.5	-9.4%	-3.1%	3.8%
Candlewood Village	3.5	<u>2,000</u>	IGA (700)	<u>14.0</u>	<u>14.9</u>	<u>14.3</u>	<u>14.8</u>	<u>-0.6</u>	<u>-4.0%</u>	<u>1.8%</u>	<u>3.8%</u>
Total within trade area		6,000		49.0	52.3	48.2	50.0	-4.1	-7.8%	-1.7%	3.8%
Beyond trade area											
Currambine Central**	2.6	9,000	Woolworths (4,080), Farmer Jacks (1,850)	100.0	121.9	110.9	116.0	-11.0	-9.0%	10.9%	4.6%
Ocean Keys SC	5.6	34,500	Coles (3,980), Woolworths (3,650)	280.0	309.1	304.1	324.6	-5.0	-1.6%	8.6%	6.7%
Lakeside Joondalup**	4.1	78,100	Coles (4,165), Woolworths (5,215), Supa IGA (3,230), Aldi (1,200)	680.0	765.6	755.6	801.8	-10.0	-1.3%	11.1%	6.1%
All others				<u>n.a</u>	<u>n.a</u>	<u>n.a</u>	<u>n.a</u>	<u>-10.9</u>	<u>n.a</u>	<u>n.a</u>	<u>n.a</u>
Total beyond				n.a	n.a	n.a	n.a	-36.9	n.a	n.a	n.a
Total								-41.0			

*Constant 2015/16 dollars & including GST

**New Aldi factored in sales post 2016

Source: Shopping Centre News; MacroPlan Dimasi

The following observations and conclusions can be drawn from the preceding analysis:

- i. Kinross Central (Supa IGA) is expected to be impacted by around \$3.5 million, or around 9.4%, in 2019/20 following the development of the Currambine supermarket, given the proximity of the two centres. The smaller IGA-anchored centre at Candlewood Village is expected to experience a much smaller impact of around \$0.6 million, reflecting its large distance from the Currambine development.
- ii. Beyond the trade area, Currambine Central is expected to experience some noticeable impacts in 2019/20, of around \$11 million (9%), with a similar level of impact also expected on Lakeside Joondalup.
- iii. The trade area contains only a Supa IGA and a smaller IGA at present, which are unlikely to form the main supermarket destinations for trade area residents for their daily and weekly grocery shopping. That is, a significant proportion of trade area residents' food and grocery spend is currently directed to centres beyond the trade area (i.e. 'escape expenditure' to Currambine Central and Joondalup). As such, the majority of sales at the proposed Currambine centre would be redirected from centres located beyond the trade area.
- iv. The majority of the projected impacts would occur on supermarket sales at the centres in question; while non-food sales would experience minimal impact, reflecting the nature of the proposed Currambine development which will include a full-scale supermarket.
- v. The estimated levels of impact in Year 1 (2019/20) for the existing supermarket facilities in the trade area (Kinross Central and Candlewood Village) would be sustained, reflecting a redirection of spending to the new Currambine facility; but subdued, given their slightly different roles. Kinross Central currently serves a generally well-defined catchment with limited surrounding alternatives. A redirection of spending is therefore expected; however, Kinross Central would remain an active destination for local residents, particularly to its north, reflecting its established trading patterns and easy accessibility from Connolly Drive. Candlewood Village, on the other hand, would

primarily serve the convenience and top-up needs of immediately surrounding residents.

- vi. These impacts therefore would not threaten the ongoing viability of these stores which will still have ample capacity to achieve good sales volumes to continue to operate successfully, reflecting the large and steadily growing population base in the trade area. The estimated impacts are also less than 10%, which are generally considered to be acceptable levels of competitive impacts.
- vii. Furthermore, as outlined previously, the impacted centres may take a number of actions which can minimise or eliminate altogether the level of impact from the development of the proposed Currambine supermarket.
- viii. The estimated impacts on all others represent the impacts which are expected on a variety of other non-supermarket facilities (generally specialty traders, such as bakeries, butchers, fresh food outlets, etc), which will be spread across such facilities provided over a relatively wide area throughout the surrounding region.
- ix. Further, Table 4.5 shows the projected sales potential for each of the impacted centres in 2022/23, i.e. Year 3 following the development of the Currambine supermarket. All centres are projected to experience steady sales growth subsequently, with the impacted centres therefore to recover any lost ground relatively quickly (generally within 1-2 years) as a result of the continued demand in the surrounding region.
- x. Based on a total retail expenditure volume of \$411 million in 2019/20, the proportion of net escape retail spending is estimated at around 78.3% in that year. Net escape retail spending would still be high in 2019/20, reflecting the locations of the various retail facilities located beyond the defined Currambine trade area. Those facilities would still attract the great majority of the non-food spending of trade area residents as well as some food expenditure.

4.5 Net community benefit

The analysis in this report has demonstrated that a range of economic and social benefits are likely to arise from the development of the Currambine supermarket. These benefits can be summarised as follows:

- A local and modern destination for food and grocery shopping, adding to an existing community facility and focal point;
- Additional employment opportunities;
- A wider range of shopping choices for local residents; plus
- Increased convenience and amenity, together with reduced travel times and easy access to food and grocery shopping, for the surrounding residential neighbourhoods. This outcome will help to meet the objective of the City of Joondalup Centres Strategy, as outlined previously.

Against these benefits, some impacts are projected on centres located both within and beyond the trade area initially. These impacts will not threaten the ongoing viability of any existing or planned facilities, and will be gradually absorbed, with ongoing growth outlooks for each other centre thereafter. Thus, it can be concluded that a significant net community benefit will result from the development of the Currambine supermarket as currently proposed.

4.6 Compliance with requirements of RSA as per Section 6.5 of SPP 4.2

As outlined previously, a Retail Sustainability Assessment should address the potential effects of a significant retail expansion in the network of activity centres, and is *“....limited to considering potential loss of services, and any associated detriment caused by a proposed development.”*

The analysis in this report shows that there is clear need and demand for the development of the proposed Currambine supermarket. Whilst some short-term trading impacts are expected to be experienced by the surrounding retail facilities following the development of the proposed store, the analysis also demonstrates that there will be no loss of services to the local community. All impacted facilities would still be able to achieve sustainable sales volumes, and to continue to trade, after recovering relatively quickly from their respective impacts.

The development of the proposed Currambine supermarket would add to the services available to surrounding residents, in the form of a modern facility, which residents would be able to easily access to undertake their weekly food and grocery shopping. The proposed supermarket therefore would represent a significant economic and social benefit for the local community, and its addition at the subject site would be in accord with a key objective of the City of Joondalup Centres Strategy.

APPENDIX C

TRANSPORT REPORT

Technical Note

81113-276-FLYT-REP-0001

PROJECT

Lot 1, 16 Sunlander Drive, Currumbine Proposed Rezoning – Transport Report

Date Issued

28 November 2017

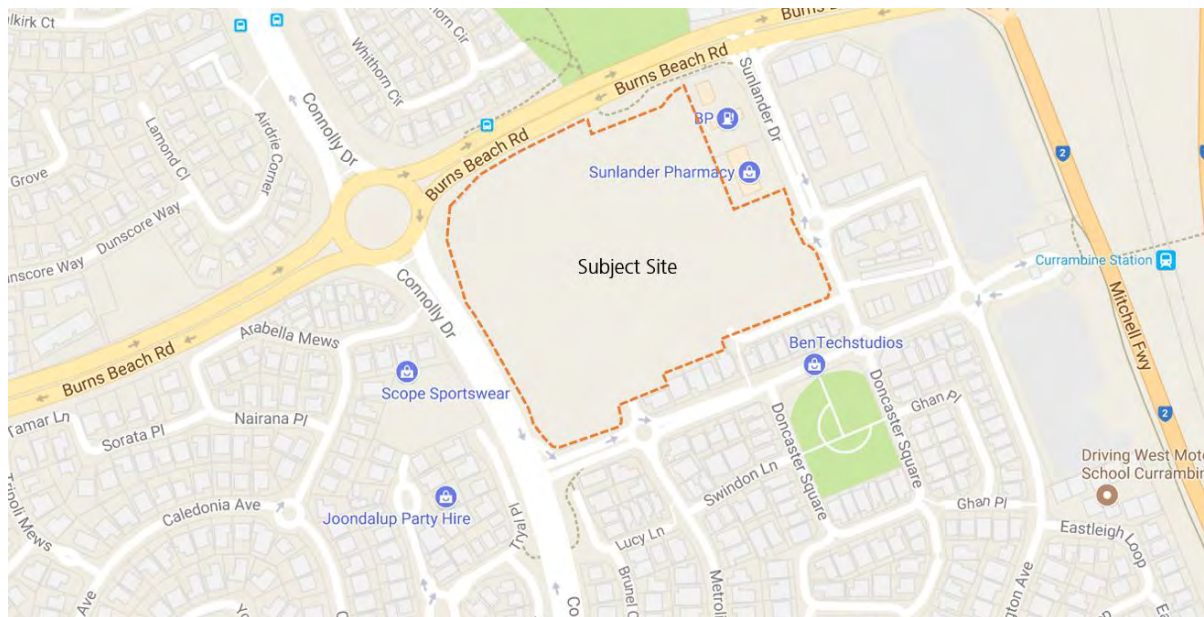
1. INTRODUCTION

This report has been prepared in support of a Local Planning Scheme amendment for:

- Lot 1, 16 Sunlander Drive Currumbine.

The area subject to the scheme amendment is in Currumbine within the City of Joondalup and is shown in Figure 1. The site is proposed to be rezoned from “Residential” to “Commercial”.

Figure 1 - Subject site (source: Google Maps)



1.1 Proposed Development

The proposed development to be facilitated by the rezoning is indicatively comprised of:

- Retail component, including a Supermarket
- 425 aged person accommodation units.

The formalised layout of the land uses proposed within the rezoning would be subject to more detailed design, including internal access configuration.

2. EXISTING TRANSPORT NETWORK

2.1 Existing

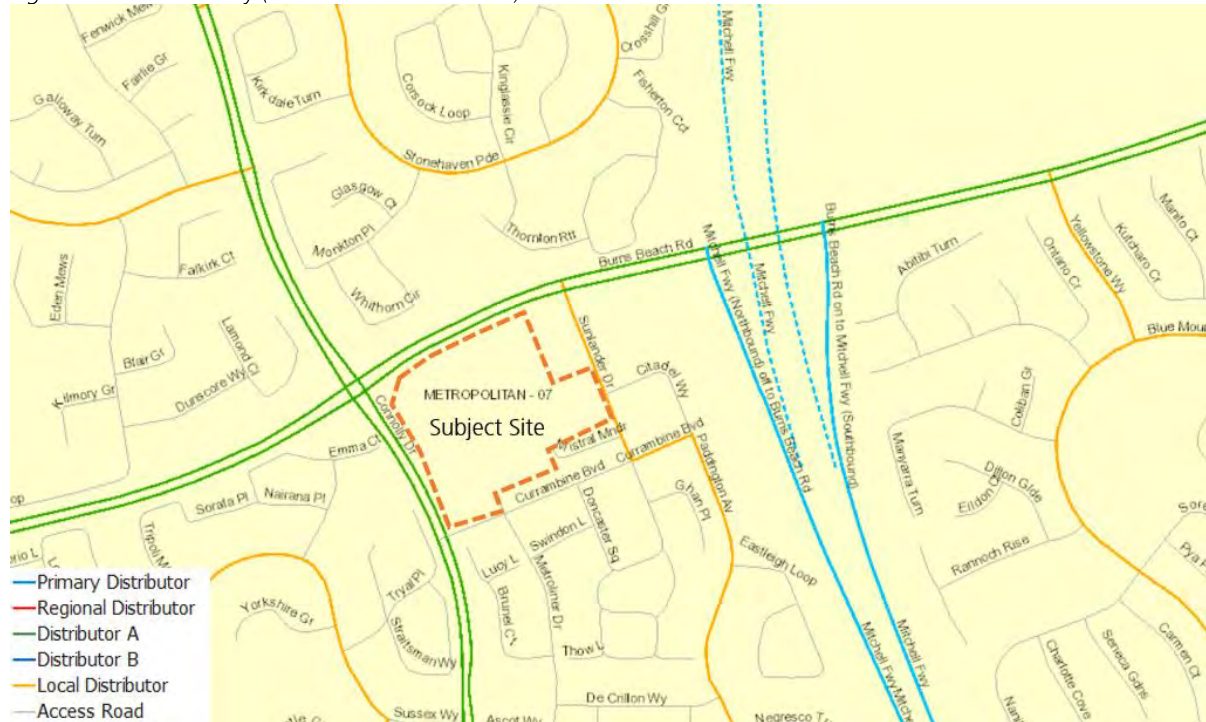
The existing transport network in the vicinity of the subject site is described in the following sections.

2.1.1 Road Network

The site has excellent access to the regional road network. It is bounded by Burns Beach Road, Connolly Drive, Currambine Boulevard and Sunlander Drive. Both Burns Beach Road and Connolly Drive are District Distributor A roads and Sunlander Drive is classified as a local distributor. The site is in close proximity to the Mitchell Freeway interchange with Burn Beach Road.

The road hierarchy adjacent to the site is shown in Figure 2.

Figure 2 Road Hierarchy (source: Main Roads WA)



Access to the regional road network for the site is a key consideration given the proposed land uses and the proposed zoning to Commercial. Adjacent land uses to the north, south and west of the site house residential land uses with an existing commercial development and medical centre located to the east.

The site in relation to the Main Roads WA Restricted Access Vehicle network (RAVS) is shown in Figure 3. Adjacent to the site, Burns Beach Road has access to Network 2 under permit which typically covers Class 1 heavy vehicles (standard prime movers). Posted speed limits adjacent to the site are shown in Figure 4. Both Burns Beach Road and Connolly Drive have posted speed limits of 70 km/h with all other adjoining streets having a posted speed limit of 50 km/h.

Figure 3 MRWA Restricted Access Vehicle Network (source: MRWA)

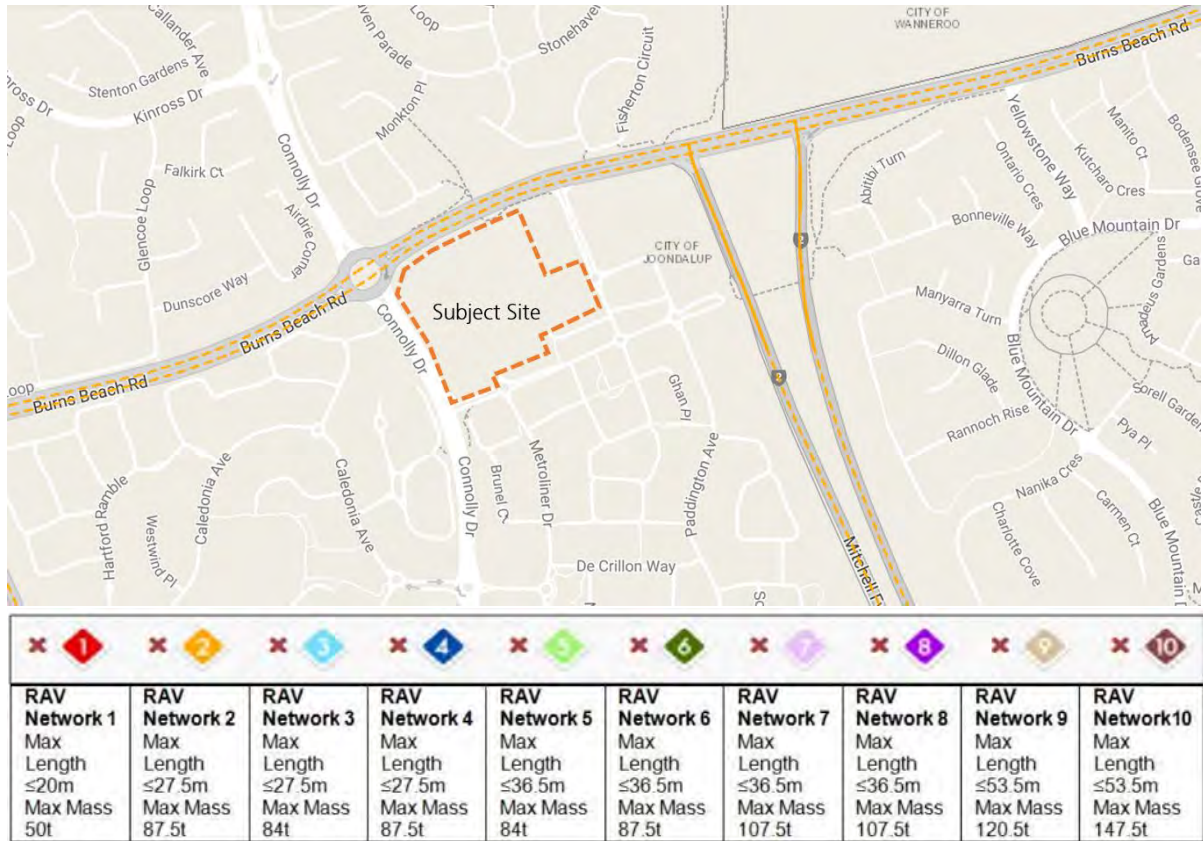


Figure 4 Posted speed limits (source: Main Roads WA)



The site is presently vacant land, as shown in Figure 5. There are a range of access points into the site from Connolly Drive, Metroliner Drive and Mistral Meander however these are not formed to relevant standards and are for intermittent access only.

Figure 5 Site aerial image (source: Nearmap)



As shown in Figure 5, there are two local roundabout intersections adjacent to the site which would be considered as logical connection points for the site and were designed as such for the existing zoned land use of residential. The roundabout to the south of the site is the intersection of Currambine Boulevard and Metroliner Drive, with the roundabout to the east of the site being Sunlander Drive and Citadel Way. Both intersections have been specifically designed to provide for design vehicles associated with the area and form part of the local traffic network.

The intersection of Connolly Drive and Currambine Boulevard, some 80m west of the intersection of Currambine Boulevard and Metroliner Drive, is shown in Figure 6. This intersection would form one of the primary vehicle access points to the site. It is designed as a Give Way controlled intersection with priority to traffic flowing along Connolly Drive. There are approach turning pockets from both directions along Connolly Drive, with the left hand turn south bound leg into Currambine Drive controlled by a Give Way control. There are two lanes at the approach of Currambine Boulevard to Connolly Drive to provide for turning movements to occur independently.

The intersection of Burns Beach Road and Sunlander Drive, the other primary access intersection to the regional road network to and from the site shown in Figure 7, is a Give-Way controlled seagull intersection with Burns Beach Road having the priority movements. There are approach lanes on Sunlander Drive which allow for turning movements to be made independently and turning pockets on both approaches from Burns Beach Road allow for safer turning movements to be completed.

Figure 6 Intersection of Connolly Drive and Currumbine Boulevard (source: Nearmap)



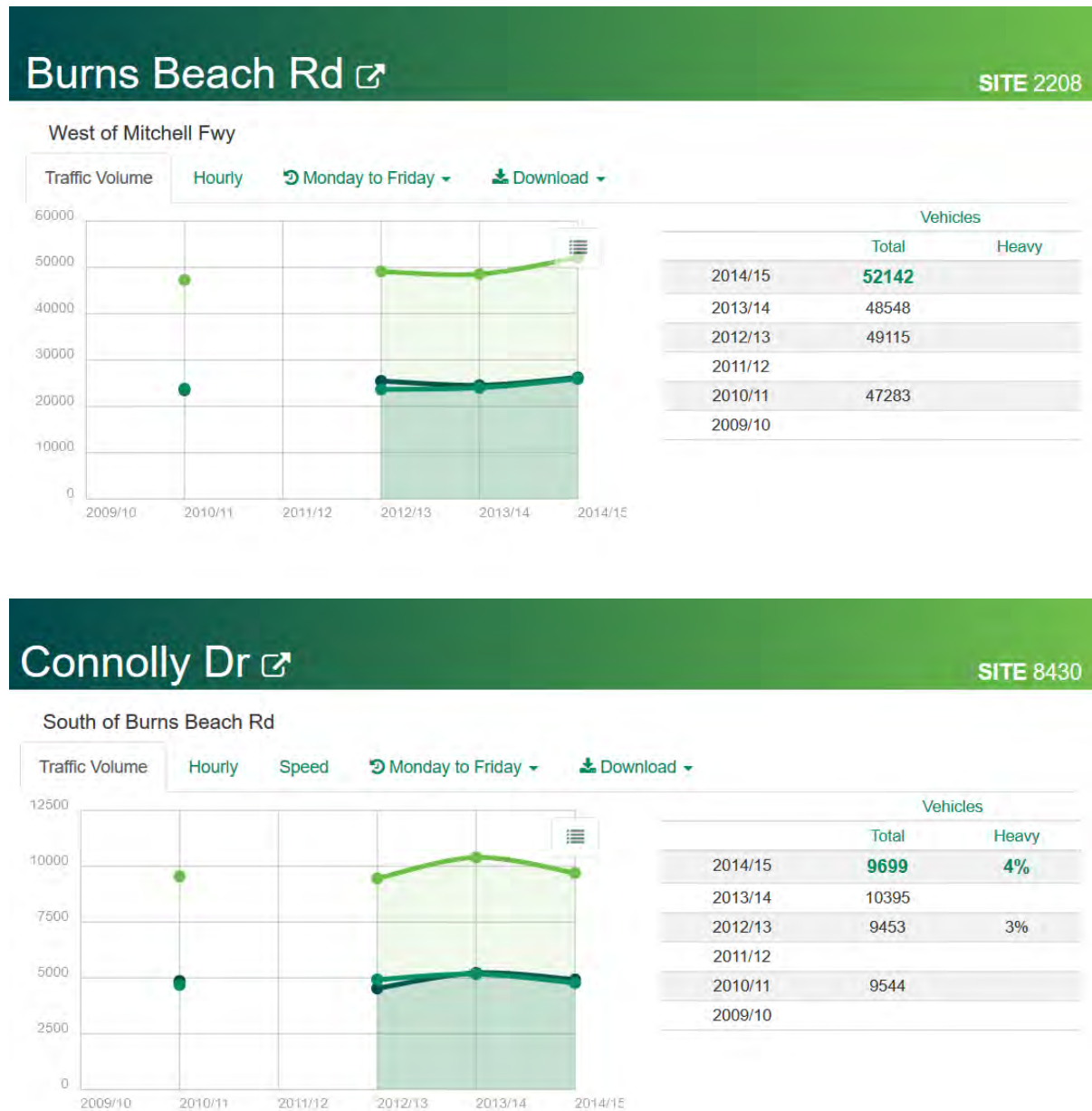
Figure 7 Intersection of Burns Beach Road and Sunlander Drive (source: Nearmap)



2.1.2 Traffic Volumes

No bespoke traffic count information was collected for the completion of this note. Information was extracted from online details available through the Main Roads WA website. The most recent counts available for Burns Beach Road and Connolly Drive were from 2014-15, as shown in Figure 8. Burns Beach Road carries substantial traffic volumes but this is expected to reduce substantially with the opening of the extension of the Mitchell Freeway north to Hester Avenue. Traffic that presently uses Marmion Avenue, Connolly Drive and Burns Beach Road will use interchanges to the north.

Figure 8 MRWA counts Burns Beach Road and Connolly Drive (source: MRWA)



In addition to information available from Main Roads WA, typical traffic conditions were examined using the Google Traffic measurement. This provides an indication as to the typical traffic conditions using a range of GPS or Bluetooth recordings from hand held or in vehicle devices. Weekday AM and PM peak periods were examined to extract the “highest traffic volume” indicators of slow or peak traffic conditions. These heat maps are shown in Figure 9 for the AM peak and Figure 10 for the PM peak. These show typical tidal peak patterns associated with regional traffic volumes using the key Mitchell Freeway – Burns Beach Road – Connolly Drive or Marmion Avenue routes.

Figure 9 Google traffic condition measurements AM Peak (Source: Google)

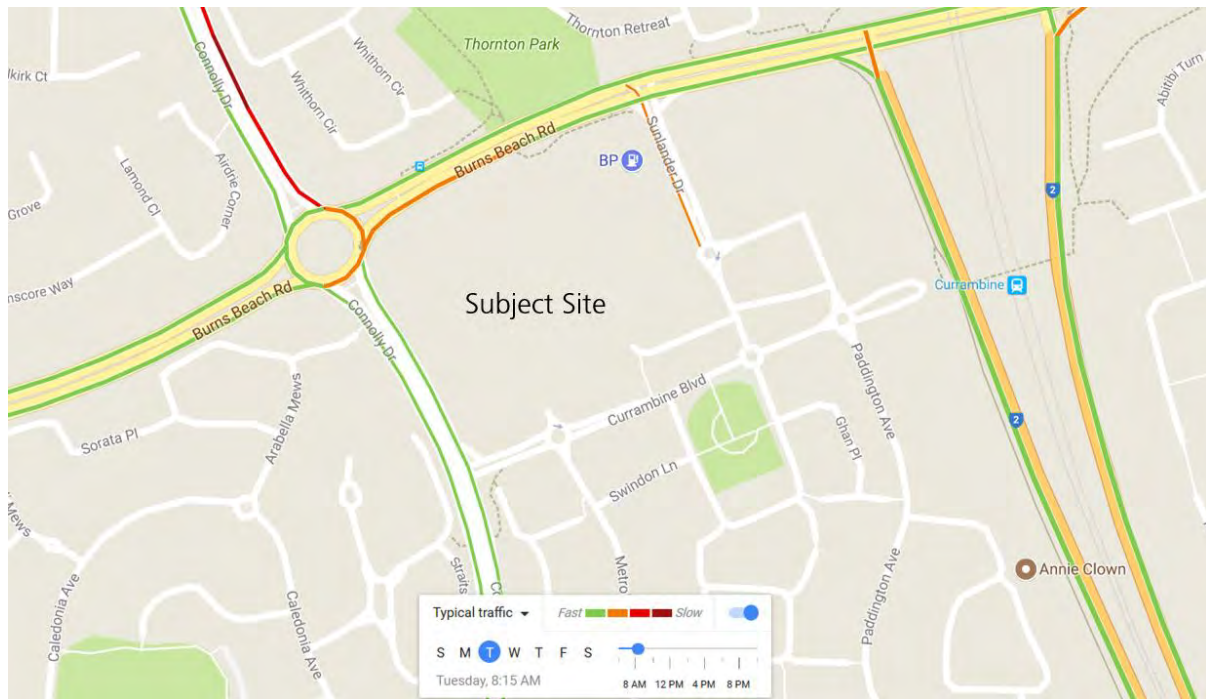
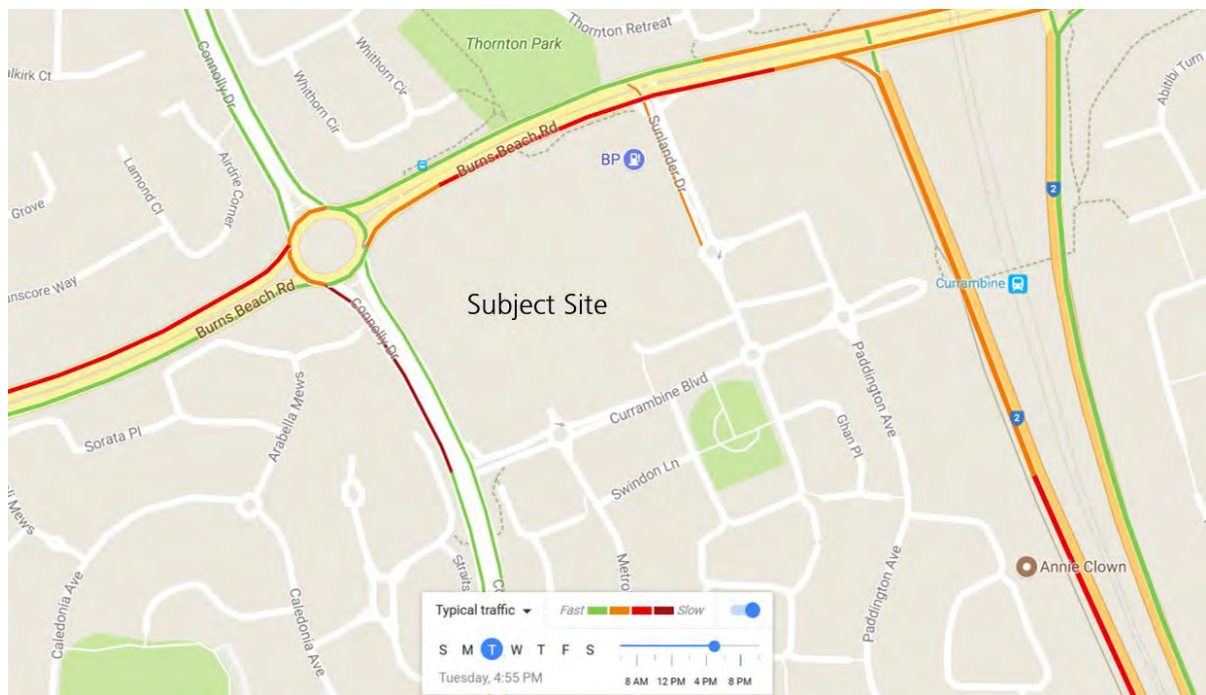


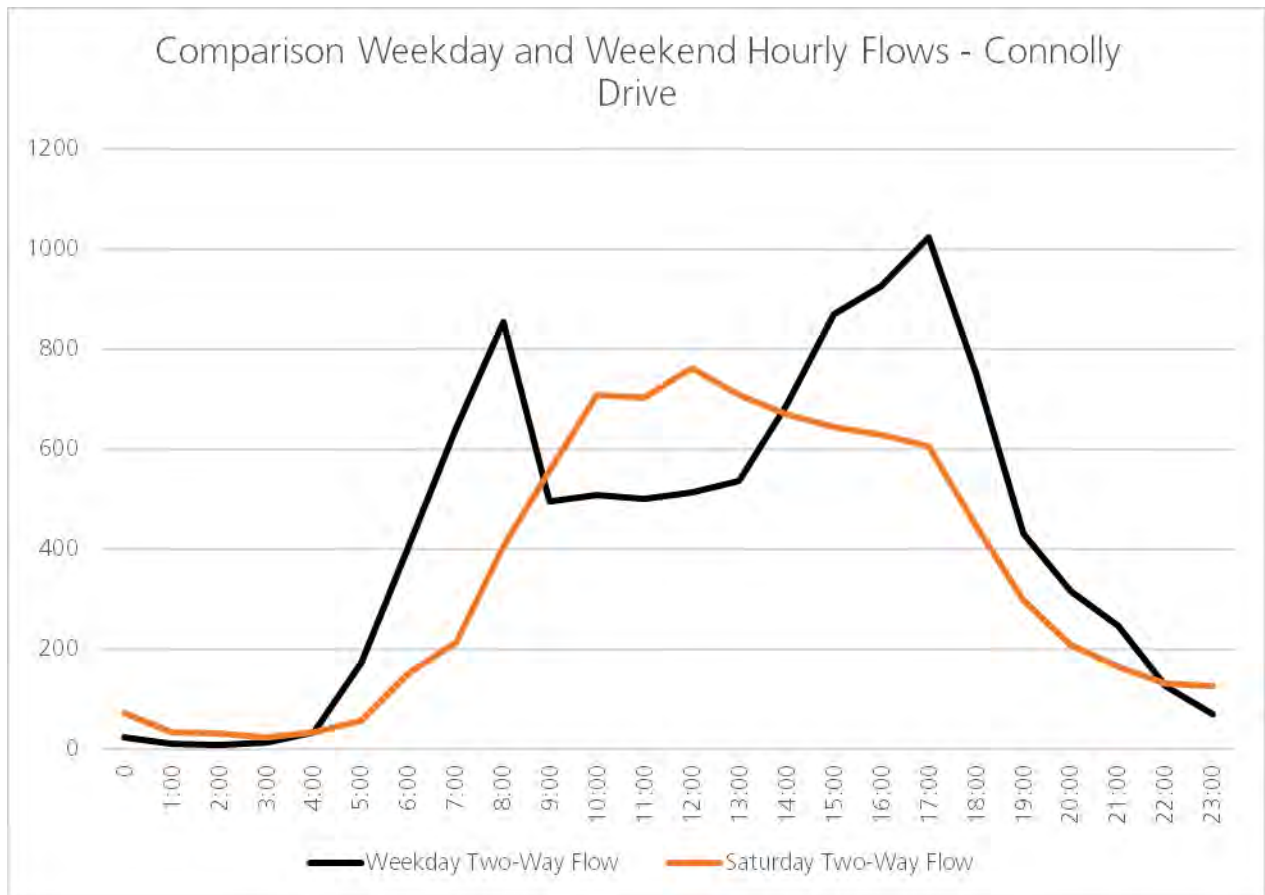
Figure 10 Google traffic condition measurements PM Peak (Source: Google)



Whilst there would still be heavy flows of traffic upon opening of the Mitchell Freeway extension, the volume of traffic and therefore period of heavier traffic volumes along Burns Beach Road in particular would be expected to be reduced.

Given the type of land use proposed for the site, a comparison was undertaken to examine the flow of traffic on Connolly Drive between a weekday and weekend. This was to understand the potential implications for a higher volume of vehicle trips associated with retail shopping on a Saturday. The two-way vehicle flow comparison for a Thursday and Saturday in 2015 on Connolly Drive is shown in Figure 11. This indicates that the peak hour periods on a weekday carry substantially higher volumes of traffic than a Saturday and therefore they should be the focus of any detailed comparative analysis.

Figure 11 Vehicle flow comparison Connolly Drive - Thursday and Saturday (source: MRWA)



2.1.3 Public Transport

The site is serviced by two separate bus routes which run along Burns Beach Road, as shown in Figure 12. The 473 and 474 bus services provide connections to the site to the urban rail network at Joondalup Station. In addition, the south-eastern corner of the site is within 270m walking distance via existing footpaths to Currambine Station.

There are two bus stops within proximity of the site providing access to services running in both directions, with the southbound bus stop accessed via a grade separated pedestrian connection under Burns Beach Road. The location of these stops is shown in Figure 13.

Figure 12 Public Transport Service Map (source: Transperth)



Figure 13 Location of public transport stops within proximity of site (source: Nearmap)

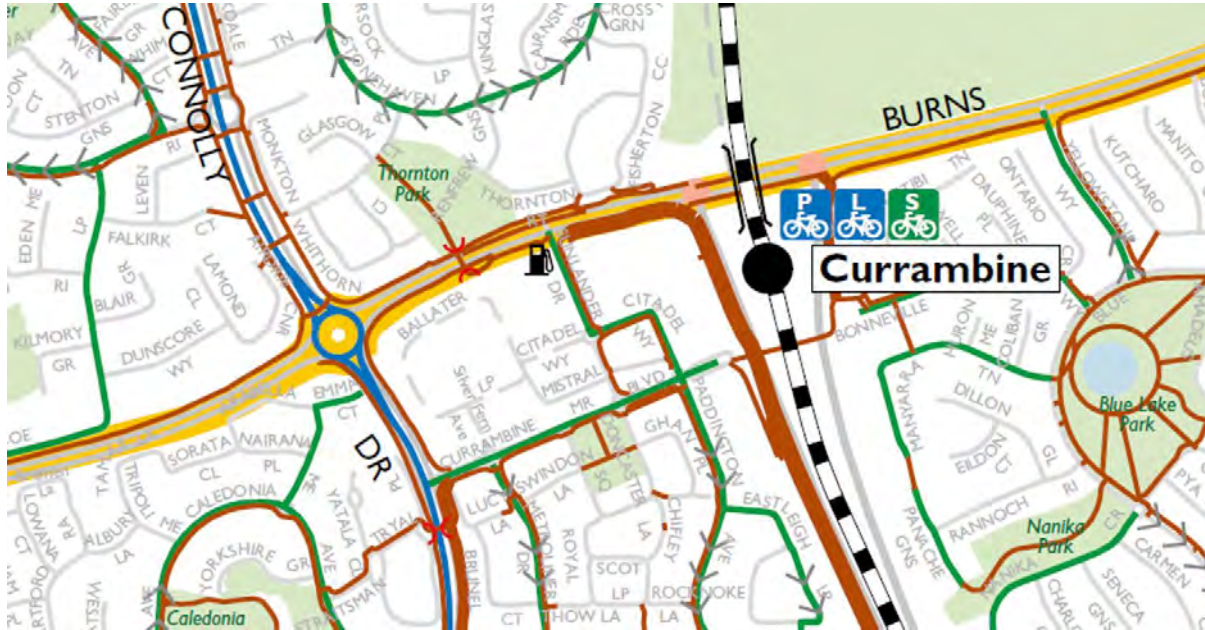


2.1.4 Pedestrian and Cyclist Infrastructure

The footpaths adjacent to the site between Currambine Station and Sunlander Drive are very high quality and typical of the form of paths found in the north-western corridor. There are grade separated connections to other localities, including adjacent bus stops on Burns Beach Road.

Cycling infrastructure is well catered for adjacent to the site with the Department of Transport (DoT) cycling map series extract shown in Figure 14. Connection to the existing high quality PSP that runs along Mitchell Freeway is within proximity of the site.

Figure 14 DoT cycling map extract (Source: DoT)



3. PROPOSED TRANSPORT NETWORK

All planned transport network modifications in the vicinity of the subject site are described in the following sections.

3.1.1 Road Network

Details from Main Roads WA, the City of Joondalup and the Blackspot funding programme were examined to determine any proposed changes to the immediate road network. The primary alterations to the road network will be the opening of the Mitchell Freeway extension north to Hester Avenue, with the resultant redistribution of traffic flows from Burns Beach Road.

Aside from the impending Mitchell Freeway extension opening, no known works have been funded in the Metropolitan State Roads programme which would impact upon the site. Previously, funding had been sought for the intersection of Sunlander Drive and Burns Beach Road for traffic signals to be installed. This was rejected by Main Roads WA on the basis that the intersection was too close to the Freeway interchange, as set out in Figure 15.

Figure 15 Main Roads WA rejection of traffic signals justification - 2013 (source: Main Roads WA)

Delivery Period	Stage	Description	Delivery Period
2013 to 2015	Immediate Intersection improvements (Under existing procurement)	<ul style="list-style-type: none"> Burns Beach Road / Sunlander Drive: Modify/close right turn provision CoJ Issue:- Congestion and accessibility issues on Sunlander Drive at its intersection with Burns Beach Road. Significant issue with right turn movement from Sunlander Drive. Traffic signal installation at the intersection was not supported by MRWA as it is very close to the subsequent signalised intersection. It was suggested to closing off the right turn movements at Sunlander Drive and promote use of Currambine Blvd. 	CoJ is currently investigating The options. Data collection of traffic movements is proposed to take place.



3.1.2 Public Transport

No alterations to the existing public transport network adjacent to the site are known. Given the close proximity to Currambine Station and two bus routes, the overall public transport accessibility of the site is considered good.

3.1.3 Pedestrian and Cycling Infrastructure

No additional pedestrian or cycling connections are known adjacent to the site. The surrounding local street network, and regional road network, already provides high quality, standard design connections for pedestrians and cyclists.

4. TRAFFIC GENERATION AND DISTRIBUTION

The proposed development of Commercial land uses, and ultimate trip generation, would be subject to more detailed proposals at the development application stage. A detailed Transport Assessment of the

proposed land uses using the 2016 WAPC Transport Impact Assessment guidelines would be required to be submitted in support of any development of the site within the context of the Commercial zone. The purpose of this assessment is to provide a basis from which that future detailed examination can take place and provide context to potential implications.

4.1 Traffic Generation

The traffic generation calculations within this assessment are based on the proposed schematic land uses:

- Retail component, including a Supermarket with retail GFA of 3200m²
- 425 aged person accommodation units.

Prior to understanding the potential traffic generation of the proposed rezoning land uses, an examination of traffic generation impacts of existing and potential land uses was also undertaken to provide a comparison of what the site generates now and what it could potentially generate.

In respect of present land uses, the site is vacant at present and generates no traffic on the local network.

For potential land uses, the site is presently zoned Residential R80. Based on a hypothetical scenario of:

- Total site area of 6.27ha
- Multiple dwellings
- R80 density code
- Plot ratio of 1
- 75m² per dwelling
- Use of 70% of the site for dwellings taking into consideration internal streets, drainage etc.

Total yield of the site for future residential land use could see as many as 580 individual dwellings on the site. In order to provide a comparison, a lower end scenario of 500 dwellings was also examined. Trip generation rates for residential land uses were taken from the WAPC Transport Impact Assessment Guideline rates, shown in Table 1:

Table 1 Residential peak hour trip rates (source: WAPC Guidelines)

		AM Peak Hour			PM Peak Hour		
Land Use	Unit	In	Out	Total	In	Out	Total
Residential	Dwellings	0.2	0.6	0.8	0.5	0.3	0.8

These rates were then applied to the potential yield to understand the peak hour impacts of the site being fully developed. The vehicle trip generation rates are shown in Table 2. For a full build out of 580 units, up to 468 peak hour vehicle trips could be generated. Given the location of the site, it would be reasonable to assume that some vehicle trips would be replaced by public transport or cycling trips to other locations, therefore this total should be considered as a high calculation.

Table 2 Residential peak hour forecast vehicle trip generation (source: WAPC Guidelines)

		AM Peak Hour			PM Peak Hour		
Land Use	Unit No.	In	Out	Total	In	Out	Total
Residential	580 Dwellings	117	351	468	293	176	468
	500 Dwellings	100	300	400	250	150	400

The proposed land use includes an indicative yield of 425 aged persons accommodation units. These types of units typically attract far fewer vehicle trips given the nature of the residents – generally over 55's.

Over-55's sites generally have much lower vehicle trip generation during peaks and more infrequent vehicle trips during the weekdays and weekends. They don't typically attract a substantial volume of vehicle trips that would, when added on to existing peak hour volumes, result in a significant impact.

From other over-55's sites surveyed in the City of Wanneroo and Town of Claremont, peak hour volumes were typically around 0.06-0.10 per unit in and 0.13-0.25 per unit out in the morning peak hour. Assessment material for other lifestyle village sites in the City of Joondalup recorded around 3.2 vehicle trips per unit per day, which would result in a typical calculation of 0.32 total vehicle trips per unit in the peak hour. This accords with our observed values.

In terms of trip generation for the nursing bed site, the following was applied:

Table 3 Peak hour vehicle trip generation - aged persons accommodation

		AM Peak Hour			PM Peak Hour		
Land Use	Unit	In	Out	Total	In	Out	Total
Over 55's Residential	Dwellings	0.1	0.25	0.35	0.25	0.1	0.35

Table 4 Aged Person peak hour forecast vehicle trip generation

		AM Peak Hour			PM Peak Hour		
Land Use	Unit No.	In	Out	Total	In	Out	Total
Residential	425 Aged Persons Dwellings	43	106	149	106	43	149

For a full build out of the Aged Persons accommodation units, forecast peak hour traffic volumes of 149 vehicles could be generated.

The retail component of the proposed rezoning is indicatively 3200m² of GFA including a supermarket. To examine the forecast vehicle traffic generated by the site, the WAPC Transport Impact Assessment Guideline rates for retail land uses, shown in Table 5, were applied.

Table 5 Peak hour vehicle trip generation – retail (source: WAPC)

		AM Peak Hour			PM Peak Hour		
Land Use	Unit	In	Out	Total	In	Out	Total
Retail (Non-food)	100m ² GFA	2	0.5	2.5	5	5	10

These rates have been applied on the basis that the retail offering would include a significant food retail component being a Supermarket. The forecast vehicle trip generation for the site is shown in Table 6, which indicates a total of 80 vehicles in the AM peak hour period and 320 vehicles in the PM peak hour period.

Table 6 Retail peak hour forecast vehicle trip generation

Land Use	Unit No.	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Retail	Per 100m ² GFA	64	16	80	160	160	320

When the total forecast vehicle trips for the site at full build out are considered, the overall vehicle generation shows 229 vehicles in the AM peak hour and 469 vehicles in the PM peak hour. The overall vehicle trip generation outcomes for the proposed rezoning land uses are shown in Table 7.

Table 7 Total indicative forecast trip generation for rezoning land uses

Land Use	Unit No.	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential	425 Aged Persons Dwellings	43	106	149	106	43	149
Retail	Per 100m ² GFA	64	16	80	160	160	320
Total		107	122	229	266	203	469

Using the forecast vehicle rates provided, a comparison was undertaken between the potential vehicle trip generation rates for the build out development outcomes with the existing zoning and the proposed rezoning. This comparison is shown in Table 8.

Table 8 Vehicle trip generation comparison - current zoning and proposed rezoning

Land Use	Unit No.	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Development with existing zoning – full build out 585 dwellings		117	351	468	293	176	468
Development with existing zoning – full build out 500 dwellings		100	300	400	250	150	400
Proposed rezoning land uses (Retail and Aged Persons)		107	122	229	266	203	469
Difference between proposed rezoning and 585 dwellings		-11	-229	-239	-26	27	1
Difference between proposed rezoning and 500 dwellings		7	-178	-171	16	53	69

Based on the yield of 585 dwelling units on the overall site under the present zoning, the volume of peak hour traffic that could be generated at full build out in the AM peak hour is substantially less for the proposed rezoning land uses by 239 vehicle movements. For the PM peak period, the vehicle impact of the traffic associated with the potential dwelling yield of 585 units compared to the proposed rezoning is directly comparable.

This analysis does not take into consideration any linked trips, reduced overall trip movements given the existing and future residential population in proximity to the site or pass-by trips where vehicles are already likely to be on the network – this is a practical consideration given the dominance of private vehicle trips as the primary mode of transport in this corridor.

For the purposes of the rezoning proposal, the overall level of vehicle trips forecast to be generated by the proposed land uses would have no material impact when directly comparing the forecast volume of

traffic that would be generated by residential land uses the overall site is zoned for. Given the nature of staged planning for land uses and the road network in this corridor, it would also follow that the material impact at adjoining intersections at the regional road network would also not result in a material impact during peak periods. This is due to:

- The forecast volume of traffic for the intersections would not likely exceed the design levels considered for this area
- Overall traffic volumes on the adjoining network, in particular Burns Beach Road, would reduce with the extension of the Mitchell Freeway to Hester Avenue
- Retail land uses would attract linked or pass by trips rather than generating entirely new traffic trips
- The AM peak period would result in far fewer trips with the land uses proposed in the rezoning given that residential trips would generate a lot of commuting trips
- The intersections being modified to cater for higher volumes of traffic predicated on the Mitchell Freeway terminating at Burns Beach Road. With a lower volume of traffic exiting at Burns Beach Road, turning movements to and from Sunlander Drive should be able to be accommodated more readily than at present during peak hours
- If there are more vehicle trips completed on a Saturday associated with retail based trips, the overall impact on the intersections along Connolly Drive and Burns Beach Road would be lower than a weekday – as shown in Figure 11.

4.2 Trip Distribution

Distribution of traffic from the proposed rezoning land uses is broadly based on a series of assumptions extracted from the Retail Sustainability Assessment (RSA) completed by MacroPlan Dimasi in respect of the proposed commercial development. The RSA provides a detailed analysis of likely catchment area for the commercial development and this has been applied to overall vehicle trip distribution.

The wider area vehicle trip assumptions are shown in Figure 16 with the localised distribution shown in Figure 17. Based on the vehicle trip generation rates for the overall development set out in Table 7, the distribution of trips to the respective streets and roads adjoining the sites indicates that none of the overall volumes would be a material impact given the capacity of these streets and roads. In addition, given the comparison exercise between potential vehicle trip generation of the existing zoning and proposed zoning shown in Table 8, none of the vehicle trip distribution levels in Table 9 would represent a material impact on the local street network. The detailed development application plans would be subject to detailed impact assessment, including intersection performance.

Table 9 Vehicle trip distribution

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Secondary West	30%	32	37	69	80	61	141
Secondary North	30%	32	37	69	80	61	141
Secondary East	25%	27	31	57	67	51	117
Primary (South)	5%	5	6	11	13	10	23
Primary (Central)	10%	11	12	23	27	20	47

Figure 16 Wider area vehicle trip distribution assumptions based on RSA

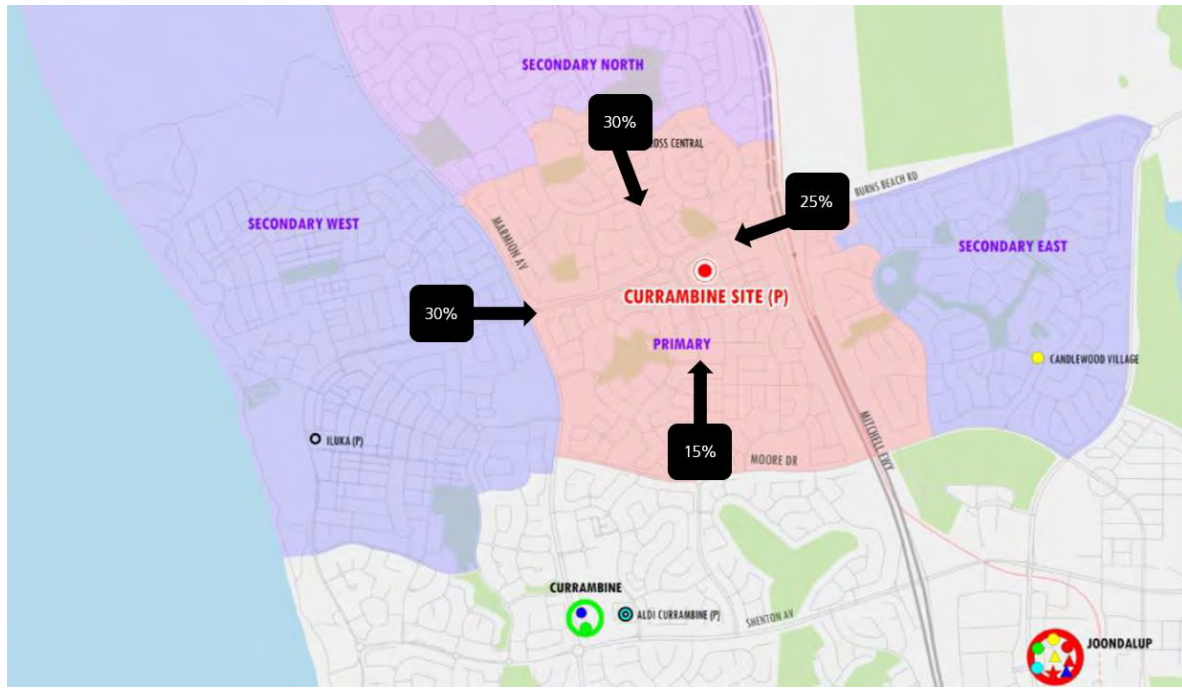
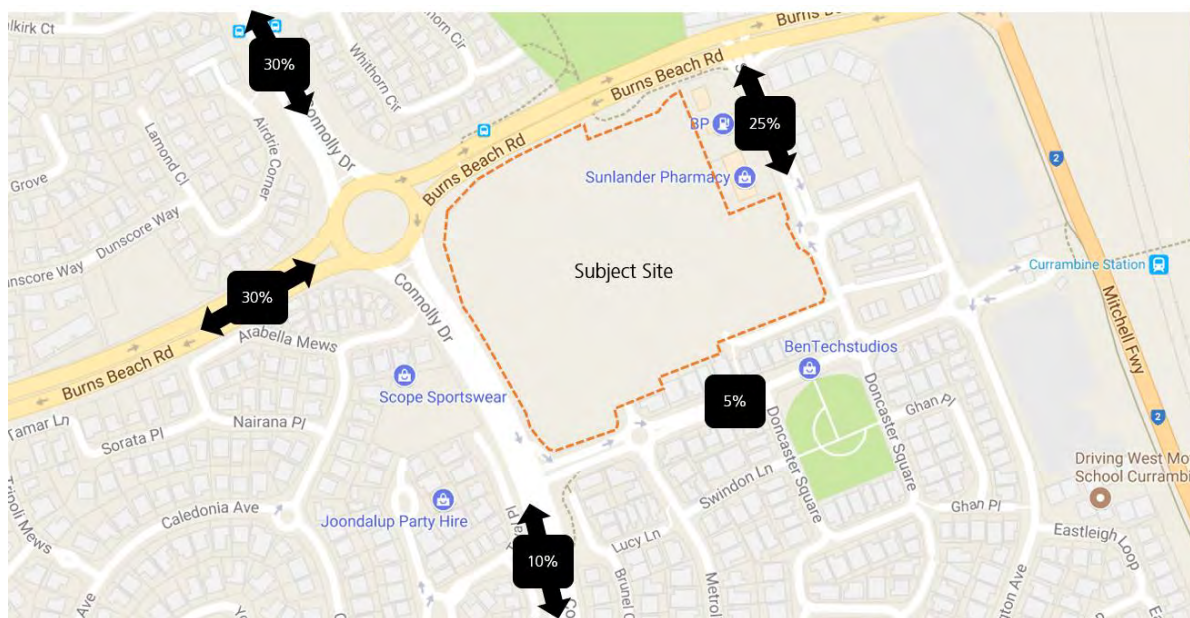


Figure 17 Localised vehicle trip distribution based on RSA



5. CONCLUSIONS

This report has been prepared in support of a Local Planning Scheme amendment for:

- Lot 1, 16 Sunlander Drive Currambine.

The area subject to the scheme amendment is in Currambine within the City of Joondalup. The site is proposed to be rezoned from “Residential” to “Commercial”. The proposed development to be facilitated by the rezoning is indicatively comprised of:

- Retail component, including a Supermarket
- 425 aged person accommodation units.

The formalised layout of the land uses proposed within the rezoning would be subject to more detailed design, including internal access configuration.

The site has excellent access to the regional road network. It is bounded by Burns Beach Road, Connolly Drive, Currambine Boulevard and Sunlander Drive. Both Burns Beach Road and Connolly Drive are District Distributor A roads and Sunlander Drive is classified as a local distributor. The site is in close proximity to the Mitchell Freeway interchange with Burn Beach Road.

The 6.27ha site, which is presently completely vacant, has good pedestrian, cycling and public transport accessibility and as well within a walking catchment to Currambine Station. Bus routes with stops adjacent to the site connect it to Joondalup.

Prior to understanding the potential traffic generation of the proposed rezoning land uses, an examination of traffic generation impacts of existing and potential land uses was also undertaken to provide a comparison of what the site generates now and what it could potentially generate.

This comparative exercise concluded that the proposed rezoning land uses at full build out had similar, or lower, peak hour traffic generation outcomes than traffic associated with the potential full build residential yield based on its present zoning of Residential R80. It therefore follows that the existing road network form and function is capable of providing for the traffic generated by the proposed rezoning land uses.

Additional analysis was undertaken on trip generation, trip distribution and weekday vs weekend traffic patterns. All of these analyses indicates that at a rezoning level and full build out of the proposed development there would be no material impact on the current performance of the street network. The extension of the Mitchell Freeway to Hester Avenue will reduce the volume of through regional traffic on the surrounding network and reduce potential traffic related impacts of this site on the regional road network.

This would be confirmed through completion of detailed analysis resulting from submission of development application plans, including details of servicing for retail components, access points on to the network (such as Connolly Drive) and how the development would likely be staged.