

Local Planning Scheme No.3 Amendment No. 1

LEGEND



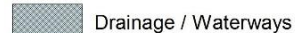
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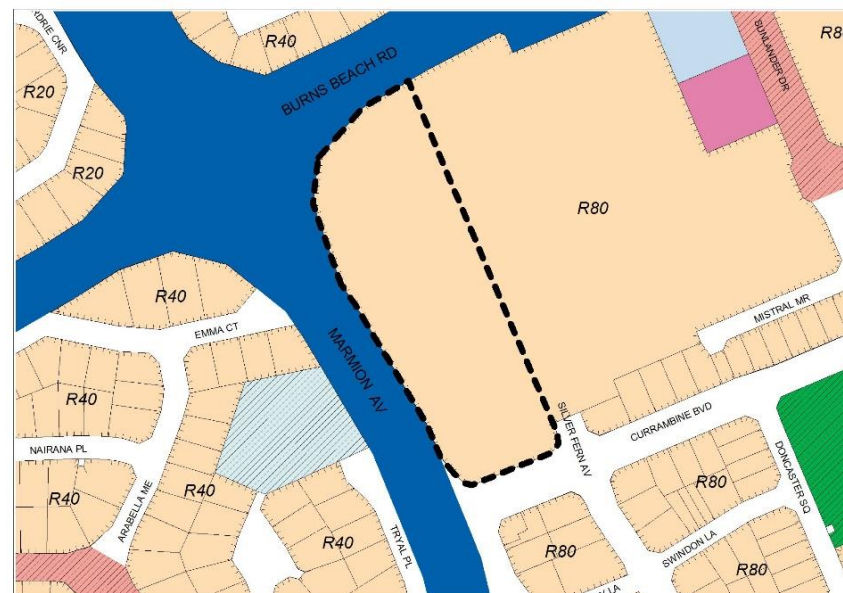
METROPOLITAN REGION SCHEME RESERVES



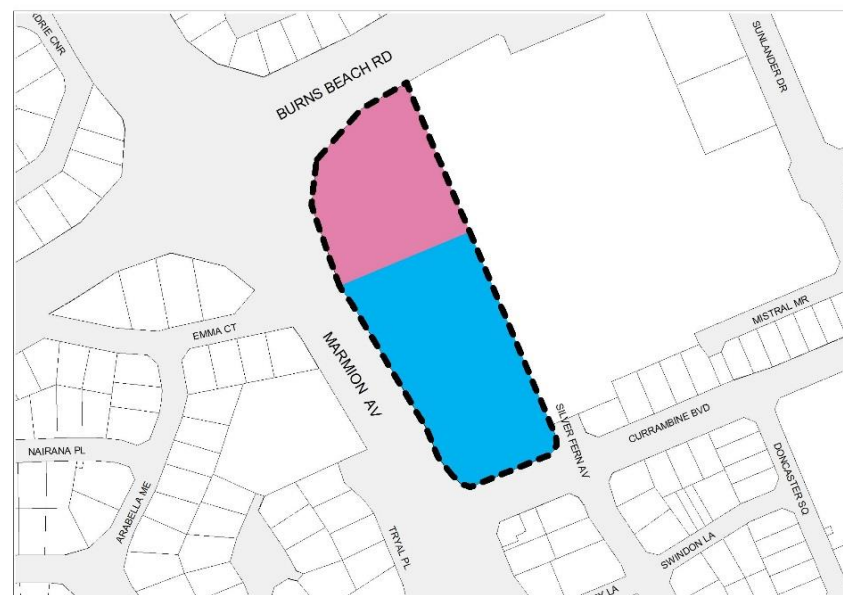
LOCAL SCHEME RESERVES



ZONES



EXISTING ZONING



SCHEME AMENDMENT

SUMMARY OF SUBMISSION

ATTACHMENT 3

Issue raised	Applicant's response	Officer's comments
Lack of demand		
<ul style="list-style-type: none"> There is no sufficient demonstrated demand for additional retail facilities in the area. Shopping centres in Kinross, Currambine, Clarkson, Candlewood Drive and Joondalup are all within a 5 minute drive of the site. Another supermarket is unwarranted taking into account the population and the existing number of supermarkets in the area and will be detrimental to the viability of existing businesses in the community. It is an unreasonable and inappropriate impost on existing businesses to permit a new local centre (not previously identified in strategic planning) to be established whilst the local economy and population growth is stagnant. The closest existing centre at Kinross is identified in the Local Commercial Strategy as having 'average health'. It has three long term vacancies totalling some 230m², demonstrating difficulty in securing retail tenants and no demand for additional retail floorspace within the locality. There are already medical facilities on Sunlander Drive. A convenience store would be of benefit to those less able but certainly not another supermarket. 	<ul style="list-style-type: none"> The analysis in the RSA shows that there is clear need and demand for the development of the proposed Currambine supermarket. The RSA concludes that at present, within the trade area, there are only two supermarket facilities, estimated to total around 3,200m². There is therefore an estimated undersupply of supermarket floorspace within the trade area of around 3,600m² in 2016, with the supermarket floorspace shortfall projected to increase to 4,390m² at 2020, if no supermarket is developed at the subject site. 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. Kinross Central currently serves a generally well-defined catchment with limited surrounding alternatives, and therefore enjoys a reasonably uncompetitive environment. With the introduction of an alternative choice, therefore, some redirection of spending would be 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. The RSA concludes that the impacts would not threaten the ongoing viability of Kinross Central 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. 	<p>The response to the issues raised centres around the retail sustainability assessment.</p> <p>See comments in the report.</p>

SUMMARY OF SUBMISSION

ATTACHMENT 3

Issue raised	Applicant's response	Officer's comments
Flaws with the Retail Sustainability Assessment (RSA)		
<ul style="list-style-type: none"> The RSA was prepared two years ago prior to the 2016 Census. Since then there has been sufficient sustained downturn and a slower uptake of residential density increase, therefore slower growth in population than assumed in the RSA. The RSA only assesses the proposed GFA of a 3,200m² supermarket, identifying that this amount of floorspace is just within the threshold of acceptable negative impact (less than 10%). If the total amount of retail/commercial space proposed in both the Commercial and Mixed Use zones were included, the negative trading impacts on existing centres would be greater. If it is more than 10%, this is considered to be an 'undue impact'. Clause 6(2) and (3) of SPP 4.2 states that the Responsible Authority should not support activity centre or other structure plans, scheme amendments or development applications that are likely to undermine the activity centre hierarchy or the policy objectives; or result in a deterioration in the level of service to the local community. Unacceptable impact may include a physical or financial cause that would result in an adverse effect on the extent and adequacy of facilities and services available to the local community that would not be made good by the proposed development itself. 	<ul style="list-style-type: none"> The Scheme Amendment request, which included the RSA, was prepared and lodged in May 2017, prior to the release of the 2016 census data. The Scheme Amendment request has been delayed due to the timing of the City of Joondalup's new scheme. The plans for the site allow for a building fronting the carpark which can accommodate a small number of commercial outlets. The uses that will occupy the building are yet to be determined though are expected to include a mix of non-retail and retail uses. Potential non-retail uses include a bank, real estate agent, travel agent or gymnasium, while possible retail uses may include a takeaway food outlet or a hairdresser. The Coles supermarket anchor is the key retail tenant planned for the site, and the possible implications of its development have been extensively detailed in the RSA. The small additional building, which will include a mix of non-retail outlets and possibly some retail shops, is ancillary to the Coles supermarket, and the possible uses in the building are not expected to have any noticeable impact on the existing retail precincts in the region. 	<p>It is noted that the initial retail sustainability assessment did not take account of any retail floorspace beyond the 3,200sqm identified for a supermarket.</p> <p>The applicant provided an updated RSA to include an additional 400sqm of other retail.</p> <p>See further comments in the report.</p>

SUMMARY OF SUBMISSION

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Issue raised	Applicant's response	Officer's comments
Inconsistency with the City's Local Commercial Strategy (LCS)		
<ul style="list-style-type: none"> The site has not been identified as a current or future/planned activity centre and therefore has not been contemplated within the City's or wider activity centre hierarchy. SPP 4.2 strongly opposes the creation of activity centres that are not part of a planned hierarchy. The LCS provides the framework for decision making for commercial centres with respect to development of new, and amendments to, structure plans, future rezoning and development applications. The LCS should be reviewed to determine if a neighbourhood centre on this site is required, prior to a decision. The introduction of retail floor space at this location appears to be rather ad hoc, unnecessary and unsubstantiated, and contrary to the principles of orderly and proper planning. Given the close proximity and overlapping catchment of the centres currently identified within the strategic and statutory planning framework, the function and purpose of a neighbourhood centre at this location may undermine the existing activity centres hierarchy. 	<ul style="list-style-type: none"> The City's Local Commercial Strategy notes that proposals seeking to exceed the maximum indicative retail floorspace, "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). In accordance with the LCS, a Retail Sustainability Assessment has been prepared which concludes the retail development potential arising from the proposed "Commercial" zoning would result in a net benefit to the community with limited ongoing impact on existing centres. SPP 4.2 allows for development outside of the parameters of a local commercial strategy if supported by a Retail Sustainability Assessment. The Retail Sustainability Assessment prepared for this proposal concludes the retail development potential arising from the proposed "Commercial" zoning would result in a net benefit to the community with limited ongoing impact on existing centres. 	<p>While the proposed local centre is not currently included in the City's Local Commercial Strategy, it is considered that with appropriate justification via a retail sustainability assessment, consideration can be given to a new centre, and the strategy updated with a future review.</p> <p>See further comments, in regard to the retail sustainability assessment, in the report.</p>

SUMMARY OF SUBMISSION

ATTACHMENT 3

Issue raised	Applicant's response	Officer's comments
Fragmented centre		
<ul style="list-style-type: none"> The rezoning locates the Commercial and Mixed use sites adjacent to Connolly Drive whilst an existing medical centre and service station are located on the opposite side of the site adjacent to Sunlander Drive. The rezoned commercial and mixed use land should be located adjacent to existing retail/commercial facilities (service / commercial and mixed use zones). This would: <ul style="list-style-type: none"> result in less local vehicle trips develop a community atmosphere improve the commercial viability of the centre be closer to the train station. Sunlander Drive is a local distributor road and should be able to cater for deliveries, waste management, etc. Commercial uses should be placed along Burns Beach Road so existing residents are not subject to negative impacts such as noise from waste disposal, refrigeration and deliveries. 	<ul style="list-style-type: none"> The proposed 'Commercial' zoned land has been strategically located on the western edge of the site, which will enable convenient vehicle access via the surrounding regional road network, with the least disturbance on the existing residential streets surrounding the subject site. This arrangement also enables high-density residential development to be developed closest to the train station. The existing Mixed Use zoned land on the eastern side of the lot comprises medical and para-medical services and a service station, and operate as a stand-alone facility. There are no overall benefits from the proposed Commercial and Mixed Use zones being located immediately adjacent to it. It is considered that the overall benefits of locating the proposed centre closer to the arterial road system, allows for less disruptive traffic movement and preserves land closer to the train station for medium/high density residential development. 	<p>It is not considered that there would be any advantages obtained by locating the proposed commercial zone with the existing Mixed Use Zone.</p> <p>Potential disadvantages include bringing additional traffic further along Sunlander and Currambine Boulevards, and potential impacts on the existing residential properties along Mistral Meander.</p>

SUMMARY OF SUBMISSION

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Issue raised	Applicant's response	Officer's comments
Loss of R80 residential land		
<ul style="list-style-type: none"> Removal of the high density residential land near the Currumbine Train Station is a bad planning outcome as: <ul style="list-style-type: none"> there are few large undeveloped sites near train stations, and it is contrary to the City's intent to increase density via infill development. Based on Design WA provisions the rezoning would involve forgoing between 100 and 170 dwellings. The appropriateness of this loss of residential yield has not been adequately considered. No analysis has been undertaken on where the resultant shortfall of dwellings will be made up in the locality. There is no sufficient justification of overwhelming commercial demand that would make the loss of potential residential dwellings a reasonable outcome for the site. 	<ul style="list-style-type: none"> The Scheme Amendment request proposes rezoning of a portion of the subject site only. High density development can still be developed on the majority of the site. The Scheme Amendment will facilitate development which will provide additional amenity adjacent to an area of high-density residential zoned land, further supporting development of this nature in proximity to the train station. The intended uses are ideally suited in proximity to a train station, and actually enhance the effectiveness of this area as a transit precinct. It provides: <ul style="list-style-type: none"> a convenient service for the density of population developing around the station precinct, a destination that a broader population catchment can access via the train, and a convenient shopping location for commuters on their way to or from the station. 	<p>The zoning of the site Commercial and Mixed Use does not in itself preclude the development of higher density residential development as the sites would retain the R80 coding.</p>

SUMMARY OF SUBMISSION

ATTACHMENT 3

Issue raised	Applicant's response	Officer's comments
Traffic impacts / access to roads		
<ul style="list-style-type: none"> • Siting the commercial and mixed use land adjacent to Connolly Drive and Burns Beach Road and a very busy, dangerous roundabout will result in traffic issues. • Traffic entering and exiting the commercial zone will present a significant hazard to vehicles travelling at high speed on Connolly Drive. • The proposed changes make use of the frontage visibility from Burns Beach Road and Connolly Drive but do not indicate if or where any access to the site will be made from them and if the deliveries will be made via that access. Which direction would the supermarket face, the parking arrangements etc? • Traffic should enter this area from Sunlander Drive rather than Connolly Drive. It is hard to tell from the plan what the planned traffic flow is. Entry off or onto Connolly Drive would create traffic issues. • Commercial development will generate more traffic and lead to congestion. • All traffic access to the site should be by via Sunlander Drive or Currambine Boulevard. • Traffic management: probably the only sensible statement is that a more detailed traffic assessment is made. Although why it has to wait until 2031 is a mystery. If the development went ahead, the population would hardly change, and demand, will be minimal. There will have to be some thought into the layout of the roads and intersections. • Parking issues associated with the future development 	<ul style="list-style-type: none"> • The Transport Report included in the Scheme Amendment Request (Appendix C) found the development intended through the Scheme Amendment request would have no material impact on the current performance of the street network. • Furthermore, traffic volumes on Burns Beach Road are expected to reduce substantially with the opening of the extension of the Mitchell Freeway north to Hester Avenue. • As stated in the Transport Report prepared to support Scheme Amendment Request (Appendix C), the site has access to Currambine Blvd via a new road, connecting to existing roundabout. Vehicular access is not intended from Connolly Drive. • An indicative site layout and movement network for the intended uses on the subject land was included in Figures 9 and 10 in the Scheme Amendment Report. • The indicative plans detail 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 entrance will provide access to the proposed 'Mixed Use' zones as well as the proposed 'Commercial' zone. • Secondary access is intended to be from Sunlander Drive via a new subdivision road connecting to the existing roundabout at Citadel Way. • The Scheme Amendment proposed 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, internal road layout, access points, intersections, and staging of the proposed development. The Transport Assessment does not have to wait until 2031. • It is considered premature to address the detailed parking provisions for the intended development for the purposes of the Scheme Amendment request, as this detail will be addressed during the detailed design stage. However, indicative plans included in the 	<p>See comments above and in the report.</p>

SUMMARY OF SUBMISSION**ATTACHMENT 3**

	Scheme Amendment request report demonstrate the site has capacity to accommodate basement parking in the Mixed Use zone for staff and residents, and a designated car park adjacent to supermarket. The specific car parking provisions will be addressed in future development application stages and will be provided in accordance with the provisions of the City of Joondalup Local Planning Scheme No. 3.	
Issue raised	Applicant's response	Officer's comments
Impact on existing residential development		
<ul style="list-style-type: none">Commercial development adjacent to residential development will:<ul style="list-style-type: none">lower the value of dwellings, andincrease crime.There should be open space instead of commercial development.		<ul style="list-style-type: none">Issues of property values and the potential increase in crime are not valid planning related considerations.

Support for the amendment		
<ul style="list-style-type: none">Support a tavern.Support an independent café.Support a supermarket – within walking distance and no need to drive.		The comments of support are noted.

Currambine, Perth

Retail Sustainability Assessment

November 2019

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Executive summary

- i. The site of the proposed Currambine Centre is located on Connolly Drive, a short distance south of Burns Beach Road, in Currambine, approximately 30 km north of the Perth CBD. The subject site is also planned to encompass a retirement and aged care development of approximately 400 dwellings, which will offer future residents and the broader community convenient access to medical, allied health, aged care, nursing, dementia care and wellness services.
- ii. The 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. The subject site is also located a short distance west of the Currambine train station, ensuring that the proposed retail centre is easily accessible via public transport.
- iii. The proposed Currambine Centre is planned to be anchored by a 3,200 sq.m supermarket as well as include 500 sq.m of specialty space. The centre would add a new convenience shopping service to the existing facilities at the locality, and will provide easily an accessible food and grocery destination for surrounding residents, which will be particularly convenient for residents on site.
- iv. The Currambine main trade area population is estimated at 24,420 residents at mid-2019, including nearly 8,000 residents in the primary sector, with solid growth occurring over recent years. The population of the main trade area is projected to increase by an average of 0.9% per annum over the period to 2031 and reach 27,180 residents.
- v. The Currambine main trade area is generally reflective of an outer suburban region comprised of traditional families in their early to mid-life stages, though parts of the catchment are also relatively affluent.

- vi. Total available retail expenditure within the main trade area is forecast to grow in real terms from the current level of \$365 million to a projected total of \$442 million at 2031. This level of growth reflects an average annual real growth rate of 1.6% per annum over the forecast period.
- vii. The analysis of supermarket floorspace indicates that there is a substantial undersupply of floorspace within the defined Currambine main trade area. It is considered that the supermarket proposed at the subject would be well placed to alleviate this identified supermarket floorspace gap.
- viii. Sales for the proposed Currambine Centre are projected at \$42.6 million in 2022/23 (in constant 2018/19 dollars), assuming an opening date of mid-2022. The centre is estimated to achieve a 9.8% share of the total available retail spending within the main trade area, including a 16.4% share of the available food expenditure.
- ix. A number of economic benefits are expected to flow directly from the development of the Currambine Centre, including:
 - A local and modern destination for food and grocery shopping, adding to the existing community facility and focal point;
 - A wider range of shopping choices for local residents, which will be easily accessible by road and public transport;
 - Increased convenience and amenity, together with reduced travel times, with easy access to daily retail shopping for the surrounding residents. This is particularly relevant for future older residents on site; and
 - Additional employment opportunities;
- x. Against these benefits, some short-term impacts are projected on centres located within and beyond the trade area. The potential impacts are expected to be sustained by local supermarket centres as well as supermarkets at surrounding high-order shopping centres, namely Kinross Central, Candlewood Village, Currambine Central, Lakeside Joondalup and Ocean Keys.

- xi. The analysis shows, however, that these impacts will not threaten the ongoing viability of any existing or planned facility, which would still have ample capacity to trade well and operate successfully. This particularly reflects the large population base in the trade area, as well as the current undersupply of supermarket floorspace in the locality.
- xii. The report demonstrates that there will be no loss of services to the local community, with all impacted centres expected to continue to trade well following the development of the Currambine Centre. The development at the subject site would provide a modern convenience retail centre, greatly adding to the existing services, where local residents would be able to undertake their daily and weekly food and grocery shopping. Based on the analysis presented in this report, it is concluded that a net community benefit will result from the development of the Currambine Centre as currently proposed.

Introduction

This report presents a retail sustainability assessment (RSA) for the proposed development of a local neighbourhood centre 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 regarding 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-based centre on the surrounding network of shopping 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 centre, 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 centre will operate.

- **Section 4** outlines our assessment of the sales potential for the proposed neighbourhood shopping centre, 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.
- The **Appendix** provides some supporting information.

Section 1: Site location and proposed development

This section of the report reviews the location of the Currambine site, the 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 details that there were just over 18,000 average weekday traffic movements on Burns Beach Road (west of the Mitchell Freeway), and 15,600 average weekday traffic movements on Connolly Drive (immediately north of Burns Beach Road) in both directions in FY18, highlighting the high level of activity in the area.

In addition, a \$260 million, six-kilometre extension of the Mitchell Freeway from Burns Beach Road to Hester Avenue in Clarkson has recently been completed. This extension included the construction of dual carriageways, with the capacity for further expansion to three lanes in the future. New interchanges are located at Burns Beach Road, Neerabup Road and Hester Avenue. The extension now allows residents further north the ability to bypass Currambine on their journey home, resulting in improved traffic conditions on local roads around Currambine. The new interchange at Burns Beach Road provides the subject site with excellent regional connectivity. Furthermore, the Mitchell Freeway is to be further extended from Hester Avenue to Romeo Road. Planning is underway with construction is to commence in late 2020, with an expected completion date of late 2022. This extension will further improve accessibility throughout outer northern Perth.

The subject site is also easily accessible via public transport, with the Currambine train station on the Joondalup line located a short distance to the east. Therefore, the proposed centre would provide a convenient destination for food shopping for commuters using the station.

The Currambine locality is essentially residential in nature, and generally well-established. Some areas 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 will, therefore, enjoy excellent visibility from Connolly Drive and be easily accessible for the surrounding residents.

The proposed centre would add a new shopping service to the existing facilities provided on adjacent and nearby sites to the east, which include the adjoining Sunlander Medical Centre (medical, dental, pathology, physiotherapy and pharmacy); and a BP petrol station. The proposed centre at the subject site is planned to be anchored by a full scale supermarket of 3,200 sq.m and include 500 sq.m of specialty stores.

The remainder of the block is planned to be developed as a contemporary retirement and aged care village. Approximately 400 dwellings are planned to be provided at the site (across a number of housing types), and will offer local residents and the broader community convenient access to medical, allied health, aged care, nursing, dementia care and wellness services. The creation of a retirement and aged care village surrounding the proposed retail centre could provide some valuable synergies, with the future population likely benefitting from their close proximity to shopping facilities, while the centre will have access to an immediate catchment.

At present, the main supermarket facilities serving surrounding residents are located at Kinross Central (Supa IGA) to the north; Candlewood Village (IGA) to the east; and Currambine Central (Woolworths, Farmer Jack's, Aldi) to the south-west. Lakeside Joondalup and Ocean Keys SC, both of which are major higher-order centres in the region, serve the food as well as non-food shopping needs of residents in the area.



Map 1.1: Currambine
Regional context



Map 1.2: Currabine 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.3
- 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, Currambine, 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 Currambine 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. Currambine (Currambine 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. 3

The most recent planning scheme for Joondalup is the *City of Joondalup District Planning Scheme No. 3 (DPS No. 3)*. The Scheme was approved by the Minister for Planning on 30 August 2018 and became operational on 23 October 2018.

The Currambine subject site is currently zoned residential and would require a commercial rezoning under the DPS No. 3, in order to develop the planned retail component. Under Part 3 number 16, Zones, the objectives of the Commercial Zone are set out as follows:

- *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 or improve the existing streetscape.*

An alternative approach 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 an option rather 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 other items, 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 guide the assessment of future town planning initiatives, one of which is ‘Commercial Centres’. On page 11 of the LPS the Vision Statement and Strategies for Commercial Centres (outside the Joondalup City Centre) are set out, which are as follows:

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

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/cyclist network in and around centres.*

In summary, these planning documents and strategies are designed to guide development throughout Perth as well as within the City of Joondalup. The key takeout is that commercial developments need to be well located and integrated, and RSAs need to be undertaken to assess if there will be any loss of service from proposed developments.

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 Centre 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 Currambine Central and Kinross Central, as well as Lakeside Joondalup (Strategic Metropolitan Centre), which is the closest higher-order shopping centre to the subject site.

On this basis, the catchment 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.

The above sectors are based on Statistical Area Level 1 (SA1), which are geographical areas defined by the Australian Bureau of Statistics (ABS), and generally designed as the smallest unit for the release of census data. Each sector is aligned to SA1s to ensure that the population figures are transparent and verifiable, as required under State Planning Policy (SPP) 4.2. Map A1 in the **Appendix** shows the SA1 boundaries.

Access to the subject site is relatively straightforward from each trade area sector, as evident that the majority of the catchment can access the site within a 5-minute drive (refer Map 2.1). This is a short time to drive to access a neighbourhood shopping centre,

particularly as there are no other neighbourhood centres anchored by a full-scale supermarket (over 3,000 sq.m in size) in the surrounding area. It is also noted that a proportion of the defined catchment would also be within a walkable catchment for the proposed centre.

It is highlighted that neighbourhood shopping centres are the most widespread type of shopping centre in Australia (56% of all shopping centres according the Property Council of Australia database), and the majority (some 60%) are anchored by a full-scale supermarket (sourced from the PCA). This highlights the popularity of neighbourhood shopping centres anchored by a full-scale supermarket, and that a 5-minute drivetime is a very reasonable extent of a catchment for such a centre.

The Mitchell Freeway is a major traffic route, which can act as barrier for the extent of a catchment, though in this case residents can reasonably easily traverse the highway via Burns Beach Road (underpass) and Moore Drive (overpass). Therefore, residents in the Secondary East sector are not impeded by the Mitchell Freeway, and can access the subject site via two major east-west thoroughfares in the area that either go under or over the freeway. Furthermore, the subject site is located only some 100 metres south of Burns Beach Road, and is easily accessible from Burns Beach Road via Connolly Drive. It is noted that Burns Beach Road, Moore Drive and Connolly Drive are all dual carriage roads, ensuring relatively ease of access to the subject site from the east.

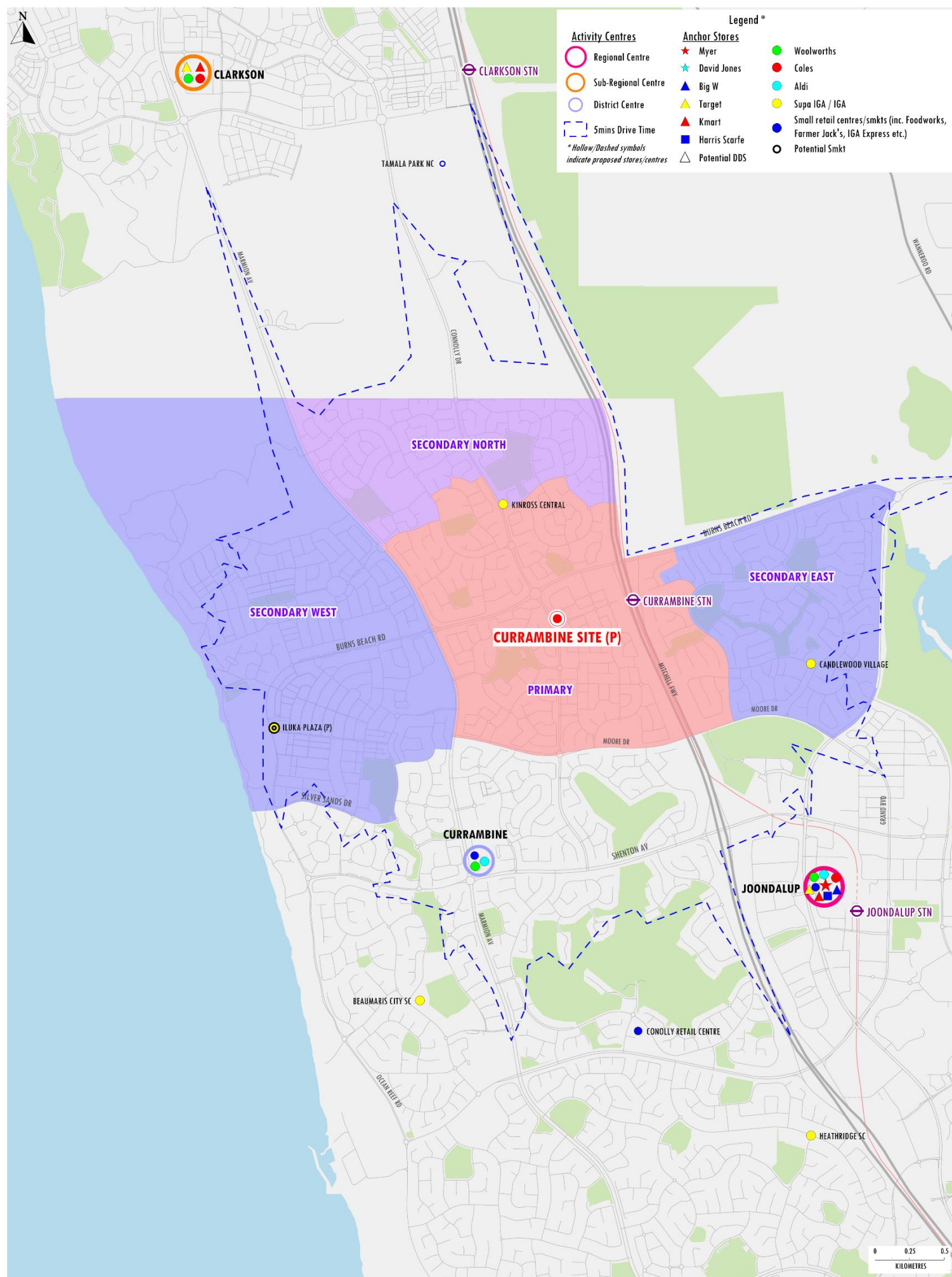
The Joondalup Strategic Metropolitan Centre is a very sizable shopping precinct and all residents in the surrounding region would utilise the centre for their higher-order shopping needs. Though given the scale of the centre and level of activity, compared with the convenience nature of neighbourhood centres with grade carparking, it is not practical for residents to regularly use a Strategic Metropolitan Centre for their daily and weekly shopping needs such as for fresh food and groceries. Residents in the area would visit the supermarkets at Joondalup, particularly when undertaking a major shop at the centre, though are not expected to visit the centre daily/several time a week for grocery shopping. It is considered reasonable to assert that residents of the Secondary East sector would also visit the planned full-scale supermarket at the subject site for some of their food and

groceries needs, which would be their closet full-scale supermarket outside of the Joondalup Strategic Metropolitan Centre.

The existing shopping centre in the Secondary East sector – Candlewood Village – is relatively small and is anchored by a supermarket of only some 700 sq.m. While the centre would be used by local residents for top-up food and grocery shopping, they are also expected to visit the proposed Currambine Centre for larger weekly grocery shopping trips.

Therefore, given that residents of the defined catchment can access the subject site within a short 5 minute drivetime, the lack of a neighbourhood centre anchored by a full-scale supermarket in the local area and the sheer scale and inconvenience of the Joondalup Strategic Metropolitan Centre, the extent of the catchment is considered reasonable and that residents in this area would visit the proposed Currambine Centre for some of their food and grocery shopping needs.

In combination, the above sectors form the **main trade area** for the proposed Currambine Centre. The centre would be ideally located to serve the main trade area residents for their food and grocery shopping needs, particularly for primary sector residents, reflecting its convenient accessibility from Connolly Drive and Burns Beach Road.



Map 2.1: Currambine development, Perth
Trade area, 5 minute drivetime boundary and retail centres

2.2 Trade area population

Table 2.1 details the estimated current and future population levels within the Currambine main trade area. The estimates are based on a range of sources including the following:

- Australian Bureau of Statistics (ABS) Census of Population and Housing 2016;
- ABS Dwellings Approvals and Estimated Residential Population Data, 2017-2018;
- Projections prepared by Forecast.id for the City of Joondalup (updated Dec 2018);
- Population projections prepared by the Department of Planning, Lands and Heritage (Western Australia Tomorrow No 11 - Dec 2018); and
- Other investigations of residential developments.

The Estimated Resident Population (ERP) figures at the SA1 level, as published by the ABS, were used to calculate the population estimates for 2011 and 2016. The ABS Census is widely regarded as the most accurate and reliable data source for population estimates. The population projections prepared by MacroPlan have regard to each available data source, and projections use the most reliable source for each sector and time period. Further details on the population projections is provided in the **Appendix**. It is noted that the Forecast.id population projection and WA Tomorrow No 11 are not available at the SA1 level.

The main trade area population is estimated at 24,420 people at mid-2019, including nearly 8,000 residents within the primary sector (around 33% of the main trade area population). Over the most recent inter-censal period (2011 to 2016), the main trade area population increased by 1.8% per annum or nearly 400 residents each year, a result of strong growth in the secondary west sector.

Maps 2.2 and 2.3 show the recent new dwelling approvals at the SA1 level (sourced from the ABS) and the future growth areas respectively around Currambine. A significant amount of resident development occurred between 2016 and 2019 in the surrounding area, which is clearly evident when comparing Nearmap imagery as at 23 April 2016 (Map A3 in the Appendix) and 28 April 2019 (Map A4).

Throughout some parts of Perth following the end of the 'mining boom' there were some declines in population in areas without residential development. The Western Australia Tomorrow No.11 forecasts projects that this has now generally stopped, particularly for Currambine and the surrounding area.

Future population growth in the main trade area will continue to be concentrated within the secondary west sector, driven by the ongoing development of the Beaumaris Beach estate, which is nearing completion, and the Burns Beach estate to the north. Burns Beach is being developed by Peet with the majority of the estate completed. The next stage of the estate will develop a further 22 hectares of land to north which will sustain growth for 7-10 years.

Over the forecast period to 2031, the main trade area population is projected to reach 27,180, including 8,460 in the primary sector. The population growth in the main trade area reflects an average annual growth rate of 0.9% over the forecast period. The population forecasts extend to 2031, some 12 years in the future. This is considered an appropriate timeframe to examine the potential implications of the proposed development. It is also noted that the Western Australia Tomorrow No.11 population forecast also extend to 2031.

Western Australia Tomorrow No.11 was released in December 2018 and is generally accepted as the 'official' population forecasts of the WA Government. The forecasts are published at the SA2 level (which are groups of SA1s), with the defined Currambine trade area covering the majority of the Iluka - Burns Beach and Currambine – Kinross SA2s, and a small part of Joondalup – Edgewater (Refer Appendix Map A2). Western Australia Tomorrow No.11 projects that the total population of the Iluka - Burns Beach and Currambine – Kinross SA2s are to increase by an average of 340 persons per year from 2016 to 2031 (refer to Appendix for further detail). This is above the average for the defined trade area of around 240 persons per year for the same period. Therefore, the population projections used in the RSA are in general more conservative than the Western Australia Tomorrow No.11 forecasts.

Table 2.1
Currambine trade area population, 2011-2031*

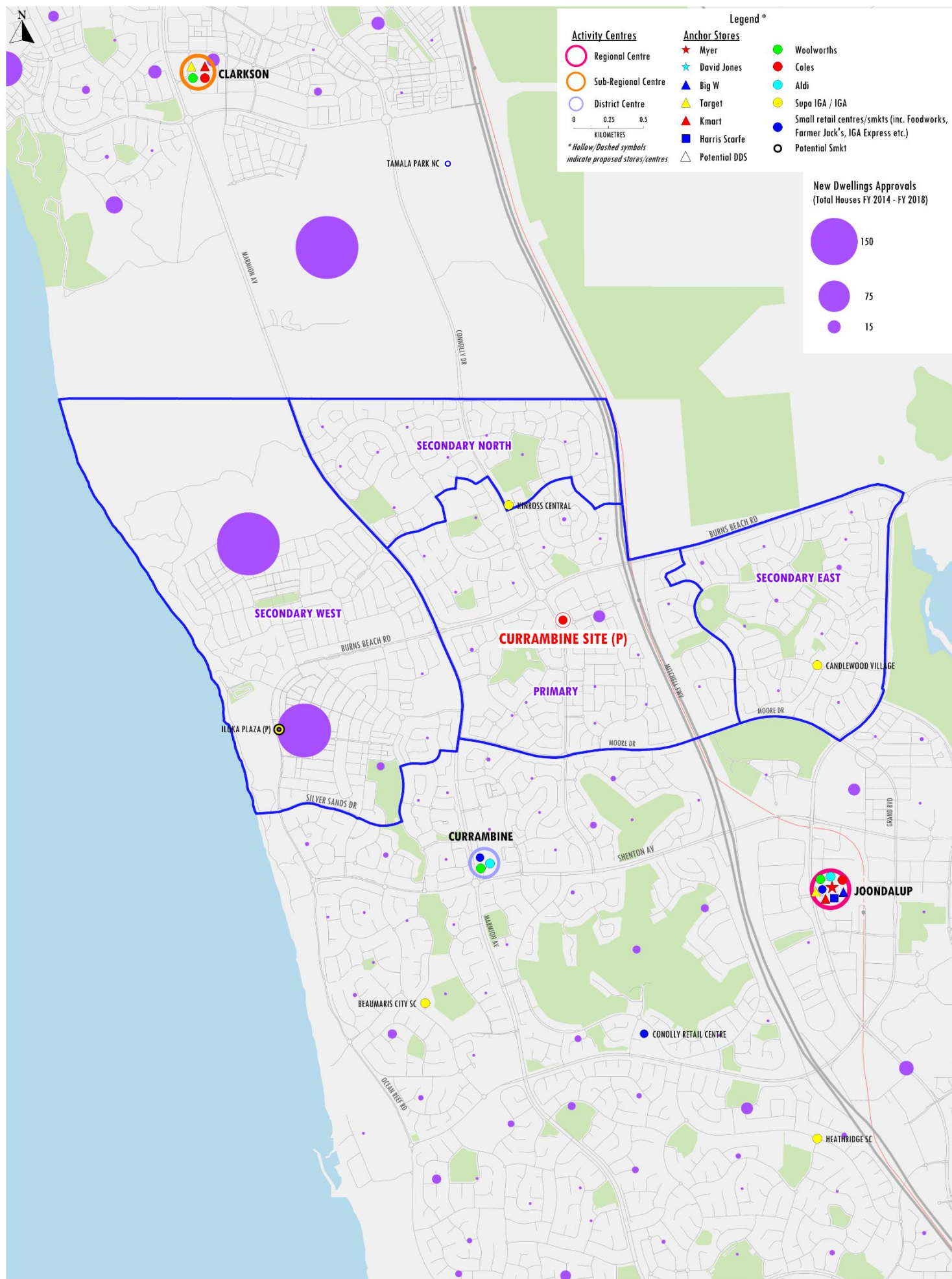
Trade area sector	Estimated population			Forecast population		
	2011	2016	2019	2021	2026	2031
Primary	8,200	7,960	7,960	7,960	8,210	8,460
Secondary sectors						
• North	4,580	4,300	4,300	4,360	4,510	4,560
• East	4,480	4,280	4,280	4,280	4,280	4,280
• West	<u>4,370</u>	<u>7,070</u>	<u>7,880</u>	<u>8,380</u>	<u>9,380</u>	<u>9,880</u>
Total secondary	13,430	15,650	16,460	17,020	18,170	18,720
Main trade area	21,630	23,610	24,420	24,980	26,380	27,180

Trade area sector	Average annual growth (no.)				
	2011-16	2016-19	2019-21	2021-26	2026-31
Primary	-48	0	0	50	50
Secondary sectors					
• North	-56	0	30	30	10
• East	-40	0	0	0	0
• West	<u>540</u>	<u>270</u>	<u>250</u>	<u>200</u>	<u>100</u>
Total secondary	444	270	280	230	110
Main trade area	396	270	280	280	160

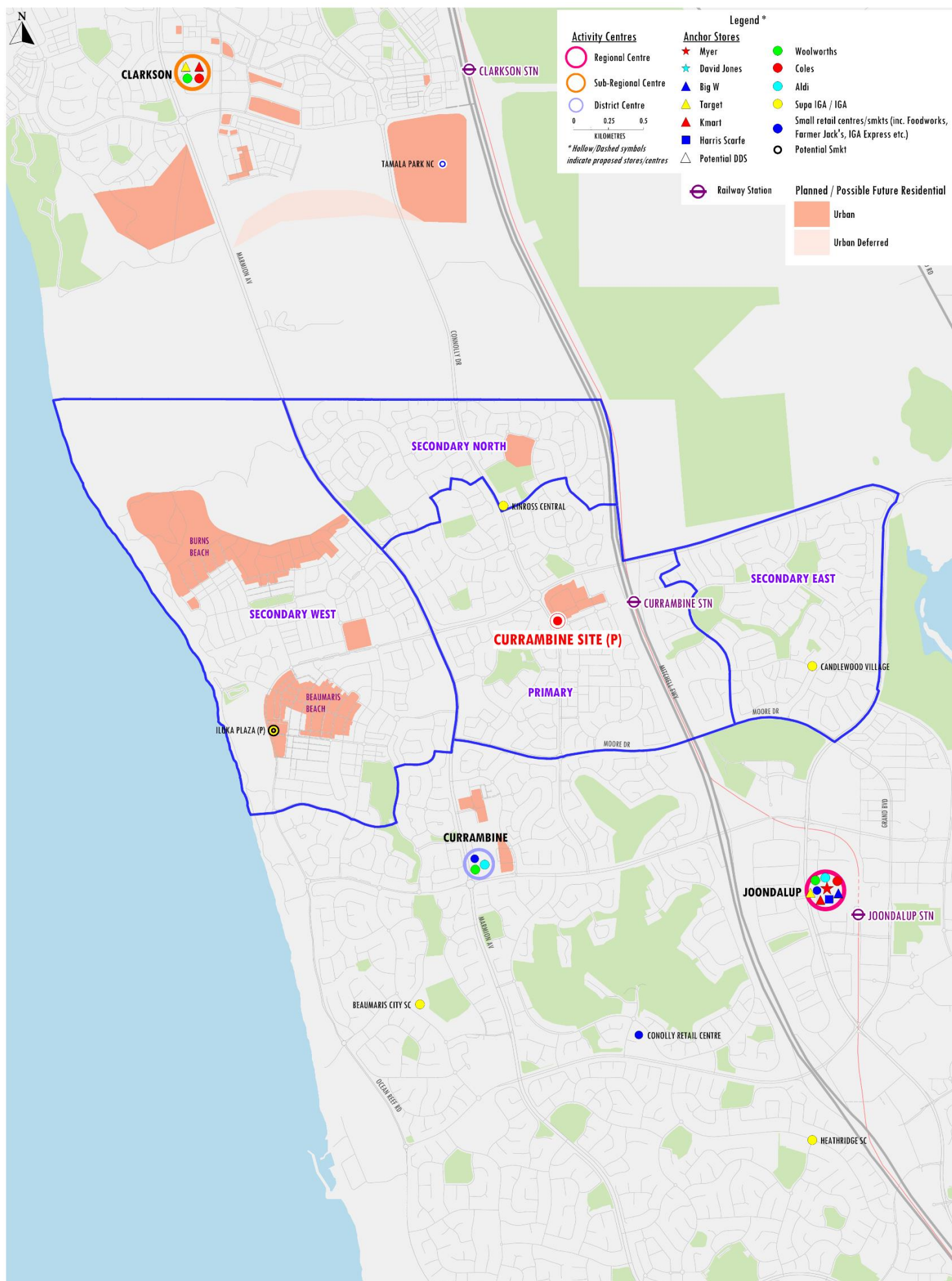
Trade area sector	Average annual growth (%)				
	2011-16	2016-19	2019-21	2021-26	2026-31
Primary	-0.6%	0.0%	0.0%	0.6%	0.6%
Secondary sectors					
• North	-1.3%	0.0%	0.7%	0.7%	0.2%
• East	-0.9%	0.0%	0.0%	0.0%	0.0%
• West	<u>10.1%</u>	<u>3.7%</u>	<u>3.1%</u>	<u>2.3%</u>	<u>1.0%</u>
Total secondary	3.1%	1.7%	1.7%	1.3%	0.6%
Main trade area	1.8%	1.1%	1.1%	1.1%	0.6%

*As at June

Source: ABS Census 2016; Western Australian Planning Commission, WA Tomorrow 2018; Forecast.id; MacroPlan



Map 2.2: Currumbine development, Perth
New Dwelling Approvals FY2014-18



Map 2.3: Currambine development, Perth
Areas planned for future residential growth

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 2016 ABS Census of Population and Housing, compared with averages for metropolitan Perth and Australia. The key points to note are as follows:

- The average age of main trade area residents, at 35.3 years, is younger than the metropolitan Perth average of 37.4 years, reflecting a below average representation of residents aged over 60 years and an above average representation of children.
- Income levels for the main trade area population are above the metropolitan Perth average, with secondary west sector residents being particularly affluent.
- Home ownership levels throughout the main trade area are above the metropolitan Perth average, and are particularly high in the secondary north and west sectors.
- Around half of main trade area residents are Australian born, with the proportion of overseas born residents well above average. There is an above average proportion born in European, particularly the UK, as well as South Africa.
- The main trade area contains an above average proportion of traditional families (i.e. households comprising couples with dependent children), at 55% of all households.

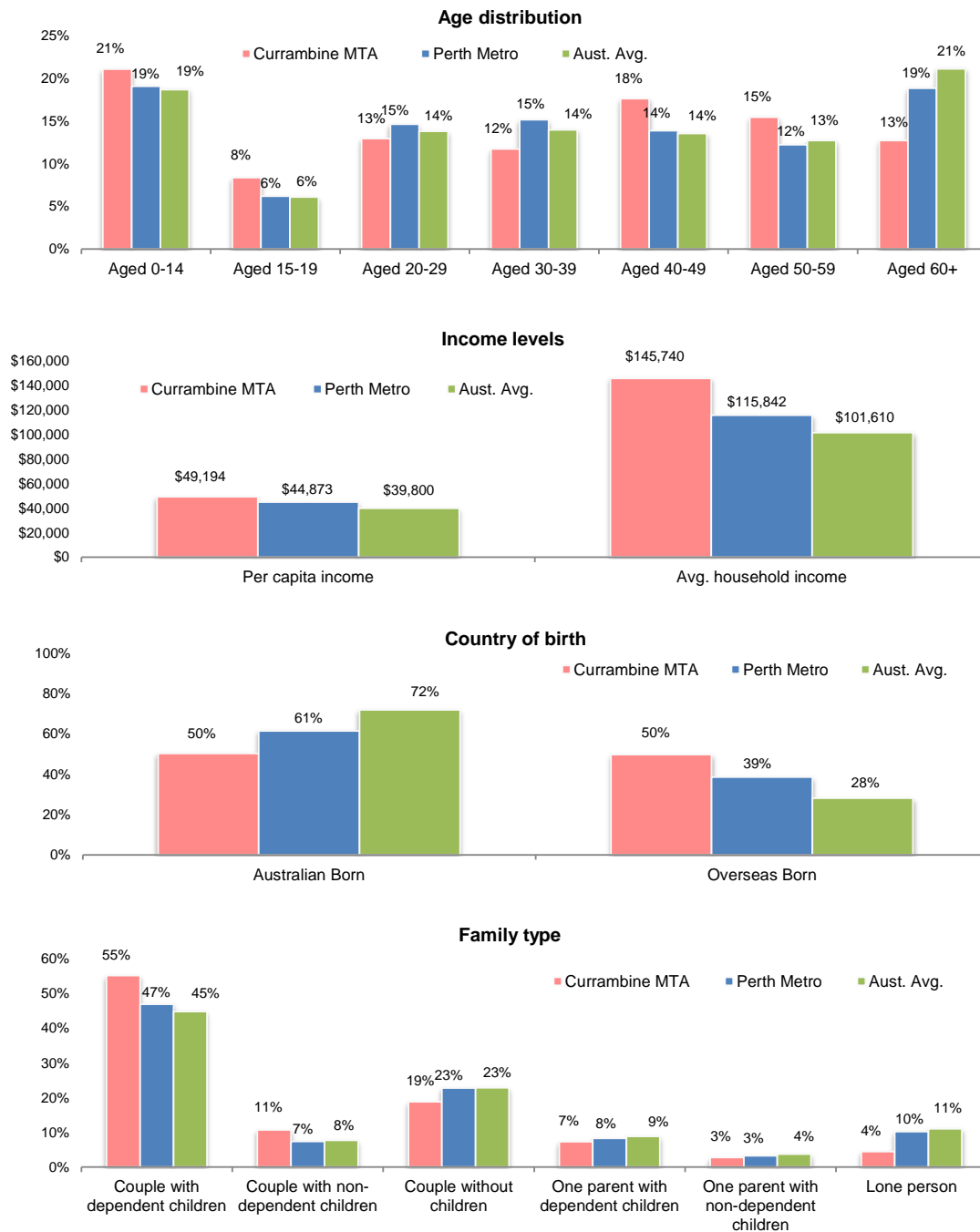
In summary, the Currambine main trade area is generally reflective of an outer suburban region comprised of traditional families in their early to mid-life stages, though parts of the catchment are also relatively affluent.

Table 2.2
Currambine main trade area - socio-demographic profile, 2016

Census item	Primary sector	Secondary sectors			Main TA	Perth Metro avg.	Aust. avg.
		North	East	West			
Per capita income	\$43,023	\$44,374	\$44,029	\$62,204	\$49,194	\$44,873	\$39,800
<i>Var. from Perth Metro bmark</i>	-4.1%	-1.1%	-1.9%	38.6%	9.6%		
Avg. household income	\$122,206	\$134,773	\$122,347	\$199,463	\$145,740	\$115,842	\$101,610
<i>Var. from Perth Metro bmark</i>	5.5%	16.3%	5.6%	72.2%	25.8%		
Avg. household size	2.8	3.0	2.8	3.2	3.0	2.6	2.6
<u>Age distribution (% of population)</u>							
Aged 0-14	20.7%	22.6%	18.4%	22.3%	21.1%	19.1%	18.7%
Aged 15-19	8.4%	9.3%	7.7%	8.3%	8.4%	6.2%	6.1%
Aged 20-29	14.4%	12.3%	15.4%	10.2%	13.0%	14.6%	13.8%
Aged 30-39	13.4%	10.9%	11.8%	10.3%	11.8%	15.2%	14.0%
Aged 40-49	15.3%	19.8%	15.4%	20.3%	17.6%	13.9%	13.5%
Aged 50-59	14.7%	13.8%	15.5%	17.4%	15.5%	12.2%	12.7%
Aged 60+	13.1%	11.3%	15.9%	11.2%	12.7%	18.8%	21.1%
Average age	34.9	34.3	37.0	35.2	35.3	37.4	38.6
<u>Housing status (% of households)</u>							
Owner (total)	<u>72.3%</u>	<u>81.0%</u>	<u>76.1%</u>	<u>91.3%</u>	<u>79.8%</u>	<u>71.7%</u>	<u>67.4%</u>
• Owner (outright)	21.8%	19.6%	23.8%	24.3%	22.5%	28.8%	31.9%
• Owner (with mortgage)	50.5%	61.5%	52.3%	67.0%	57.3%	42.9%	35.5%
Renter	27.5%	19.0%	23.9%	8.7%	20.2%	27.4%	31.8%
<u>Birthplace (% of population)</u>							
Australian born	50.4%	52.4%	54.4%	46.3%	50.3%	61.4%	71.9%
Overseas born	<u>49.6%</u>	<u>47.6%</u>	<u>45.6%</u>	<u>53.7%</u>	<u>49.7%</u>	<u>38.6%</u>	<u>28.1%</u>
• Asia	6.1%	3.4%	7.0%	4.2%	5.2%	12.5%	11.2%
• Europe	29.3%	32.8%	25.5%	34.1%	30.7%	16.2%	9.6%
• Other	14.1%	11.5%	13.2%	15.4%	13.8%	9.9%	7.4%
<u>Family type (% of population)</u>							
Couple with dep't child.	50.3%	58.3%	50.3%	63.1%	55.2%	47.0%	44.8%
Couple with non-dep't child.	10.8%	8.9%	10.7%	11.9%	10.7%	7.4%	7.7%
Couple without child.	18.6%	16.9%	22.1%	17.9%	18.8%	22.7%	22.8%
One parent with dep't child.	9.8%	9.1%	7.2%	3.1%	7.3%	8.2%	8.8%
One parent w non-dep't child.	3.5%	2.5%	3.6%	1.4%	2.8%	3.3%	3.7%
Lone person	5.8%	4.0%	5.4%	2.2%	4.4%	10.2%	11.0%
<u>Car ownership</u>							
% 0 Cars	1.8%	3.7%	3.4%	3.2%	2.8%	4.9%	7.7%
% 1 Car	28.1%	30.7%	24.6%	28.3%	27.9%	33.1%	36.1%
% 2 Cars	45.0%	45.2%	45.6%	43.2%	44.7%	40.5%	37.5%
% 3 Cars	16.4%	13.6%	15.8%	17.2%	16.0%	13.8%	12.2%
% 4 plus Cars	8.7%	6.8%	10.6%	8.1%	8.5%	7.5%	6.5%

Source: ABS Census of Population & Housing, 2016; MacroPlan

Chart 2.1
Currambine main trade area - socio-demographic profile, 2016



Source: ABS Census of Population & Housing, 2016; MacroPlan

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 2018/19 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. The MarketInfo estimates for spending behaviour prepared independently by MDS are used by a majority of retail/property consultants.

Retail spending per person within the main trade area is estimated at \$15,013, which is generally in line with the average per capita retail expenditure of metropolitan Perth and is 5% above the average for Australia.

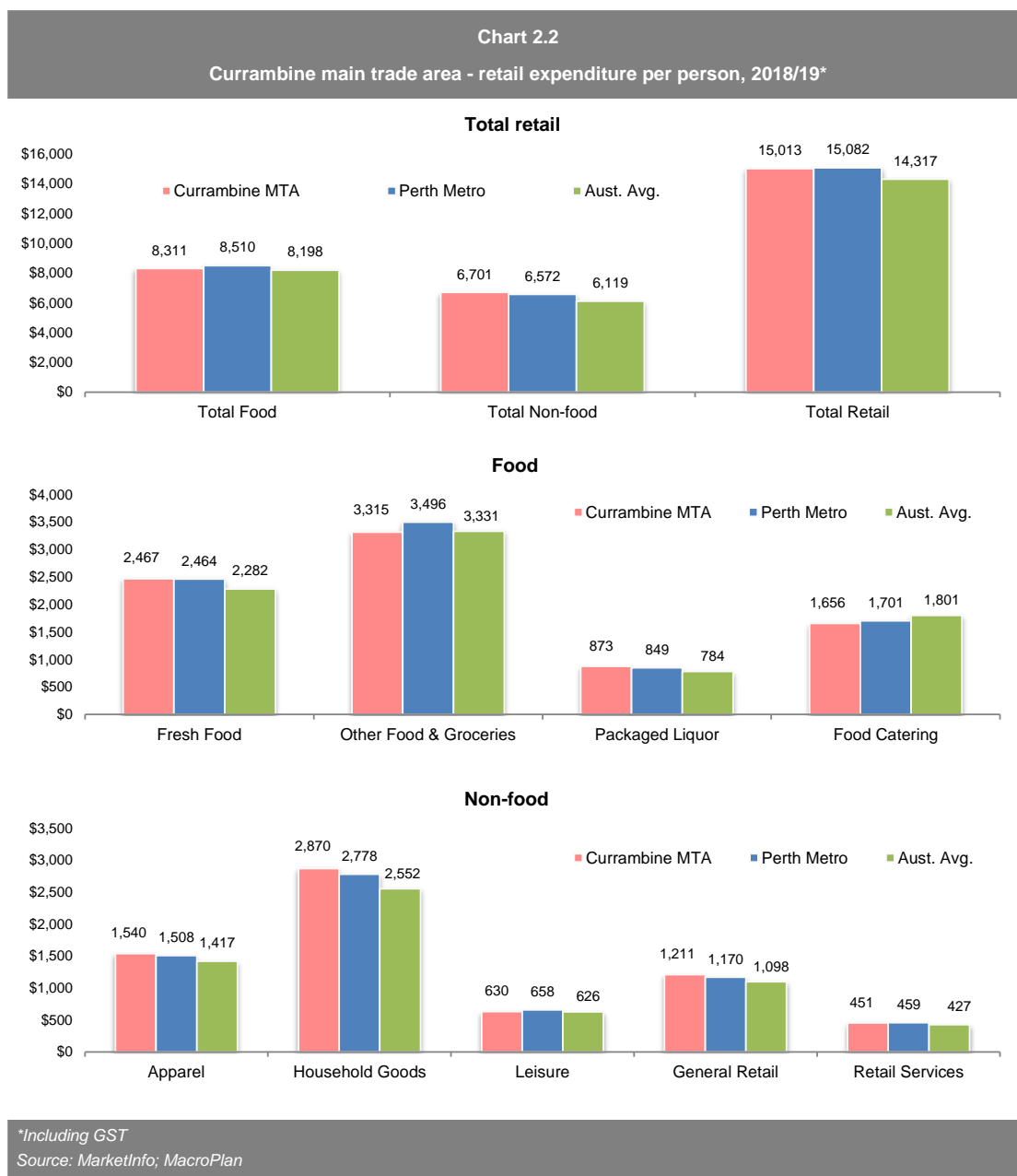


Table 2.3 presents estimates of total retail expenditure generated by the population within the defined Currumbine main trade area. This table also shows the projected growth in available trade area retail expenditure, taking into account the forecast population levels outlined previously.

The total available retail expenditure within the main trade area is forecast to grow in real terms from the current levels of \$365 million to a projected total of \$442 million at 2031. This level of growth reflects an average annual real growth rate of around 1.6% per annum over the forecast period. The sources of spending growth include:

- Main trade area resident population growth, which is projected to average 0.9% over the period to 2026; and
- Real growth in retail spending per capita, which is forecast to average 0.7% 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 \$162 million at 2019 and is projected to increase to nearly \$200 million over the forecast period to 2031.

Table 2.3 Currambine main trade area - retail expenditure (\$M), 2019-2031*					
Year ending June	Primary sector	Secondary sectors			Main TA
		North	East	West	
2019	117	61	62	124	365
2020	118	62	63	129	371
2021	119	63	63	133	378
2022	120	63	64	138	385
2023	121	64	64	142	392
2024	123	65	64	147	399
2025	125	66	65	151	406
2026	126	67	65	155	414
2027	128	68	66	159	420
2028	129	68	66	162	426
2029	131	69	67	164	431
2030	133	70	67	167	437
2031	135	70	68	170	442
<u>Average annual growth (\$M)</u>					
2019-2031	1.4	0.8	0.4	3.9	6.5
<u>Average annual growth (%)</u>					
2019-2031	1.2%	1.2%	0.7%	2.7%	1.6%
*Constant 2018/19 dollars & including GST Source: MarketInfo; MacroPlan					

Table 2.4
Currambine main trade area - retail expenditure by category (\$M), 2019-2031*

Year ending June	FLG	Food catering	Apparel	Household goods	Leisure	General retail	Retail services	Total retail
2019	162	40	37	70	15	29	11	365
2020	165	41	38	71	16	30	11	371
2021	168	42	39	72	16	30	11	378
2022	171	43	39	73	16	31	12	385
2023	174	44	40	74	16	31	12	392
2024	177	45	40	76	16	32	12	399
2025	181	46	41	77	17	33	12	406
2026	184	47	42	78	17	33	12	414
2027	187	48	42	79	17	34	13	420
2028	190	49	42	80	17	34	13	426
2029	193	50	43	81	18	34	13	431
2030	195	50	43	82	18	35	13	437
2031	198	51	44	83	18	35	13	442
<u>Average annual growth (\$M)</u>								
2019-2031	3.0	0.9	0.5	1.1	0.2	0.5	0.2	6.5
<u>Average annual growth (%)</u>								
2019-2031	1.7%	2.0%	1.3%	1.5%	1.3%	1.5%	1.7%	1.6%
*Constant 2018/19 dollars & including GST								
Source: MarketInfo; MacroPlan								

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 Centre 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>			4.0
• Lakeside Joondalup	86,000	Myer, Big W, Target, Kmart, H&M Coles (4,165), Woolworths (5,215), Farmer Jack's (3,230), Aldi (1,650)	
Secondary Centres			
<u>Clarkson</u>			5.3
• Ocean Keys SC	35,000	Target, Kmart, Coles (3,980), Woolworths (3,650)	
<u>Wanneroo</u>			8.3
• Wanneroo Central SC	16,750	Kmart, Coles (3,730), Aldi (1,730)	
District Centres			
<u>Currambine</u>			2.6
• Currambine Central	17,000	Woolworths (4,080), Farmer Jack's (1,850) Aldi (1,600)	
<u>Neerabup</u>			6.5
• Banksia Grove Village	6,300	Coles (4,270)	
• Banksia Grove SC	5,200	Woolworths (3,850)	
• Aldi	1,700	Aldi (1,700)	
Neighbourhood Centres			
Kincross Central	4,100	Supa IGA (2,500)	1.0
Candlewood Village	2,000	IGA (700)	3.1
Beaumaris City SC	3,000	IGA (1,240)	4.4
Carramar Village SC	5,100	Woolworths (3,230)	4.8
Proposed Centres			
Iluka Plaza (p)	2,500	IGA (1,050)	2.6
Source: Property Council of Australia; MacroPlan			

3.1 Competition within trade area

There are currently only two supermarket facilities located within the defined trade area, 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 fresh food shops, takeaway food outlets, a pharmacy, a newsagency, as well as a hairdresser and beauty salon. Total retail floorspace at the centre is around 4,100 sq.m (Property Council of Australia).
- Candlewood Village, located to the east, is anchored by a small IGA store and also contains a small provision of predominantly convenience-oriented specialties. Some prominent national traders at the centre include Brumby's, Pizza Hut and Terry White Chemmart.

Iluka Plaza, which has development approval, is planned to be developed on Burns Beach Road within the secondary west sector. The centre is to be anchored by a 1,050 sq.m IGA supermarket and include a range of specialty stores on the ground floor. The first floor of the centre is to include a childcare centre, a gymnasium and a medical centre.

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 approaching 25,000, there is considered to be a dearth of supermarket facilities in the local area. This undersupply of supermarkets in the local area is explored in further detail in the following 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 major competitive shopping centre to the proposed Currambine Centre. Currambine Central forms the main retail component, anchored by a full-line Woolworths supermarket as well as a Farmer Jack's supermarket, supported by a range of specialty retailers, including a mix of 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 also located adjacent to the centre.

Further afield, the main higher-order shopping centres include the following:

- Lakeside Joondalup is the core retail component of the Joondalup Strategic Metropolitan Centre, located approximately 4 km to the south-east. The centre contains some 86,000 sq.m of retail floorspace, anchored by a Myer department store; Big W, Kmart and Target discount department stores; international retailer H&M; as well as Coles, Woolworths, Farmer Jack's and Aldi supermarkets.

The centre also contains a large provision of specialty shops, with over 230 specialty stores, including a strong apparel offer (anchored by fast fashion retailer H&M) 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 shopping 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 5.3 km to the north. The centre contains around 35,000 sq.m of retail floorspace and is anchored by Target and Kmart discount department stores, as well as Coles and Woolworths supermarkets. Ocean Keys SC serves the retail needs of a broad region in outer northern Perth.

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

3.3 Summary

In summary, there is currently a lack of major supermarkets in the trade area, with the only supermarkets in the area being two independent stores (Supa IGA and IGA), while a third IGA supermarket is planned (Iluka Plaza). The proposed Currambine Centre would be an easily accessible and convenient major food and grocery shopping destination for surrounding residents. The higher-order shopping requirements for trade area residents will continually to be mostly served 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 Centre, 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 Centre, 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 important need to be met at a 'local' level, as is proposed to be provided by the Currambine Centre.

Residents need to be well serviced by an appropriate provision of easily accessible supermarket facilities, as such facilities create a community focus as well as provide convenience and amenity for local residents. The provision of convenient, good quality and modern supermarket facilities is important to service both the existing established population base as well as the future residents in an area, and to facilitate the social wellbeing of residents.

At the same time, the purpose of the supermarket floorspace analysis, as provided following, is also to ensure that there will be sufficient demand for the range of supermarkets (existing and proposed) in the locality. It is important to assess the likely economic wellbeing of existing and planned activity centres, ensuring that there is the sufficient demand for the facilities and that the proposal development will not result in an oversupply of retail facilities in the area.

The analysis of supportable supermarket floorspace for the Currambine trade area uses a retail expenditure model. Per capita expenditure on take-home food and groceries (F&G) is fairly 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 (e.g. 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).
- 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 comparison shopping which is directed in particular to Lakeside Joondalup, it is entirely reasonable, as well desirable, that a majority of the food and grocery shopping by trade area residents should be able to be retained locally, at the various existing and proposed lower order activity centres within the defined trade area.

The following analysis calculates the total demand of supermarket floorspace which, in our view, is required within the defined Currambine 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. This level of demand is then compared with the existing and future supply of supermarket floorspace in the trade area, to determine if there is an undersupply or oversupply of supermarket floorspace in the area.

The analysis in following Table 4.1 is described as follows:

- The available food and grocery (F&G) expenditure generated by trade area residents is approximately \$140 million currently, and projected to grow to \$172 million at 2030/31, in constant 2018/19 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 estimated at 75%, given the suburban nature of the area.
- The proportion of that supermarket expenditure which is reasonable to be retained within the defined Currambine trade area is considered to be at least 55%. This reflects that 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, though still allows for a sizable 45% of all supermarket expenditure of trade area residents to be directed to other supermarkets in the region, such as to the supermarkets at Currambine Central and Joondalup.

This proportion of retained expenditure is considered supportable within the defined trade area and is reasonable to meet the requirements of residents at the local level, having regard to the population projections and availability of alternative shopping centres. Underpinning this analysis is the view that 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. It is imperative that an adequate provision of supermarket floorspace is provided at the local level to support the walkability of the area. It is also important to ensure that there is a sufficient provision of local shopping facilities to serve the community, which is particularly important for young families and older residents. This figure is considered appropriate as residents should be able to have access to a range of supermarket facilities in the local area, rather than needing to travel to a say a Strategic Metropolitan Centre (Joondalup) to undertake their daily and weekly food and grocery shopping needs. It could be argued that this is conservative and that a much higher proportion of F&G should be able to be retained locally.

- Potential expenditure directed to trade area supermarkets from beyond the trade area is then allowed for, estimated at 10% of the total. MacroPlan calculates the beyond as a proportion of the total, which is common practise for RSA. (I.e. in 2019 sales from beyond is calculated as 10% of the estimated \$64.4 million of the total F&G spending potential directed to supermarkets).
- An allowance of supermarket sales from non-F&G goods, such as general merchandise, is allowed for, estimated at 6% of total sales.
- The total supermarket expenditure available within the trade area is therefore estimated at \$68.5 million at 2019, growing to \$74 million at 2023.
- Adopting an average trading level of around \$9,500 per sq.m for supermarket traders at 2019, the total level of supermarket floorspace which is required to reasonably meet the requirements of Currambine trade area residents is therefore estimated at around 7,200 sq.m at present, growing to 7,760 sq.m at 2023 and further to 8,830 sq.m at 2031.
- At present, within the trade area, there are only two supermarket facilities, estimated to total around 3,200 sq.m. Therefore, there is an estimated undersupply of supermarket floorspace within the trade area of around 4,000 sq.m currently.
- By 2023, allowing for the development of the proposed Currambine Centre and the IGA at Iluka Plaza, the level of supermarket floorspace undersupply would decrease, but there is still estimated to be an undersupply of supermarket floorspace in the trade area.
- With the ongoing steady population growth forecast for the trade area, the level of supermarket floorspace undersupply would then increase further over the forecast period.

Table 4.1 Currambine Centre main trade area - supermarket floorspace analysis, 2019-2031*				
Items	2019	2023	2026	2031
Available trade area spend on F&G - \$M	140.4	151.3	160.1	172.1
F&G spending to smkts (@ 75%) - \$M	105.3	113.5	120.1	129.1
Spending retained by TA smkts (@ 55%) - \$M	57.9	62.4	66.0	71.0
Plus sales from beyond TA (@ 10%) - \$M	<u>6.4</u>	<u>6.9</u>	<u>7.3</u>	<u>7.9</u>
Total F&G spending to TA smkts - \$M	64.4	69.3	73.4	78.9
Plus non-F&G sales (@ 6%) - \$M	<u>4.1</u>	<u>4.4</u>	<u>4.7</u>	<u>5.0</u>
Total spending to TA smkts - \$M	68.5	73.8	78.1	83.9
Smkt floorspace demand (sq.m)	7,210	7,550	7,830	8,120
(Assuming average trading level of \$9,500 per sq.m in 2019)**				
Total smkt floorspace - existing and proposed				
Existing facilities	<u>3,200</u>	3,200	7,450	7,450
• Kinross Central Supa IGA	2,500			
• Candlewood Village IGA	700			
<u>Proposed facilities</u>		<u>4,250</u>		
• Currambine (subject site)		3,200		
• Iluka Plaza		1,050		
Total smkt floorspace supply (sq.m)	3,200	7,450	7,450	7,450
Under (-)/Over (+) supply (sq.m)	-4,010	-100	-380	-670
*Constant 2018/19 dollars & including GST				
**Avg supermarket turnover assumed to increase at 0.7% p.a. in real terms				
Source: MacroPlan				

In summary, the analysis shows that there is a clear gap for additional supermarket floorspace to be provided within the defined trade area, such as a new full range supermarket at the subject site as proposed.

An alternative approach is to examine the floorspace requirements at the centre level. In Perth retail floorspace demand is generally allocated across the various levels of the retail hierarchy, which is currently structured as follows:

- The capital city CBD and relevant Strategic Metropolitan Centres typically account for 5 - 10% of retail floorspace needs, depending on the nature of the area in question, and its proximity to the CBD.
- Secondary Activity Centres, typically being regional or large sub-regional centres, generally account for 20 - 25% of retail floorspace needs.
- District Centres, typically being sub-regional in nature, generally account for around 20 - 25% of retail needs.
- Centres at the local and neighbourhood levels in the hierarchy generally account for around 25 - 30% of total retail needs.
- Dedicated bulky goods centres or 'out-of-centre' retail typically accommodate around 20 - 25% of the total retail floorspace needs.

In this case, there are only local and neighbourhood centres located in the catchment, with Currambine District Centre and Joondalup Strategic Metropolitan Centres provided to the south and Clarkson Secondary Activity Centres situated to the north. Given that the existing and potential future local and neighbourhood centres generally serve mainly the convenience food and retail services segments of the total retail market, then adopting a retention figure of 55% of just F&G spending would be conservative when considering that local and neighbourhood levels generally account for 25 – 30% of the total retail needs throughout Perth.

4.2 Estimated supermarket sales potential and market shares

Prior to being able to consider the question of potential economic benefits and impacts that may arise from the development of the Currambine Centre, 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 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; and
- 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 local population.

The likely sales potential for the proposed centre is now considered, taking all of these factors into account. It is assumed that the new centre will open by around mid-2022, with its first full year of trading being financial year 2022/23. All sales estimates in this report are expressed in constant 2018/19 dollars (i.e. excluding inflation) and including GST.

The proposed Currambine Centre is expected to be anchored by a full-line supermarket of 3,200 sq.m, which would be able to offer a full range of supermarket products and services. The store would 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 daily and weekly food and convenience shopping needs.

The key points taken into consideration when assessing the sales potential for a supermarket on the subject site are as follows:

- Supermarkets generate almost all of their sales from the take-home food, grocery and packaged liquor (FLG) retail expenditure category, as detailed in Section 2 of this report. The available FLG spending generated by the trade area population is estimated at \$174 million at 2023 (constant dollars terms).
- Typically, Australians direct around 70% – 75% of food and grocery spending to supermarkets and major foodstores (i.e. grocery stores greater than 500 sq.m). This ratio can vary from location to location and is dependent on the provision of supermarkets and foodstores within the particular area or region, as well as the socio-demographic profile of the population.
- There are currently no full-range supermarkets located in the trade area, with the closest major supermarkets provided at Currambine Central and Joondalup to the south.

The estimation of sales potential for the proposed supermarket firstly considers the size of the take-home food and packaged liquor (FLG) market. The typical proportion of this expenditure directed to supermarkets is then assessed. Finally, the market shares of this retail expenditure market are estimated for each sector of the trade area, while there is an allowance for business to be captured from beyond the trade area.

In terms of supporting specialty stores, a total of approximately 500 sq.m of specialty space is planned for the subject site. This amount of retail specialty space is considered supplementary to the supermarket anchor, which will drive customers to the site. The specialty stores then provide for the additional convenience shopping needs of patrons.

The retail specialty provision at the site would suit being oriented to fresh food, food catering and convenience-based retailers. Following are possible retail stores by retail category:

- Fresh food & liquor – This category includes tenants such as bakeries, butchers, fresh produce stores and delicatessens. One fresh food tenant is considered supportable at the planned centre, as well as a liquor store.
- Food catering – This category includes take-away food stores, cafes and restaurants. At least one food catering tenant is expected to be supportable at the centre including a café or a take-away food outlet.
- Retail Services – This category includes service-based tenants such as hairdressers, beauty salons, optometrists and dry cleaners. The site is considered well placed to include a hairdresser or a beauty salon.

In addition to the retail facilities, a range of non-retail shops are typically provided at neighbourhood shopping centres. Given the site aspects and location, a real estate agent is expected to be supportable at the site.

Based on all the analysis presented previously, Table 4.2 provides the retail sales potential for the Currambine Centre at 2023. The retail component of the centre is estimated to have an initial sales potential of \$42.6 million for the planned 3,600 sq.m of retail floorspace. The proposed supermarket is projected to achieve \$40 million, reflecting an average productivity level of \$12,500 per sq.m, with the planned retail specialty stores projected to potentially achieve sales of \$2.6 million.

Table 4.2			
Currambine - Centre sales potential by retail category, 2022/23*			
Category	GLA (sq.m)	Currambine	
		Est. sales (\$'000)	Est. sales (\$/sq.m)
<u>Major tenants</u>			
Supermarket	3,200	40,000	12,500
<u>Retail specialties</u>			
Fresh food & liquor	200	1,500	7,500
Food catering	100	600	6,000
Retail services	<u>100</u>	<u>500</u>	<u>5,000</u>
Total retail spec.	400	2,600	6,500
Total centre - retail	3,600	42,600	11,833
Real estate agent (non-retail)	<u>100</u>		
Total centre	3,700		

**Constant 2018/19 dollars & including GST*
Source: MacroPlan

Table 4.3 presents estimated market shares for the proposed Currambine Centre in 2023, based on the sales estimates detailed previously. The key aspects impacting the potential market shares achieved by a shopping centre are the quality and scale of the facility compared with alternative shopping precincts, and the accessibility of the centre.

Based on the analysis presented in this report, the centre is expected to achieve a 9.8% share of the total available retail spending in the main trade area, including a 16.4% share of the available food expenditure. The remaining expenditure of trade area residents (i.e. 90%) would continue to be directed other retail facilities in the region such as Kinross Central, Candlewood Village, Currambine Central, Lakeside Joondalup, Ocean Keys as well as to the Perth CBD.

Table 4.3 Currambine - Estimated market shares, 2022/23*									
Trade area	Retail spend (\$M)			Centre sales (\$M)			Market share		
	Food	Non-food	Total	Food	Non-food	Total	Food	Non-food	Total
Primary	69	52	121	15.3	1.1	16.4	22.2%	2.1%	13.5%
Secondary sectors									
• North	36	28	64	4.0	0.3	4.3	11.2%	1.0%	6.7%
• East	36	27	64	4.0	0.3	4.3	11.0%	1.1%	6.7%
• West	<u>77</u>	<u>66</u>	<u>142</u>	<u>12.4</u>	<u>0.9</u>	<u>13.3</u>	<u>16.1%</u>	<u>1.4%</u>	<u>9.3%</u>
Total secondary	149	121	271	20.4	1.5	21.9	13.7%	1.2%	8.1%
Main TA	218	174	392	35.7	2.6	38.3	16.4%	1.5%	9.8%
Sales from beyond TA				<u>4.0</u>	<u>0.3</u>	<u>4.3</u>			
Total centre sales				39.7	2.9	42.6			
*Constant 2018/19 dollars & including GST Source: MarketInfo; MacroPlan									

In this example the estimated market shares are the same for the Secondary North and East sectors, despite the fact that residents of the Secondary North sector can very easily access the site via Connolly Drive. On face value the market shares for the Secondary North should potentially be higher than for the Secondary East sector. However, the local neighbourhood shopping centres provided in each of the sectors are very different, which therefore equalises the estimated market shares.

Kinross Central (Secondary North sector) is a sizable neighbourhood centre of 4,100 sq.m and is anchored by a mid-sized IGA supermarket of 2,500 sq.m, while the total size of Candlewood Village is only 2,000 sq.m (including a supermarket of approximately 700 sq.m), which is less than the size of just the supermarket anchor at Kinross Central. The fact that Secondary North residents have access to a mid-sized supermarket that can serve some of their food and grocery needs, compared with the small supermarket in the Secondary East sector which would only be used for top-up shopping, results in the market shares being similar despite the different level of access from each area.

4.3 Assessment of likely economic benefits and 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 a modern and easily accessible food and grocery shopping facility for the surrounding population. The proposed development will include a full-line supermarket, which will be able to offer a full range of supermarket products catering to the daily and weekly shopping needs of the catchment population.
- The provision of a conveniently located supermarket, which would reduce travel times, while easing traffic conditions at other centres. This is most pertinent for future residents on site, particularly older residents, who would strongly value shopping facilities located in the immediate local area, preferably within walking distance.
- Decrease the level of escape food and grocery expenditure to facilities located beyond the trade area. The supply and demand analysis completed as part of this report clearly shows that there is a significant undersupply of supermarket floorspace in the local area, and the proposed supermarket would address some of this undersupply of floorspace.
- A wider range of shopping choices for local residents. The proposed Currambine Centre will be a full-scale supermarket, which will provide more choice and variety compared with existing facilities in the trade area, therefore increasing competition, which may also lead to lower food and grocery prices for consumers.
- Creating local employment opportunities. Once operational, the centre is expected to employ around 153 people, as detailed in Table 4.4 following. The estimated employment levels generated by the centre rely 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.

- The employment generated by the future centre may result in a small amount of job losses at other centres. It is possible, even likely, that the proposed development will provide job opportunities for local residents and will not impact on the number of jobs at existing centres in the area. However, to be conservative, the analysis allows for an indicative estimated 5% of the total increase to be as a result of reduced employment at other retail facilities, resulting in an estimated 145 net additional jobs at the proposed Currambine Centre.
- The development of a retail centre at the Currambine site will also create a number of additional jobs for the construction and related industries during the construction phase. The estimated capital costs for the construction of the centre are estimated at \$15 million. By utilising the appropriate ABS data, we estimate that the construction period of the proposed development would create some 64 jobs, as detailed in Table 4.5. There may also be further jobs in the broader community created from supplier induced multiplier effects during this period and also ongoing, which are detailed in the table, calculated based on the appropriate ABS input/output multipliers.

Table 4.4 Currambine Centre - estimated centre employment levels			
Type of use	Estimated employment per '000 sq.m	Currambine Centre	
		GLA (sq.m)	Employment (persons)
Supermarket	40	3,200	128
Specialty shops	50	<u>500</u>	<u>25</u>
Total centre		3,700	153
Net increase*			145
*Net increase includes an allowance for reduced employment levels at impacted centres, estimated at 5% of the total increase Source: ABS; MacroPlan			

Table 4.5				
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	145		58	203
Construction of project (\$15m. est. capital costs)		<u>64</u>	<u>103</u>	<u>167</u>
Total	145	64	161	370

* 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: ABS; MacroPlan

4.4 Consideration of trading impacts

A number of factors need to be taken into account in the consideration of the likely broad trading impacts of the proposed development of Currambine Centre 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. 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 Centre, 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 Centre would result from a redirection of spending to the new centre from a range of other centres located both within and beyond the defined trade area, which may 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 relative to the Currambine site and their respective roles in the region.

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

- The distance of each centre, by road, from the proposed development.
- The size of the centre, 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 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 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 (e.g. IGA, Farmer Jacks), which serve a more convenience top-up retail role.

- 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 more weekly role in meeting shopping needs, as would be provided by a full-line supermarket such as at the proposed Currambine Centre.

Table 4.6 presents an impact analysis for relevant centres which may be impacted from the proposed Currambine development, which allows for all the factors mentioned above and particularly the existing scale and performance of all existing shopping centres in the area, and how comparable the centres are with the planned Currambine Centre. All figures are expressed in constant 2018/19 dollars and include GST. The analysis is described as follows:

- The estimated 2018/19 sales for each of the existing centres are firstly detailed. These estimates are based on publicly available information, such as from Shopping Centre News and the Property Council of Australia, and where no sales data is available are derived based on appropriate sales productivity levels for comparable centres.
- The projected sales potential for each centre at 2023 are then estimated. Firstly, assuming no development of the Currambine Centre. 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, while also allowing for impacts from new centres (i.e. Iluka Plaza). The sales for Iluka Plaza are also estimated, with the approved development assumed to be open by that date.
- The sales potential for each centre at 2023 are then estimated, assuming that the Currambine Centre is developed. The estimates of centre sales potential post impact are calculated by allocating the anticipated impacts on each centre from the Currambine Centre, in line with the methodology outlined throughout this section of the report.

- The estimated sales potential for each centre at 2026 are also provided, three years post development, 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 2023, expressed in dollar terms and in percentage terms respectively, as a result of the proposed development of the Currambine Centre are then shown.
- Finally, the resultant growth in sales potential for each centre between 2019 and 2026 are detailed, assuming the Currambine Centre proceeds.

Table 4.6
Currambine Centre - estimated impact on specific centres (\$M)*

Centre	Dist. from	Retail GLA	Supermarkets/GLA	Est. sales	Projected 2023		Proj. 2026	Impact 2023		Change with dev't (%)	
	site (km)	(sq.m)		2019	No dev't	With dev't	With dev't	\$M	%	2019-23	2019-26
Within trade area											
Kinross Central	1.0	4,100	Supa IGA (2,500)	35.0	37.0	33.5	35.2	-3.5	-9.4%	-4.2%	0.5%
Candlewood Village	3.1	2,000	IGA (700)	15.0	15.7	15.1	15.8	-0.6	-4.0%	0.7%	5.3%
Iluka Plaza (p)	2.6	<u>2,500</u>	IGA (1,030)	<u>0.0</u>	<u>18.8</u>	<u>18.0</u>	<u>18.8</u>	<u>-0.8</u>	<u>-4.3%</u>	<u>n.a.</u>	<u>n.a.</u>
Total within trade area		8,600		50.0	71.5	66.6	69.7	-4.9	-6.8%	33.2%	4.7%
Beyond trade area											
Currambine Central	2.6	17,000	Woolworths (4,080), Farmer Jack's (1,850), Aldi (1,600)	154.0	164.7	151.7	161.0	-13.0	-7.9%	-1.5%	4.6%
Ocean Keys SC	5.3	35,000	Coles (3,980), Woolworths (3,650)	280.0	299.5	294.5	312.6	-5.0	-1.7%	5.2%	11.6%
Lakeside Joondalup	4.0	86,000	Coles (4,165), WOW (5,215), Farmer Jack's (3,230), Aldi (1,650)	705.0	754.2	743.2	788.7	-11.0	-1.5%	5.4%	11.9%
All others				<u>n.a.</u>	<u>n.a.</u>	<u>n.a.</u>	<u>n.a.</u>	<u>-8.7</u>	<u>n.a.</u>	<u>n.a.</u>	<u>n.a.</u>
Total beyond				n.a.	n.a.	n.a.	n.a.	-37.7	n.a.	n.a.	n.a.
Total								-42.6			

*Expressed in financial years; constant 2018/19 dollars & including GST
Source: Shopping Centre News; Property Council of Australia; MacroPlan

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

- i. The estimated levels of impact for the existing supermarket facilities in the trade area (Kinross Central and Candlewood Village) reflects a redirection of spending to the new Currambine facility, with the potential impacts being somewhat subdued given the slightly different roles the centres serve. 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 (i.e. within the defined Secondary East sector).
- ii. Kinross Central (Supa IGA) is expected to be impacted by around \$3.5 million, or around 9.4%, following the development of the Currambine Centre, reflecting 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 distance from the Currambine site and the different offer at the centre.
- 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 weekly grocery shopping. That is, a significant proportion of trade area residents' food and grocery spend would be currently directed to centres beyond the trade area such as Currambine Central and Joondalup (i.e. 'escape expenditure'). As such, the majority of sales at the proposed Currambine Centre would be redirected from centres located beyond the trade area.
- iv. Currambine Central is expected to experience a noticeable impact in 2023, of around \$13 million or 7.9%. This impact particularly reflects that scale of Currambine Central and the inclusion of three supermarkets in the precinct. Lakeside Joondalup is expected to be impacted by \$11 million, which represents 1.5% of total sales.

- v. The estimated impacts on 'all others' represent the impacts which are expected on a variety of other supermarket and non-supermarket facilities (such as produce stores, bakeries, butchers, fresh food outlets, etc), which will be spread across centres provided over a relatively wide area throughout the surrounding region.
- vi. Table 4.6 also shows the projected sales potential for each of the impacted centres in 2026, three years following the development of the Currambine Centre. All centres are projected to experience steady sales growth subsequently, with the impacted centres to recover lost ground and achieve more sales in 2026 compared with current sales.

Overall, the estimated impacts detailed previously would not threaten the ongoing viability of the identified centres, which will still have ample capacity to achieve good sales volumes and 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 is generally considered to be an acceptable level of competitive impacts. Furthermore, as outlined previously, the impacted centres may take a number of actions which can minimise the level of impact from the development of the proposed Currambine Centre.

In terms of escape expenditure, the two existing shopping centres are estimated to achieve total sales of \$50 million in 2019, against total retail expenditure volume of \$365 million, with the proportion of net escape retail spending therefore at around 86% in that year. Net escape retail spending would still be high in 2023, assuming both Iluka Plaza and the subject centre are developed, estimated at 72%. In other words, if the Currambine Centre is developed, 72% (net) of the total retail expenditure of the trade area population is still expected to escape the trade area, with the majority to be directed to other higher-order shopping centres in the surrounding region. The higher-order retail facilities would attract the majority of the non-food spending of local residents as well as some food expenditure.

4.5 Net community benefit

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

- A local and modern destination for food and grocery shopping, adding to the existing community facilities and focal point;
- A wider range of shopping choices for local residents, which will be easily accessible by road and public transport;
- Increased convenience and amenity, together with reduced travel times, with easy access to daily retail shopping for the surrounding residents. This is particularly relevant for future older residents on site; and
- Additional employment opportunities;

Against these benefits, some impacts are projected on centres located both within and beyond the trade area. These impacts will not threaten the ongoing viability of any existing or planned facility, and will be gradually absorbed, with solid ongoing growth outlooks for other centres. Thus, it can be concluded that a net community benefit will result from the development of the Currambine Centre 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 (RSA) 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 a clear need and demand for the development of the proposed Currambine Centre. Whilst some short-term trading impacts are expected to be experienced by the surrounding retail facilities following the development of the proposed centre, the analysis in this report demonstrates that there will be no loss of services to the community. All impacted facilities would still be able to achieve sustainable sales volumes, and to continue to trade, after recovering from their respective impacts.

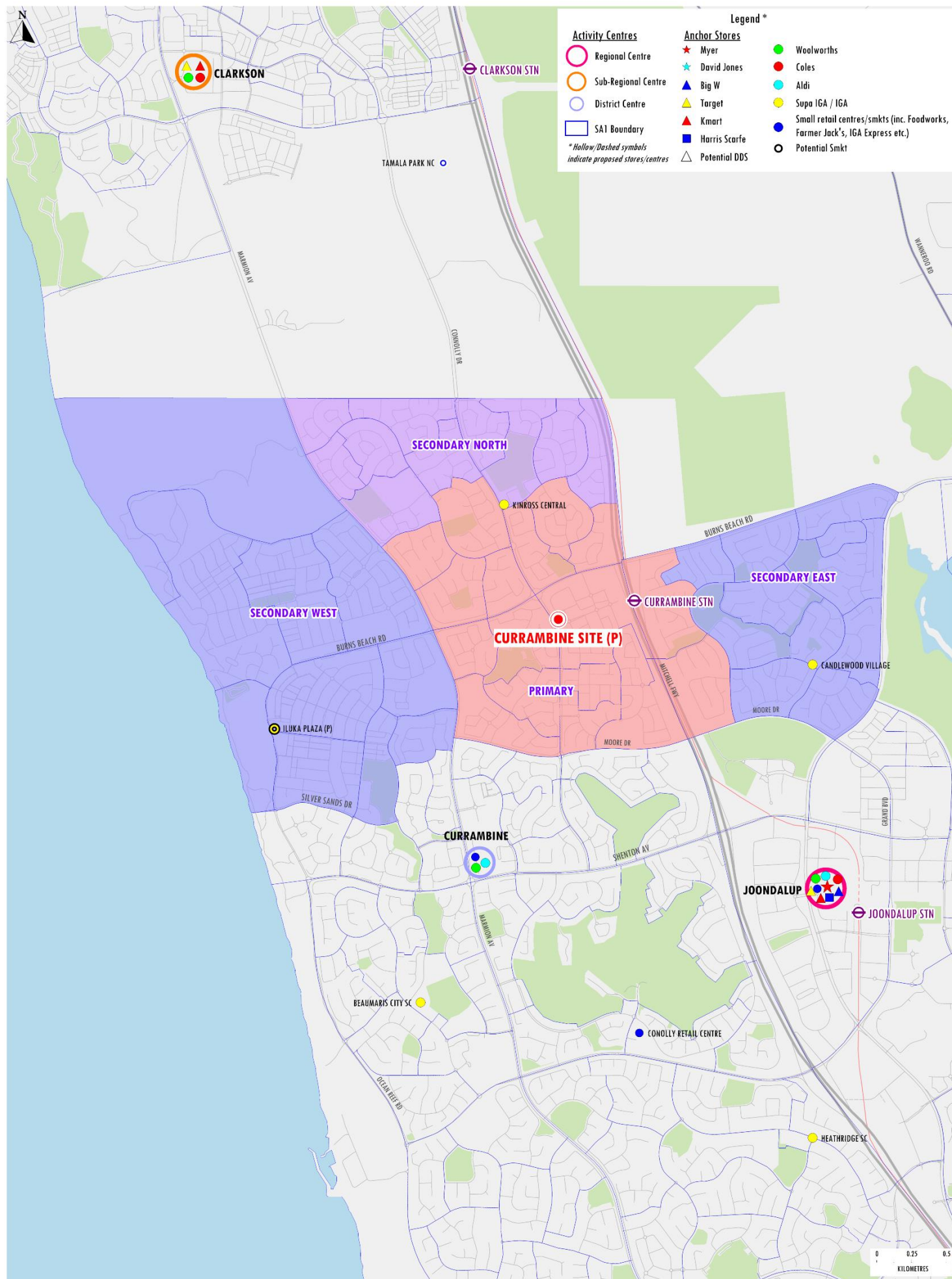
The development of the proposed Currambine Centre would greatly add to the services available to surrounding residents, in the form of a modern shopping facility, which residents would be able to easily access to undertake their daily/weekly food and grocery shopping. The proposed supermarket would,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

Appendix

The Western Australia Tomorrow No.11 population forecasts are published at SA2 level (which covers a larger area compared with SA1s), for the time periods as at 30 June for 2016, 2021, 2026 and 2031. The extent of the SA2s in this part of Perth are shown on Map A4. The defined trade area used in the RSA covers a proportion of three SA2s, with the Western Australia Tomorrow No.11 (Band C - median) projections summarised in the below table.

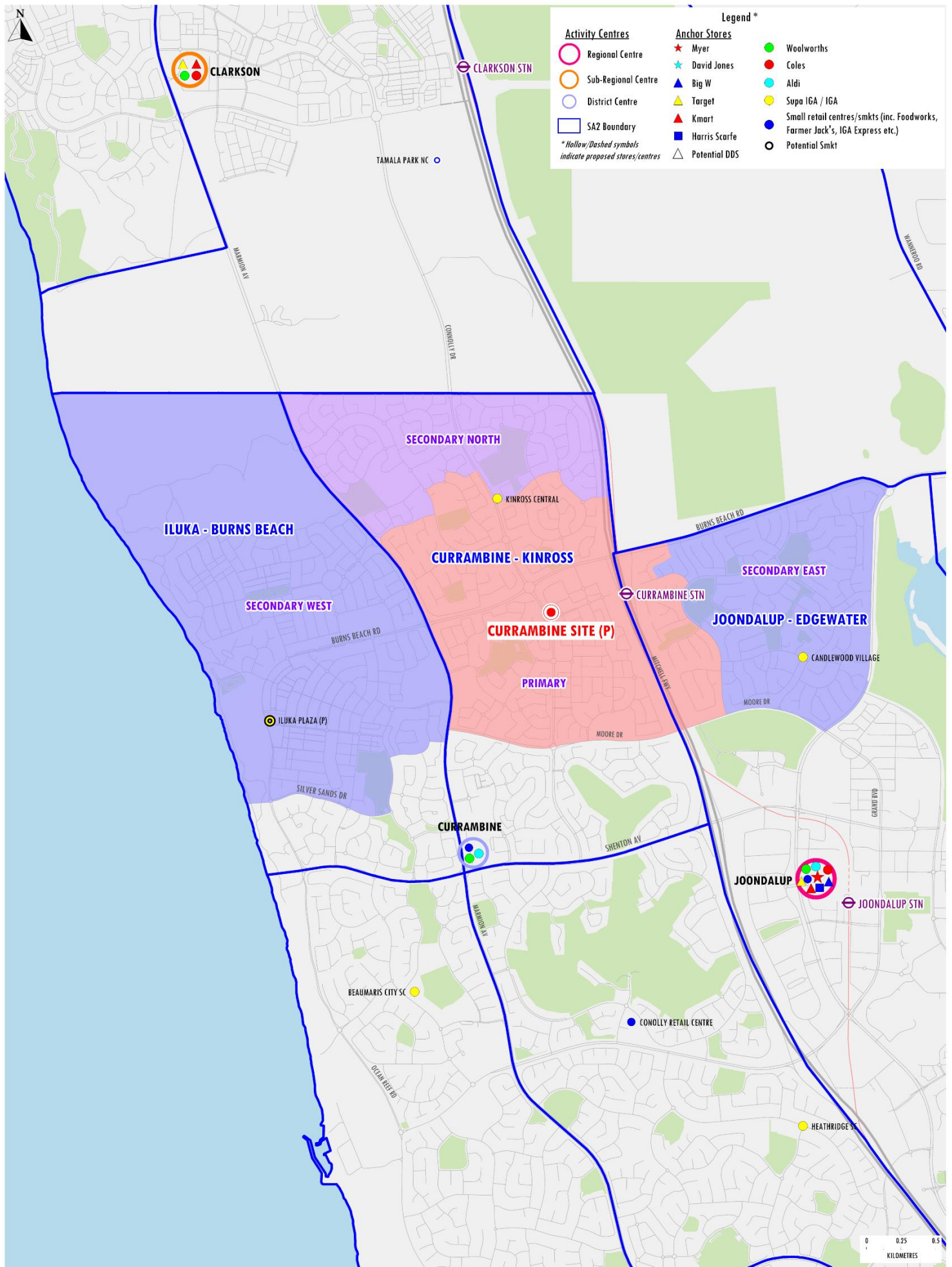
Western Australia Tomorrow No.11 - selected SA2s				
SA2	2016	Population projections		
		2021	2026	2031
Currambine - Kinross	14,360	14,090	14,555	15,145
Iluka - Burns Beach	<u>9,235</u>	<u>10,260</u>	<u>11,720</u>	<u>13,545</u>
<i>Sub-total</i>	23,595	24,350	26,275	28,690
Joondalup - Edgewater	14,020	12,950	12,645	12,385
SA2		Average annual growth (no.)		
		2016-21	2021-26	2026-31
Iluka - Burns Beach		-54	93	118
Currambine - Kinross		<u>205</u>	<u>292</u>	<u>365</u>
<i>Sub-total</i>		151	385	483
Joondalup - Edgewater		-214	-61	-52
<i>*As at June</i> <i>Source: Department of Planning, Lands and Heritage WA</i>				

As noted previously, the defined Currambine trade area covers the majority of the Iluka - Burns Beach and Currambine – Kinross SA2s, and a small part of Joondalup – Edgewater (as shown on Map A2). The above table provides a sub-total of the two most relevant SA2s, showing that the total population of this area is projected to increase from 23,595 to reach 28,690 at 2031, based on the Western Australia Tomorrow No.11 forecasts. The population of the defined main trade area is projected by MacroPlan to increase from 23,610 to reach 27,180 at 2031. From a similar starting population, the Western Australia Tomorrow No.11 forecasts are some 1,500 higher at 2031. Noting that the areas covered are somewhat different, it is considered that the population projections used in the RSA are therefore generally consistent/aligned, if not conservative.



Map A1: Currumbine

Trade area, retail competition and SA1 boundaries



Map A2: Currumbine
Trade area, retail competition and SA2 boundaries



Map A3: Currumbine
Nearmap image – April 2016

PHOTOMAPS BY NEARMAP
IMAGERY DATE: 28 APRIL 2019

Legend



Map A4: Currumbine
Nearmap image – April 2019

macroplan



COMMUNITY ENGAGEMENT OUTCOMES REPORT

Proposed Scheme Amendment No 1
— 16 Sunlander Drive, Currambine

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OVERVIEW

The community was invited to provide feedback from 28 March 2019 to 27 May 2019 on Proposed Scheme Amendment No 1. The proposed amendment requests rezoning a portion of Lot 1 (16) Sunlander Drive, Currumbine, from 'Residential' to 'Commercial' and 'Mixed Use'. Feedback was sought by way of a Comment Form to determine the overall level of community support.

The City collected a total of 59 valid responses throughout the 60-day advertised engagement period. The majority of submissions came from stakeholders who had been engaged directly by the City, indicating an overall response rate of 3.4%. This included 5 submissions from the following local businesses and industry stakeholders:

- SCA Property Group (on behalf of Currumbine Central Shopping Centre)
- Rowe Group (on behalf of Kinross Central Shopping Centre)
- Rowe Group (on behalf of Ocean Keys Shopping Centre)
- Lendlease Property Management (on behalf of Lakeside Joondalup Shopping Centre)
- Water Corporation

Respondents were asked to indicate their level of support for Proposed Scheme Amendment No 1 on a 5-point scale from "strongly oppose" to "strongly support". Under one-third of respondents indicated that they "support" (4) or "strongly support" (11) Proposed Scheme Amendment No 1. Just under half of respondents indicated that they are "opposed" (8) or "strongly opposed" (17).

Common themes that emerged from the feedback include: the belief that more commercial areas (particularly shops) are not required or that there are already enough nearby. Respondents also expressed concern about the impact on traffic and parking, particularly access to the roads/traffic flow, and the impact of delivery trucks and loading/unloading

STAKEHOLDERS

A total of 1,726 stakeholders were *directly* engaged by the City. Stakeholders identified included:

- Local residents/landowners within 400 metres radius of 16 Sunlander Drive, Currumbine = 1,541
- Community Engagement Network members residing in Currumbine and Kinross = 171
- Resident/ratepayer groups = 2
 - Currumbine Residents Association
 - Kinross Residents Association
- Local businesses = 3
 - Currumbine Central Shopping Centre
 - Kinross Central Shopping Centre
 - Kinross Shopping Centre
- Industry stakeholders (including government corporations) = 4
 - ATCO Gas Australia
 - Telstra Property
 - Water Corporation
 - Western Power
- Government departments/agencies = 5
 - Department of Communities (Housing Authority)
 - Department of Fire and Emergency Services
 - Department of Transport
 - Department of Water
 - Main Roads WA

Additional stakeholders, including interested residents/landowners further than 400 metres from 16 Sunlander Drive, Currumbine, were also indirectly engaged by the City via the engagement materials described below.

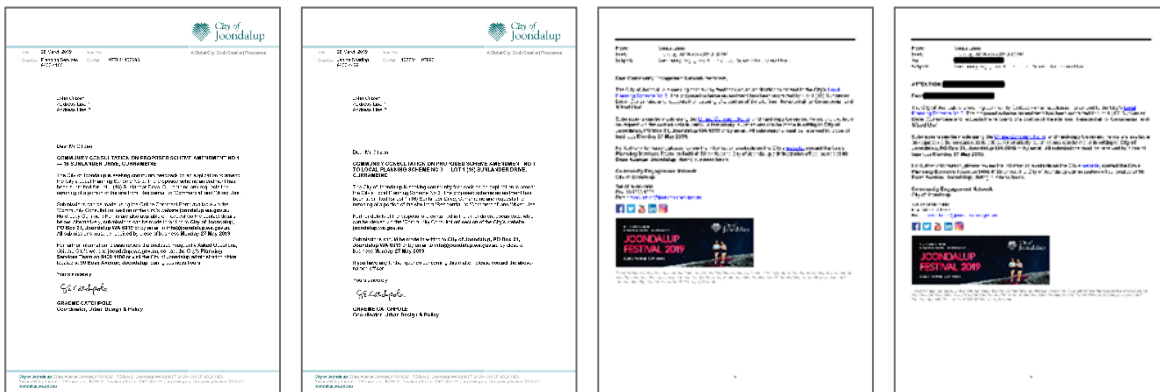
ENGAGEMENT MATERIALS

Local residents/landowners of properties located within a 400 metres radius of 16 Sunlander Drive, Currumbine, and local businesses were sent information packs through the post containing a cover letter and Frequently Asked Questions document. These Stakeholders were invited to submit feedback via the Online Comment Form, or in writing to the City via post or email.

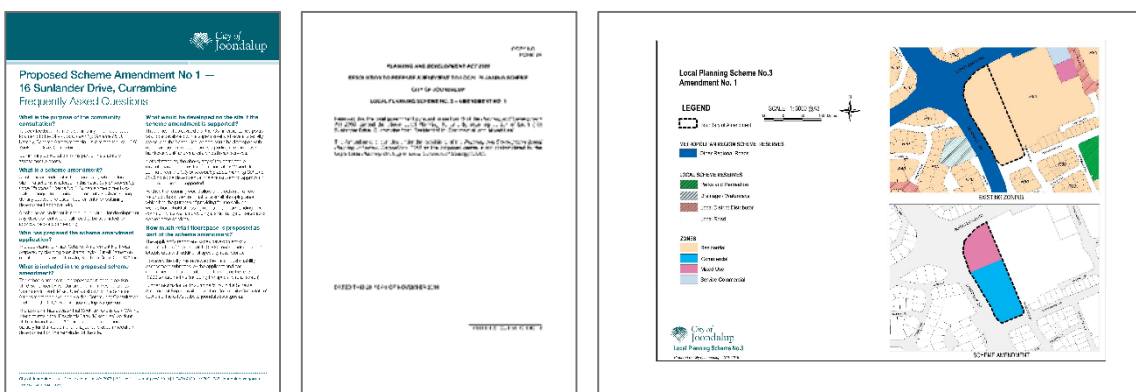
Industry stakeholders and government departments/agencies were sent a personalised cover letter through the post directing them to the City's website to view the Scheme Amendment documents. These stakeholders were invited to provide comments in writing to the City via post or email.

Members of the City's Community Engagement Network residing in Currumbine and Kinross and resident/ratepayer groups were sent emails directing them to the City's website to view the Frequently Asked Questions document and Scheme Amendment documents. These stakeholders were invited to submit feedback via the Online Comment Form, or in writing to the City via post or email.

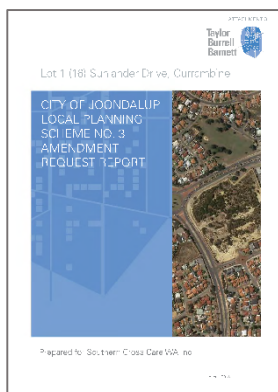
Cover letter to local residents/landowners and local businesses, cover letter to industry stakeholders and government departments/agencies, email to Community Engagement Network members, and email to resident/ratepayer groups (see Appendix 1–4 for full):



Frequently Asked Questions document, Scheme Amendment Report, and Scheme Amendment Map (see Appendix 5–7 for full)



Applicant's Scheme Amendment Report (not provided in Appendix due to size)



Hard-copy and Online Comment Forms (see Appendix 8–9 for full):


In addition to directly contacting identified stakeholders via post and email, the City advertised the engagement to other community members via the following means:

- Webpage linked through the “Community Consultation” section of the City’s website visible from 28 March 2019 to 27 May 2019.
- Signage erected at 2 locations on-site at 16 Sunlander Drive, Currumbine from 28 March 2019 to 27 May 2019.
- Public notice published in the *Joondalup Weekender* community newspaper on 28 March 2019.
- E-screen displays visible on the e-screens located at the City’s customer services centres, libraries and Craigie Leisure Centre from 28 March 2019 to 27 March 2019.

Community Consultation webpage on the City’s website (see Appendix 10 for full):



Signage erected on-site at 16 Sunlander Drive, Currumbine (see Appendix 11 for full):



City of Joondalup Local Planning Scheme No 3 Proposed Scheme Amendment No 1 (Complex Amendment)

An application has been received to rezone a portion of Lot 1 (16) Sunlander Drive, Currumbine from 'Residential' to 'Commercial' and 'Mixed Use'.

Documents and further information are available on the City's website joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Enquiries can be directed to the City on 9400 4100.

Submissions accepted: **Thursday 28 March 2019 – Monday 27 May 2019.**



Public notice (see Appendix 12 for full):



Chichester Park, Woodvale – proposed community sporting facility

The City of Joondalup is seeking community feedback on the concept plans for the redevelopment of the existing outdoor facility at Chichester Park, Woodvale. The project provides a new multi-purpose community sporting facility replacing the existing, dilapidated in the current location, basketball courts, and a new 100m x 60m x 30m swimming pool. The project also includes a new underground car park to address the parking issues on the southern playing field.

Consultation will open from **Monday 28 March – Monday 15 April 2019.**

For further information on the concept plans and to receive comments, please call the Community Consultation section of the City's website at joondalup.wa.gov.au or contact the City's Leisure Planning team on 9400 4221 or via email at leisure@joondalup.wa.gov.au

Planning and Development Act 2005

City of Joondalup Local Planning Scheme No 3 Proposed Scheme Amendment No 1 (Complex Amendment)

The City of Joondalup is seeking community feedback on its application to amend the City's Local Planning Scheme No 3. The proposed scheme amendment has been submitted to Lot 1 (16) Sunlander Drive, Currumbine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Documents relating to the proposed scheme amendment are available on the City's website at joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Submissions can be made using the Online Comment form on the City's website at joondalup.wa.gov.au or by attending Community Consultation events. Alternatively, submissions can be made in writing to the City of Joondalup, PO Box 21, Joondalup WA 6109 or by email to info@joondalup.wa.gov.au.

Enquiries can be directed to the City on 9400 4100.

Submissions accepted: **Thursday 28 March – Monday 27 May 2019.**

Garry Ward
Chief Executive Officer






E-screen display (see Appendix 13 for full):

Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

The City of Joondalup is seeking community feedback on an application to amend the City's *Local Planning Scheme No 3*. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

For further information visit the City's website joondalup.wa.gov.au or call 9400 4100.

Submissions accepted: **Thursday 28 March 2019 – Monday 27 May 2019.**



RESPONSE RATE

The City collected a total of 59 valid responses throughout the 60-day advertised engagement period. Responses that were considered valid include all those which contained contact details enabling identification and were submitted within the advertised engagement period. Where multiple submissions were received these were combined into one response.

Of the 59 respondents, the majority provided feedback via the Online Comment Form (46). The remaining 13 respondents provided feedback via email or letter to the City. Of the 1,541 residents/landowners within a 400 metres radius of 16 Sunlander Drive, Currumbine, 35 submitted feedback. For Community Engagement Network Members, 19 submitted feedback and a further 5 community members (who were not engaged directly) also submitted feedback.

The City also received a total of 5 submissions from local businesses and industry stakeholders including the following:

- SCA Property Group (on behalf of Currumbine Central Shopping Centre)
- Rowe Group (on behalf of Kinross Central Shopping Centre)
- Rowe Group (on behalf of Ocean Keys Shopping Centre)
- Lendlease Property Management (on behalf of Lakeside Joondalup Shopping Centre)
- Water Corporation

(Note that an analysis of these stakeholder responses has not been included in this report. Full responses are provided at Appendix 14–18.)

In total, the majority of submissions came from stakeholders who had been engaged directly by the City, indicating an overall response rate of 3.4%. This data is shown in the tables below.

Responses received by type of submission:	N	%
Online Comment Forms	46	78.0%
Hard-copy Comment Forms	0	0.0%
Emails/letters	13	22.0%
Total responses	59	100.0%

	Forms sent N	Forms received N*	Response rate %
Responses received by stakeholder type:			
Local residents/landowners within 400 metres radius of 16 Sunlander Drive, Currumbine	1,541	35	2.3%
Community Engagement Network members residing in Currumbine and Kinross	171	19	11.1%
Resident/ratepayer groups	2	0	0.0%
Currumbine Residents Association	1	0	0.0%
Kinross Residents Association	1	0	0.0%
Local businesses	3	2	66.7%
Currumbine Central Shopping Centre	1	1	100.0%
Kinross Central Shopping Centre	1	1	100.0%
Kinross Shopping Centre	1	0	0.0%
Other businesses (engaged indirectly)	—	2	—
Industry stakeholders (including government corporations)	4	1	25.0%
ATCO Gas Australia	1	0	0.0%
Telstra Property	1	0	0.0%
Water Corporation	1	1	100.0%
Western Power	1	0	0.0%

	Forms sent	Forms received	Response rate
Responses received by stakeholder type:	N	N*	%
Government stakeholders	5	0	0.0%
Department of Communities (Housing Authority)	1	0	0.0%
Department of Fire and Emergency Services	1	0	0.0%
Department of Transport	1	0	0.0%
Department of Water	1	0	0.0%
Main Roads WA	1	0	0.0%
Other community members (engaged indirectly)	—	5	—
Total response rate (engaged directly)	1,726	59	3.4%

*Numbers may not add up to total, as respondents can represent more than 1 stakeholder type.

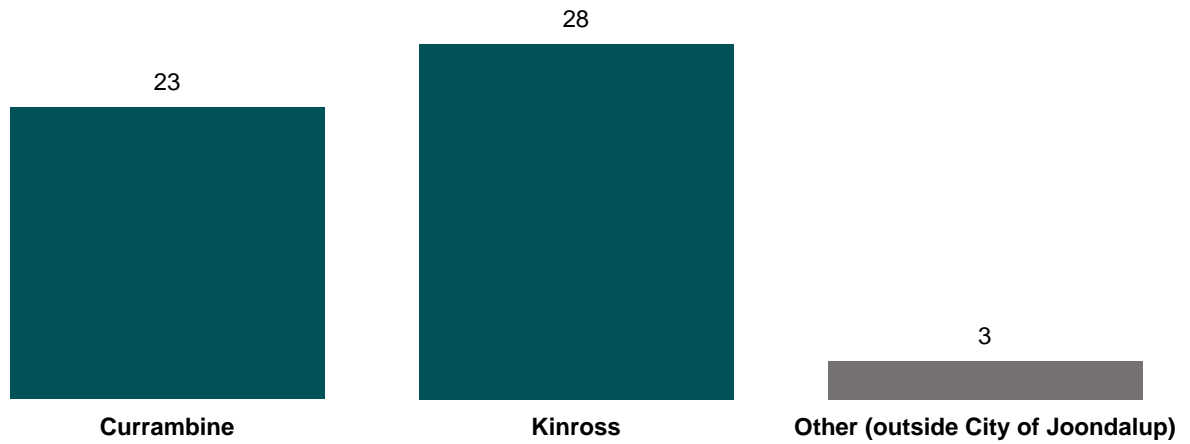
DEMOGRAPHICS

Respondent address

Respondents were asked to provide their contact address and the majority of respondents reside in the suburbs of Kinross (28) and Currumbine (23). This data is shown in the table and chart below.

Responses received by suburb:	N	%
City of Joondalup	51	94.4%
Currumbine	23	42.6%
Kinross	28	51.9%
Other (outside City of Joondalup)	3	5.6%
Total responses (excluding businesses and industry stakeholders)	54	100.0%

Responses received by suburb:

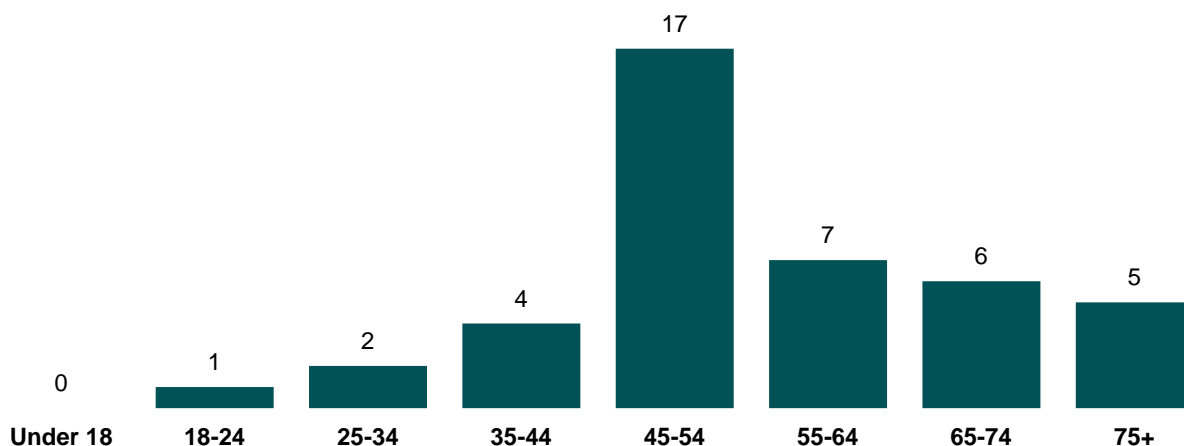


Respondent age

Respondents were asked to provide their age and just under one-third are between 45–54 years of age (17). A further 7 respondents are aged 55–64 years, and 6 respondents are aged 65–74 years. This data is shown in the table and chart below.

Responses received by age:	N	%
Under 18 years	0	0.0%
18–24 years	1	1.9%
25–34 years	2	3.7%
35–44 years	4	7.4%
45–54 years	17	31.5%
55–64 years	7	13.0%
65–74 years	6	11.1%
75+ years	5	9.3%
No response	12	22.2%
Total responses (excluding businesses and industry stakeholders)	54	100.0%

Responses received by age:



Respondent relationship to the scheme amendment area

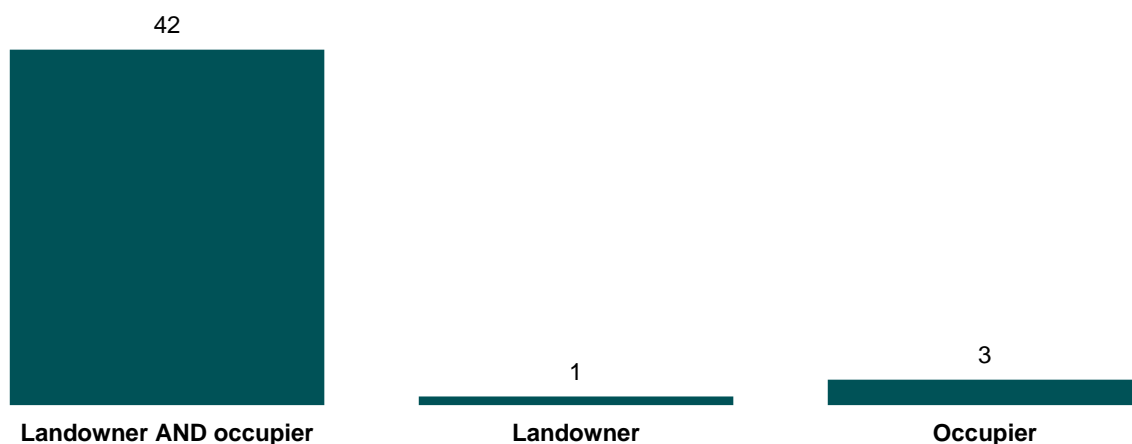
Respondents were asked to identify their relationship to the affected scheme amendment area by indicating which of the following best describes them:

- I am the landowner AND occupier of this property
- I am the landowner of this property
- I am the occupier of this property

Over three-quarters of respondents indicated that they are landowners *and* occupiers of properties located near to the scheme amendment area (42). A further 1 respondent indicated that he/she is a landowner of a nearby property; 3 respondents indicated that they are occupiers only. This data is shown in the table and charts below.

Responses received by type of relationship to the scheme amendment area:	N	%
I am the landowner AND occupier of this property	42	77.8%
I am the landowner of this property	1	1.9%
I am the occupier of this property	3	5.6%
<i>No response</i>	8	14.8%
Total responses (excluding businesses and industry stakeholders)	54	100.0%

Responses received by type of relationship to the scheme amendment area:



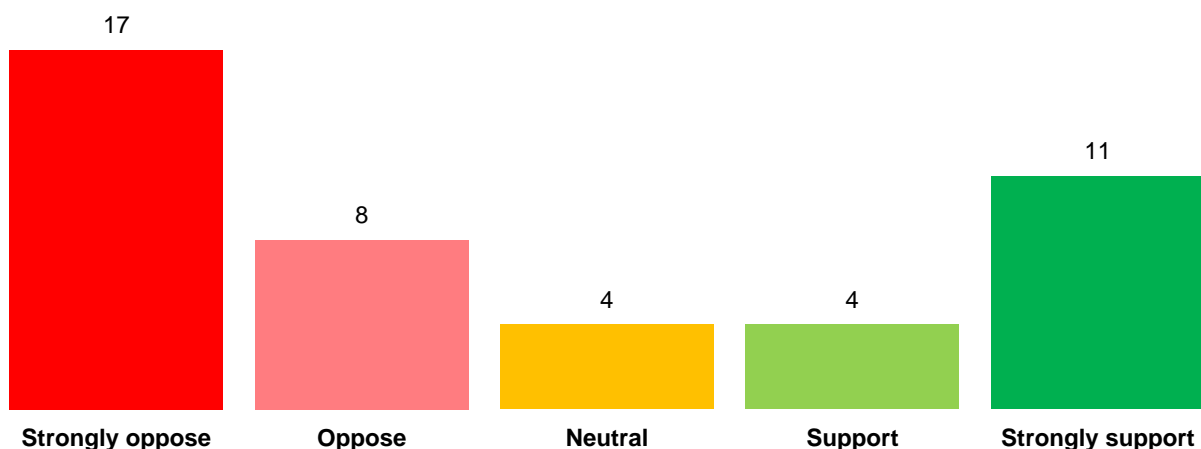
COMMENT FORM QUESTIONS

QUESTION: “Please indicate your level of support for Proposed Scheme Amendment No 1”

Respondents were advised that Proposed Scheme Amendment No 1 to the City of Joondalup Planning Scheme No 3 requests rezoning a portion of Lot 1 (16) Sunlander Drive, Currambine, from ‘Residential’ to ‘Commercial’ and ‘Mixed Use’ as per the Scheme Amendment Report (see Appendix 6) and Scheme Amendment Map (see Appendix 7). Respondents were asked to indicate their level of support for Proposed Scheme Amendment No 1 on a 5-point scale from “strongly oppose” to “strongly support”. Under one-third of respondents indicated that they “support” (4) or “strongly support” (11) Proposed Scheme Amendment No 1. Just under half of respondents indicated that they are “opposed” (8) or “strongly opposed” (17). This data is shown in the table and charts below.

Please indicate your level of support for Proposed Scheme Amendment No 1:	N	%
Strongly oppose	17	31.5%
Oppose	8	14.8%
Neutral	4	7.4%
Support	4	7.4%
Strongly support	11	20.4%
No response	10	18.5%
Total responses (excluding businesses and industry stakeholders)	54	100.0%

Please indicate your level of support for Proposed Scheme Amendment No 1:



QUESTION: "Do you have any comments regarding Proposed Scheme Amendment No 1?"

Respondents were asked if they have any comments regarding Proposed Scheme Amendment No 1. A total of 44 respondents provided comment and these vary significantly in subject matter. Common themes include the belief that more commercial areas (particularly shops) are not required or that there are already enough nearby (23). Respondents also expressed concern about the impact on traffic and parking (11), particularly access to the roads/traffic flow (7), and the impact of delivery trucks and loading/unloading (3). These comments have been broadly grouped and summarised in the table below. Verbatim comments have been randomised and are provided at Appendix 19.

Do you have any comments regarding Proposed Scheme Amendment No 1?	N*	%
Support Proposed Scheme Amendment (in general)	8	14.8%
Support inclusion of aged care accommodation	5	9.3%
Believe more local shops are required	2	3.7%
Believe proposal will contribute to local amenity	2	3.7%
Believe more commercial areas are not required/enough nearby	23	42.6%
Concerned about impact on traffic/parking (in general)	11	20.4%
Concerned about access to roads/traffic flow	7	13.0%
Concerned about delivery trucks and loading/unloading	3	5.6%
Concerned about increased noise	4	7.4%
Concerned about impact on property values	2	3.7%
Concerned about potential for crime/anti-social behaviour	2	3.7%
Concerned shops may sell alcohol	2	3.7%
Would like a pub/tavern included in the proposal	2	3.7%
Would like a park included in the proposal	2	3.7%
Other/miscellaneous comment	20	37.0%
Total comments	44	81.5%
Total responses (excluding businesses and industry stakeholders)	54	100.0%

*Numbers may not add up to total, as respondents may have addressed more than one subject.

APPENDIX 1 — Cover letter to local residents/landowners within 400 metres radius of 16 Sunlander Drive, Currambine and local businesses



Date: 28 March 2019

Your Ref:

A Global City: Bold | Creative | Prosperous

Enquiries: Planning Services
9400 4100

Our Ref: 107704; 107993

John Citizen
Address Line 1
Address Line 2

Dear Mr Citizen

COMMUNITY CONSULTATION ON PROPOSED SCHEME AMENDMENT NO 1 — 16 SUNLANDER DRIVE, CURRAMBINE

The City of Joondalup is seeking community feedback on an application to amend the City's Local Planning Scheme No 3. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Submissions can be made using the Online Comment Form available via the 'Community Consultation' section of the City's website joondalup.wa.gov.au. Hard-copy Comment Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to info@joondalup.wa.gov.au. All submissions must be received by close of business **Monday 27 May 2019**.

For further information, please review the enclosed Frequently Asked Questions, visit the City's website joondalup.wa.gov.au, contact the City's **Planning Services Team** on **9400 4100** or visit the City of Joondalup administration office located at **90 Boas Avenue, Joondalup**, during business hours.

Yours sincerely

A handwritten signature in black ink that reads "Graeme Catchpole".

GRAEME CATCHPOLE
Coordinator, Urban Design & Policy

APPENDIX 2 — Cover letter to industry stakeholders and government departments/agencies



Date: 28 March 2019

Your Ref:

A Global City: Bold | Creative | Prosperous

Enquiries: Janine Sparling
9400 4429

Our Ref: 107704; 107993

John Citizen
Address Line 1
Address Line 2

Dear Mr Citizen

**COMMUNITY CONSULTATION ON PROPOSED SCHEME AMENDMENT NO 1
TO LOCAL PLANNING SCHEME NO 3 — LOT 1 (16) SUNLANDER DRIVE,
CURRAMBINE**

The City of Joondalup is seeking community feedback on an application to amend the City's Local Planning Scheme No 3. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Further details of the proposal are contained in the amendment documents, which can be viewed via the 'Community Consultation' section of the City's website joondalup.wa.gov.au

Submissions should be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to info@joondalup.wa.gov.au by close of business **Monday 27 May 2019**.

If you have any further queries concerning this matter, please contact the above-named officer.

Yours sincerely

A handwritten signature in black ink that reads "Graeme Catchpole".

GRAEME CATCHPOLE
Coordinator, Urban Design & Policy

APPENDIX 3 — Email to Community Engagement Network residing in Currambine and Kinross

From: Consultation
Sent: Thursday, 28 March 2019 9:18 AM
Subject: Community Engagement — Proposed Scheme Amendment No 1

Dear Community Engagement Network members,

The City of Joondalup is seeking community feedback on an application to amend to the City's [Local Planning Scheme No 3](#). The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Submissions can be made using the [Online Comment Form](#), and hard-copy Comment Forms are available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email. All submissions must be received by close of business **Monday 27 May 2019**.

For further information, please review the information available on the City's [website](#), contact the City's **Planning Services Team** on **9400 4100** or visit the City of Joondalup administration office located at **90 Boas Avenue, Joondalup**, during business hours.

Community Engagement Network
City of Joondalup

Tel: 08 9400 4000

Fax: 08 9300 1383

Email: consultation@joondalup.wa.gov.au



The information contained in this communication may be confidential or commercially sensitive. If you are not the intended recipient you must not copy this communication, disclose its contents to any other party, or take any action in reliance on it. Please delete and destroy all copies and immediately notify the sender on 9400 4264 or by reply email.

APPENDIX 4 — Email to resident/ratepayer groups

From: Consultation
Sent: Thursday, 28 March 2019 9:22 AM
To: [REDACTED]
Subject: Community Engagement — Proposed Scheme Amendment No 1

ATTENTION: [REDACTED]

Dear [REDACTED]

The City of Joondalup is seeking community feedback on an application to amend to the City's [Local Planning Scheme No 3](#). The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Submissions can be made using the [Online Comment Form](#), and hard-copy Comment Forms are available on request via the contact details below. Alternatively, submissions can be made in writing to **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email. All submissions must be received by close of business **Monday 27 May 2019**.

For further information, please review the information available on the City's [website](#), contact the City's **Planning Services Team** on **9400 4100** or visit the City of Joondalup administration office located at **90 Boas Avenue, Joondalup**, during business hours.

Community Engagement Network
City of Joondalup

Tel: 08 9400 4000
Fax: 08 9300 1383
Email: consultation@joondalup.wa.gov.au



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APPENDIX 5 — Frequently Asked Questions document



Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine Frequently Asked Questions

What is the purpose of the community consultation?

To seek feedback from the community on an application to amend to the City's *Local Planning Scheme No 3*. Namely, Scheme Amendment No 1 submitted for Lot 1 (16) Sunlander Drive, Currambine.

Community consultation forms part of the statutory assessment process.

What is a scheme amendment?

A scheme amendment is the process by which a local planning scheme is altered, in this case, *City of Joondalup Local Planning Scheme No 3*. Scheme amendments can make changes to planning requirements, such as zoning, density codes, land uses, requirements for obtaining development approval, etc.

A scheme amendment is not an application for development. Any development would still need to be submitted for approval before commencing.

Who has prepared the scheme amendment application?

The application to initiate Scheme Amendment No 1 was prepared by planning consultants Taylor Burrell Barnett on behalf of the owners of the site, Southern Cross Care WA Inc.

What is included in the proposed scheme amendment?

The scheme amendment proposes to rezone a portion of 16 Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use' as shown in the Scheme Amendment Map available via the 'Community Consultation' section of the City's website joondalup.wa.gov.au

The applicant has advised that Southern Cross Care WA Inc intend to retain the 'Residential' and 'Mixed Use' portions of the site and sell the 'Commercial' zoned portion to partially fund a residential and aged care accommodation development on the remainder of the site.

What would be developed on the site if the scheme amendment is supported?

The applicant has advised that the 'Commercial' zoned portion would be developed with a supermarket and several specialty stores, and the 'Mixed Use' portion would be developed with aged care accommodation and supporting uses such as a hairdresser, café and/or ancillary health care services.

Notwithstanding the above, any of the permitted or discretionary land uses for 'Commercial' or 'Mixed Use' zoning under the *City of Joondalup Local Planning Scheme No 3* could be developed on the site (subject to approval) if the amendment is supported.

Further, the rezoning would allow the creation of a new Neighbourhood Centre. That is, a small shopping area which has the purpose of providing for the daily and weekly household shopping needs of the surrounding local community, as well as providing a small range of personal or convenience services.

How much retail floorspace is proposed as part of the scheme amendment?

The applicant's report envisages development of a supermarket of approximately 3,200 square metres retail net lettable area with additional specialty retail stores.

However, the City has reviewed the Retail Sustainability Assessment submitted by the applicant and has recommended that the total retail floorspace be restricted to 3,200 square metres (including the specialty retail stores).

Further information on this can be found in the Scheme Amendment Report available via the 'Community Consultation' section of the City's website joondalup.wa.gov.au

What are the traffic implications of the proposed scheme amendment?

If the scheme amendment is supported and a development is approved, there will likely be increased traffic. However, the transport report submitted by the applicant indicates that the traffic generated by the proposal would be no greater than what would be generated under the current residential density.

In any case, a more detailed traffic assessment would be required as part of any application for development approval.

Who is being consulted on the proposed scheme amendment?

The City is directly engaging with the following community stakeholders:

- All City of Joondalup landowners and residents within a 400 metre radius of 16 Sunlander Drive, Currambine
- Community Engagement Network members living in Currambine and Kinross
- Currambine Residents Association Inc
- Kinross Residents Association
- Owners of nearby shopping centres

In addition, signage has been erected at the site and all information is available on the City's website. Anyone interested in the proposed scheme amendment can submit feedback. Responses are limited to one per person.

How do I provide feedback?

If you are interested in providing feedback, please complete the Online Comment Form available via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. Documents and information on the proposal can also be found there.

It is preferred that submissions are made using the Online Comment Form; however, submissions will also be accepted in writing to City of Joondalup, PO Box 21, Joondalup WA 6919 or by email to info@joondalup.wa.gov.au. Written submissions must include the submitter's full name and address.

When does the consultation period close?

The submission period is open for 60 days from **Thursday 28 March 2019** and will close on **Monday 27 May 2019**.

If you would like to be informed via email on the progress of the proposal, please tick the box on the Comment Form and ensure your email address is provided.

Will my submission or personal details be released to the public?

The City will not publish your name and address in the Council report on the outcomes of the community consultation. However, your full (de-identified) comments will be published.

Note that a schedule of submissions, including the personal details of submitters, is required to be provided to the Western Australian Planning Commission, but this will not be publicly available.

What happens next?

After the close of the advertising period, the City will consider all submissions received and prepare a report for Council on the proposal, including the outcomes of the consultation.

Council must resolve to either support the scheme amendment with or without modification, or not support the amendment.

Council's decision is forwarded to the Western Australian Planning Commission who then make a recommendation to the Minister for Planning. The Minister can either grant final approval to the scheme amendment, with or without modifications, or refuse to approve the scheme amendment.

This process will take many months and the exact timing of any final decision on the scheme amendment by the State Government is unknown.

Note that any development of the site in line with any new zonings cannot occur until:

- The Minister has granted final approval to the scheme amendment
- A development application(s) has been approved for development on the site
- A building permit has been issued for the work.

When can I get further information?

Further information, including the Scheme Amendment Map, Scheme Amendment Report and Applicant's Scheme Amendment Report, can be found:

- On the City's website at joondalup.wa.gov.au
- By contacting the City's Planning Services Team on **9400 4100** or via email to info@joondalup.wa.gov.au
- By visiting the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine Map of proposed zoning changes

Existing zoning:



Proposed zoning:



Note: These maps have been prepared to assist community members in understanding the proposed changes to zoning that form Scheme Amendment No 1; they do not replace the formal Scheme Amendment Map. The formal Scheme Amendment Map is available via the 'Community Consultation' section of the City's website joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup during business hours.

APPENDIX 6 — Scheme Amendment No 1 Report (page 1)

COPY NO.
FORM 2A

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

CITY OF JOONDALUP

LOCAL PLANNING SCHEME NO. 3 – AMENDMENT NO. 1

Resolved that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by rezoning portion of Lot 1 (16) Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use'.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the proposed centre is not contemplated by the City's *Local Planning Strategy* or *Local Commercial Strategy* (LCS).

DATED THIS 20TH DAY OF NOVEMBER 2018

CHIEF EXECUTIVE OFFICER

(page 2)

COPY NO __

PLANNING AND DEVELOPMENT ACT 2005

CITY OF JOONDALUP

LOCAL PLANNING SCHEME NO. 3 – AMENDMENT NO 1

The City of Joondalup under and by virtue of the powers conferred upon it in that behalf by Part 5 of the *Planning and Development Act 2005* hereby amends the above Local Planning Scheme by rezoning portion of Lot 1 (16) Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use'.

COPY NO ____

PLANNING AND DEVELOPMENT ACT 2005

CITY OF JOONDALUP

LOCAL PLANNING SCHEME NO. 3 – AMENDMENT NO. 1

SCHEME AMENDMENT REPORT

EXECUTIVE SUMMARY

The City has received an application to initiate an amendment to *Local Planning Scheme No. 3 (LPS3)* on behalf of the owners of Lot 1 (16) Sunlander Drive, Currambine. The site is zoned 'Residential' under LPS3, has a density coding of R80 and is currently vacant. Development approval has previously been issued (and since expired) for a retirement village on the site.

The scheme amendment proposes to rezone a portion of the subject site from 'Residential' to 'Commercial' and 'Mixed Use' which would, in effect, create a new neighbourhood centre. The applicant has indicated that the 'Commercial' zoned portion of the site will be developed with a supermarket and several supporting specialty stores and the 'Mixed Use' portion will be developed with aged care accommodation and a range of supporting uses such as a hairdresser, café and Allied Health Care Services.

The scheme amendment is considered to be a 'complex' amendment in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015 (LPS Regulations)* as the proposed centre is not contemplated by the City's *Local Planning Strategy* or *Local Commercial Strategy (LCS)*. If the scheme amendment is ultimately supported, the LCS will need to be amended to incorporate this new neighbourhood centre with an indicative maximum retail floorspace threshold of 3,200m².

A *Retail Sustainability Assessment (RSA)* was undertaken by the applicant to assess the economic impact of the new centre. The RSA indicated that there is a need for a supermarket at that location and that, while the development would have a short-term impact on surrounding centres, it would not affect their long-term viability. Likewise, the traffic report has been submitted to demonstrate that the land uses envisaged by the scheme amendment would have no greater impact on trip generation than what could be developed under the existing zoning and density.

The proposed zoning will allow for a small commercial centre to be developed on the site to service the needs of the existing and future residents in the area.

BACKGROUND

Lot 1 (16) Sunlander Drive is zoned 'Residential' under LPS3 and has a residential density code of R80. The site has significant exposure to major roads, being bounded by Burns Beach Road to the north and Connolly Drive to the west. To the east the site is bounded by Sunlander Drive and to the south by Currambine Boulevard.

The surrounding area is predominantly 'Residential' zoned land with a residential density code of R80 and mostly developed with single dwellings except for two large multiple

dwelling developments adjoining the Currambine train station. The two sites immediately abutting Lot 1, on the corner of Burns Beach Road and Sunlander Drive, are zoned 'Service Commercial' and 'Mixed Use' and have been developed with a service station and medical centre.

Council, at its meeting held on 19 February 2008 (CJ025-02/08 refers), granted development approval for a retirement village on the site consisting of 231 dwellings, a community facility, respite day care centre, maintenance building and electricity substation. However, the development was not progressed, and the approval has since lapsed. The site is currently vacant.

DETAILS

An application has been received from Taylor Burrell Barnett on behalf of Southern Cross Care WA Inc. to initiate an amendment to LPS3 to rezone the western portion of Lot 1 (16) Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use'. Approximately 1.2377 hectares is proposed to be rezoned 'Commercial' and 8,229m² rezoned 'Mixed Use'.

The proposed 'Commercial' zone is sited at the intersection of Connolly Drive and Currambine Boulevard and will allow the development of a full line supermarket of approximately 3,200m², as well as several specialty retail stores.

The 'Mixed Use' portion is sited on the corner of Burns Beach Road and Connolly Drive and will facilitate the development of predominantly aged care accommodation with supporting uses on the ground floor such as shop, café, hairdresser and Allied Health Care Services.

The applicant has provided the following justification in support of the proposed scheme amendment:

- *The land is highly accessible, given its frontage to the two main district distributor arteries of Burns Beach Road and Connolly Drive, and 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 LPS3 amendment;*
 - *whilst there will be some impact 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 are 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 purposed 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 Currumbine Station and within an existing fully developed residential catchment.*

Retail Sustainability Assessment

The subject land is not contemplated as a 'centre' under the City's LCS and therefore the applicant has engaged MacroPlan Dimasi to assess the economic impact of the proposed commercial development on other centres, in the event that a portion of the subject site is zoned 'Commercial'.

The RSA defined the primary trade area as the land bounded by Moore Drive to the south, Marmion Avenue to the west, Blue Mountain Drive to the east and Selkirk Drive and Edinburgh Avenue to the north.

The RSA includes analysis on the trade area, the surrounding competition, and the economic impact that would occur as a result of developing a supermarket on the subject site. The RSA found that there would be some impact on the surrounding centres, however this would be minimal and would not threaten the ongoing viability of any existing or planned facilities.

The RSA states that with the addition of 3,200m² of shop retail floorspace in the new centre, the impact on trading at Kinross Central will be 9.4% and at Currumbine Central, the impact would be 9.0%.

The RSA states that the location of the proposed supermarket is ideal to serve the defined trade area residents for their food and grocery needs, reflecting its convenient accessibility via Connolly Drive.

Review of the Retail Sustainability Assessment

The City engaged the consultants RPS to undertake an independent peer review of the RSA prepared by MacroPlan Dimasi. The review supported the findings that there is a need for a small neighbourhood centre which includes a full line supermarket at the proposed location. The proposed centre will have a negative short-term impact on Kinross Central; however, as this centre has been trading well, it will not undermine its viability in the medium and long term. Although the review found that the RSA may have underestimated the trading impact on Kinross Central, the negative impact could be justified as it will not undermine the sustainability of the retail hierarchy in the long term.

The review of the RSA identified that the trade area could be expanded to include the southern portion of Currumbine and the northern portion of Connolly, however MacroPlan Dimasi stated that as Currumbine Central has strong trading patterns it is conservative not to include this area.

The RSA and proposed scheme amendment both state that the commercial development will consist of a supermarket of approximately 3,200m², as well as several specialty retail stores, however the maximum retail floorspace of these specialty stores is not specified. The RSA has been undertaken based on a maximum shop retail floorspace of 3,200m², which identified that this retail floorspace addition would have a 9.4% impact on trading at Kinross and a 9.0% impact on Currumbine Central. Generally, any impact over 10% is regarded as being unacceptable. Therefore, at 3,200m², the proposal is approaching the threshold as to what is considered to be an acceptable impact on Kinross Central. If the

actual total retail floorspace was increased to 3,500m², for example, it is possible that this would push the impact on Kinross Central to over 10% and at 3,600m² the impact on Currumbine Central may be pushed to over 10%.

Therefore, based on the RSA, the indicative maximum retail floorspace should be restricted to 3,200m², as any greater floorspace may have an unacceptable impact on the nearby centres.

Transport Report

A transport report was provided as part of the scheme amendment application.

The report (provided as Appendix C to the scheme amendment report) states that the overall level of vehicle trips forecast to be generated as a result of the rezoning would not have a significant impact when compared to the traffic that could be generated by the residential land uses that could be developed on the site under the current density code. There would also be no significant impact on the adjoining intersections.

The transport report compared the AM and PM peak hour traffic generation under the full development of the site with residential dwellings at 'Residential R80' and the development of retail and aged persons accommodation as proposed by the scheme amendment. There was substantially less traffic for the AM peak hour and no change to traffic for the PM peak hour.

The transport report also states that there will not be any material impact upon the adjoining intersections as the forecast volume of traffic for the intersections would not likely exceed the design levels considered for this area. In addition, retail land uses would attract linked or pass by trips rather than generating entirely new traffic trips.

However, it should be noted, that a more detailed traffic assessment will be required as part of a future application for development approval which outlines the traffic and vehicle movements associated with the development and impact on the adjoining intersections. This should include full analysis on how the intersections will perform in 2031 and a distribution breakdown in vehicle numbers.

Suitability of proposed zoning

The proposed rezoning of a portion of the subject site to 'Commercial' will create a new neighbourhood centre comprising a supermarket and potentially several specialty retail shops. The proposed 'Mixed Use' zone will allow the development of a mixed use aged care facility with retail and Allied Health Care on the ground floor and aged care above.

The proposed zonings are considered potentially suitable for the subject site as it will allow an opportunity for facilities and services to be provided for the local community. The subject site is easily accessible as it has frontage to two district distributor roads Burns Beach Road and Connolly Drive, and is located within 350 metres of the Currumbine Train Station.

The impact on adjoining properties is minimised as the subject site is large, with the proposed amendment area taking up a third of the overall site, with the rest of the site retaining the 'Residential' zoning. In addition, there are no immediate existing residential properties abutting the scheme amendment area, although it is noted that residential properties on Currumbine Boulevard are located opposite the proposed 'Commercial' zoned land.

Planning context

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 the broad planning requirements for the planning 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.

Clause 6.5 states that a RSA assesses the potential economic impact and related effects of a significant retail expansion on the network of activity centres in an area.

Local Planning Scheme No. 3

It is proposed to rezone portion of the subject site to 'Commercial' and 'Mixed Use'. The following extract of Table 2 of LPS3 set out the objectives of the 'Commercial' and 'Mixed Use' zones.

Table 2 Zone objectives

Commercial	<ul style="list-style-type: none">• 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 or improve the existing streetscape.• To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.
Mixed Use Zone	<ul style="list-style-type: none">• 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.• To encourage high quality, pedestrian friendly, street-orientated development that integrates with surrounding areas.

Local Commercial Strategy

The LCS provides the framework for decision making for commercial centres with respect to development of new structure plans, amendments to existing structure plans and future rezoning and development applications. It states that a RSA should be prepared for proposals which seek to exceed the maximum indicative shop retail floorspace for any activity centre. As the LCS does not identify the subject site as an activity centre, an RSA is required to assess the need for the new centre and the economic impact of the new centre on existing centres.

If the scheme amendment is supported, the LCS would need to be amended to incorporate this new neighbourhood centre along with the proposed indicative retail floorspace threshold of 3,200 m² as supported by the RSA.

Local Housing Strategy

The *Local Housing Strategy* (LHS) provides the rationale to cater for population growth for future housing needs within the City of Joondalup and meet residential infill targets. It identifies the subject site as a 'future development site for housing' and estimated that it could be developed with 231 dwellings.

The proposed rezoning affects approximately one third of the site, with the balance remaining 'Residential' with density coding of R80. The proposal therefore still allows for the majority of the site to be development for residential purposes and it is also noted that the proposed zonings also allow for residential development. As such, it is considered that the proposed scheme amendment does not prevent the site from achieving the dwelling estimate included in the LHS.

COMMENT

The purpose of a scheme amendment is to determine the suitability of the site for the change in zoning. The proposed 'Commercial' and 'Mixed Use' zones are considered potentially suitable as they will allow a small commercial centre to be developed on the site which will service the needs of the local community.

The inclusion of the proposed indicative retail floorspace threshold of 3,200m² in the LCS would provide certainty to the surrounding residential community and nearby retail centres on the maximum size of retail development that can occur on the site.

RESOLUTION TO AMEND

Adopted by resolution of the Council of the City of Joondalup at the meeting of the Council held on the 20th day of **November 2018**.

MAYOR

CHIEF EXECUTIVE OFFICER

ADOPTION

Adopted for final approval by resolution of the City of Joondalup at the Meeting of the Council held on the day of 20 and the Common Seal of the City of Joondalup was affixed by the authority of a resolution of Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDED/SUBMITTED FOR FINAL APPROVAL

DELEGATED UNDER s16 OF THE *PLANNING
AND DEVELOPMENT ACT 2005*

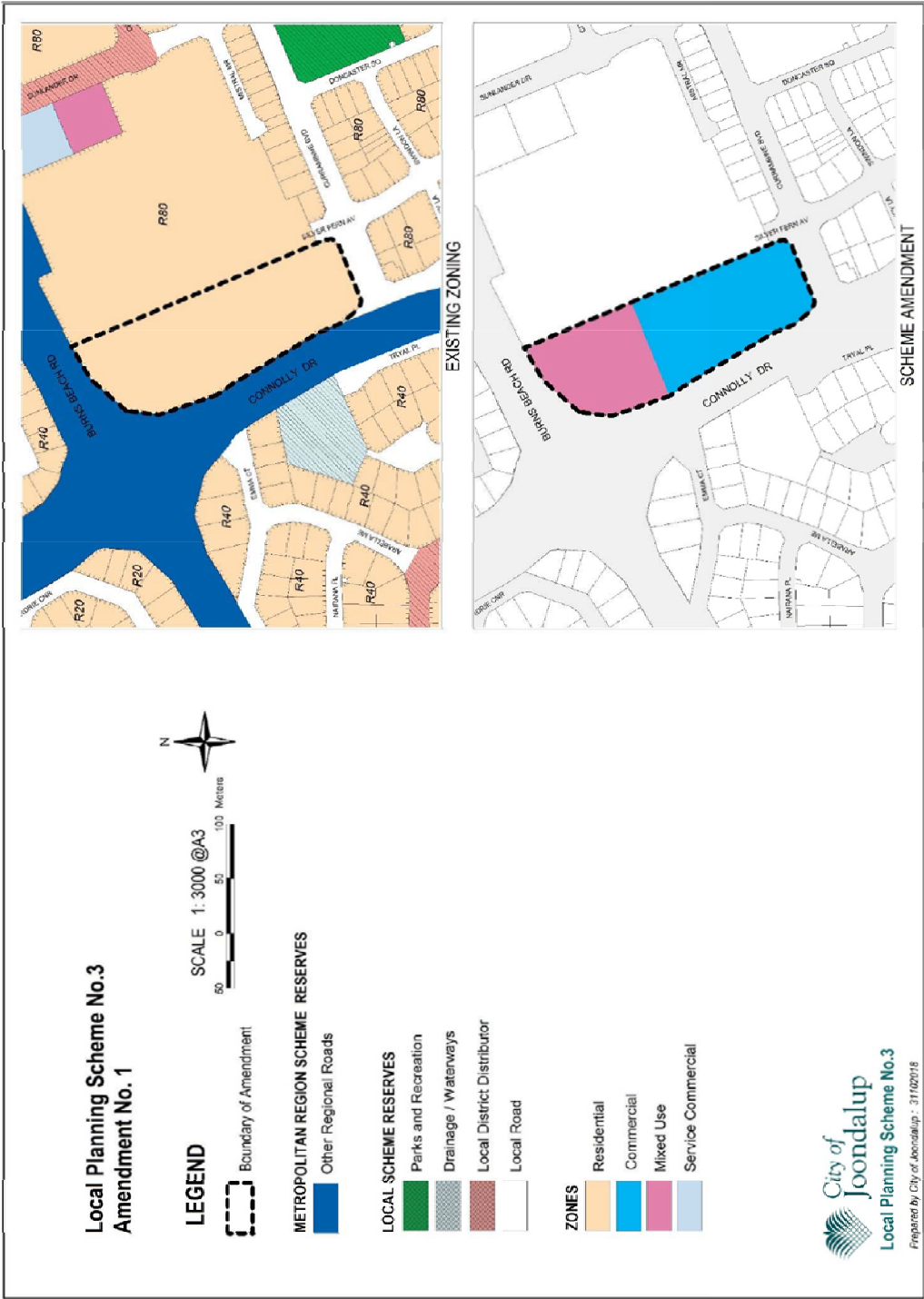
DATE _____

APPROVAL GRANTED

MINISTER FOR PLANNING
S87 OF THE *PLANNING AND DEVELOPMENT
ACT 2005*

DATE _____

APPENDIX 7 — Scheme Amendment No 1 Map



APPENDIX 8 — Hard-copy Comment Form (page 1)



Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine Comment Form

The City of Joondalup is seeking community feedback on an application to amend to the City's *Local Planning Scheme No 3*. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

It is recommended that you review the Frequently Asked Questions, Scheme Amendment Map, Scheme Amendment Report and Applicant's Scheme Amendment Report prior to submitting feedback.

This Comment Form can also be completed electronically via the 'Community Consultation' section of the City's website at joondalup.wa.gov.au. If you have any questions about the proposal, please contact the City's Planning Services Team on 9400 4100 email info@joondalup.wa.gov.au or visit the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Your details:

Please note that for your feedback to be validated, your full contact details must be provided. This information will be treated as confidential and will not be published or linked to your comments in any report to Council on the outcomes of the consultation. However, note that the City is required to provide these details to the Western Australian Planning Commission.

Only one Comment Form per person will be accepted.

Name:

Residential address:

Suburb:

Postcode:

Email:

Phone:

Age: ☐ Under 18 ☐ 18 – 24 ☐ 25 – 34 ☐ 35 – 44
☐ 45 – 54 ☐ 55 – 64 ☐ 65 – 74 ☐ 75 +

Are the landowner or occupier of the above property?

☐ I am the landowner and occupier of this property

☐ I am the landowner of this property

☐ I am the occupier of this property

If you are the landowner only (not occupier), please provide the details of the property affected by this proposed scheme amendment.

Property address:

Suburb:

Postcode:

APPENDIX 9 — Online Comment Form (page 1)



Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

Online Comment Form

The City of Joondalup is seeking community feedback on an application to amend to the City's [Local Planning Scheme No 3](#). The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currambine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

It is recommended that you review the [Frequently Asked Questions](#), [Scheme Amendment Map](#), [Scheme Amendment Report](#) and [Applicant's Scheme Amendment Report](#) prior to submitting feedback.

If you have any questions about the proposal, please contact the City's **Planning Services Team** on **9400 4100** or via [email](#). You can also visit the City of Joondalup administration office located at **90 Boas Avenue, Joondalup**, during business hours.

City of Joondalup | 90 Boas Avenue Joondalup WA 6027 | PO Box 21 Joondalup WA 6919
T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au

Next



Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

Online Comment Form

*** Your contact details:**

Please note that for your feedback to be validated, your full contact details must be provided. This information will be treated as confidential and will not be published or linked to your comments in any report to Council on the outcomes of the consultation. However, note that the City is required to provide these details to the Western Australian Planning Commission.

Only one Comment Form per person will be accepted.

Name:	<input type="text"/>
Residential address:	<input type="text"/>
Suburb:	<input type="text"/>
Postcode:	<input type="text"/>
Email:	<input type="text"/>
Phone:	<input type="text"/>

Are you the landowner or occupier of the above property?

- ☐ I am the landowner AND occupier of this property
- ☐ I am the landowner of this property
- ☐ I am the occupier of this property

If you are the landowner only (not occupier), please provide the details of the property affected by this proposed scheme amendment.


Property address:	<input type="text"/>
Suburb:	<input type="text"/>
Postcode:	<input type="text"/>

Your age:

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City of
Joondalup

Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

Online Comment Form

Proposed Scheme Amendment No 1 to the City of Joondalup Local Planning Scheme No 3 requests rezoning a portion of Lot 1 (16) Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use' as per the [Scheme Amendment Map](#) and [Scheme Amendment Report](#).

Please indicate your level of support for Proposed Scheme Amendment No 1 by selecting the most appropriate box below.

Strongly oppose

Oppose

Neutral

Support

Strongly Support

☐

☐

☐

☐

☐

Do you have any comments regarding Proposed Scheme Amendment No 1?

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Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

Online Comment Form

Request to be informed:

Community engagement assists Council in deliberating and then making decisions on certain matters. The analysis from this engagement will be provided to Council to assist them in their decision-making role first at a Briefing Session and then at a Council meeting. Deputations can be made at Briefing Sessions by appointment and questions and public statements can be presented at Council meetings.

☐ I would like to be informed via email when this engagement will be presented at a Briefing Session and Council meeting

Email address:

City of Joondalup Community Engagement Network:

The Community Engagement Network is a network of community members interested in being consulted and engaged on an ongoing basis about future strategic initiatives in the City of Joondalup. Contact details are kept strictly confidential and members can opt-out at any time. If you are interested in joining the City of Joondalup Community Engagement Network, subscribe on the City's [website](#) or select the box below.

☐ I would like to join the City of Joondalup Community Engagement Network

Email address (if not entered above):

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Proposed Scheme Amendment No 1 — 16 Sunlander Drive, Currambine

Online Comment Form

Thank you, the City acknowledges receipt of your feedback. If you have any queries, or wish to follow-up, please contact the City on **9400 4100** or via [email](#).

A copy of your submission is below, this can be printed through your browser. If you would like to make any changes, please click on the "Prev" button at the bottom of the screen.

Copy of submission:

Your contact details:

Name: test
Residential address: test
Suburb: test
Postcode: test
Email: test
Phone: test
Age: 75+ years

Are you the landowner or occupier of the above property?

I am the landowner AND occupier of this property

Details of the property affected by this proposed scheme amendment (if applicable):

Property address: test
Suburb: test
Postcode: test

Please indicate your level of support for Proposed Scheme Amendment No 1:

Neutral

Do you have any comments regarding Proposed Scheme Amendment No 1?


test

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T: 9400 4000 F: 9300 1383 | joondalup.wa.gov.au | info@joondalup.wa.gov.au



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APPENDIX 10 — Community Consultation webpage



[For Residents](#)[For Business](#)[For Visitors](#)



[Home](#) / [Organisation and Council](#) / [Community Consultation](#) / [Proposed Scheme Amendment No 1 – 16 Sunlander Drive, Currumbine](#)

Proposed Scheme Amendment No 1 – 16 Sunlander Drive, Currumbine

Categories: [Community Consultation](#)

Published on 28/03/2019

Related Online Services

[Join the Community Engagement Network](#)

Planning and Development Act 2005

City of Joondalup Local Planning Scheme No 3
Proposed Scheme Amendment No 1 (Complex Amendment)

The City of Joondalup is seeking community feedback on an application to amend the City's [Local Planning Scheme No 3](#). The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currumbine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

Documents relating to the proposed scheme amendment are available below or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Submissions can be made using the Online Comment Form or hard-copy Comment Forms are also available on request via the contact details below. Alternatively, submissions can be made in writing to City of Joondalup, PO Box 21, Joondalup WA 6919 or by [email](#).


[ONLINE COMMENT FORM](#)


Submissions accepted: Thursday 28 March 2019 to Monday 27 May 2019


For further information, please review the Frequently Asked Questions, contact the City's Planning Services Team or visit the City of Joondalup Administration office located at 90 Boas Avenue, Joondalup, during business hours.

Documents and Downloads

[Frequently Asked Questions \(pdf 231 KB\)](#)[Scheme Amendment Map \(pdf 479 KB\)](#)[Scheme Amendment Report \(pdf 33 KB\)](#)[Applicant's Scheme Amendment Report \(pdf 8417 KB\)](#)

**Planning Services**
[9400 4100](tel:94004100)
info@joondalup.wa.gov.au

**16 Sunlander Dr, Currumbine WA 6028, Australia**



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APPENDIX 11 — Signage erected at 16 Sunlander Drive, Currambine



**City of Joondalup Local Planning Scheme No 3
Proposed Scheme Amendment No 1 (Complex Amendment)**

An application has been received to rezone a portion of Lot 1 (16) Sunlander Drive, Currambine from 'Residential' to 'Commercial' and 'Mixed Use'.


Documents and further information are available on the City's website joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Enquiries can be directed to the City on **9400 4100**.

Submissions accepted: **Thursday 28 March 2019 – Monday 27 May 2019**.

APPENDIX 12 — Public notice (*Joondalup Weekender*, 28 March 2019, p. 5)

JOON

City of Joondalup

Chichester Park, Woodvale – proposed community sporting facility

The City of Joondalup is seeking community feedback on the concept plans for the redevelopment of the existing clubroom facility at Chichester Park, Woodvale. The project proposes a new multi-purpose community sporting facility (replacing the existing clubroom in the current location), barbeque/picnic area, construction of additional car parking and underground drainage to address the flooding issues on the southern playing field.

Consultation will be open from **Monday 25 March – Monday 15 April 2019**.

For further information on the concept plans and to provide comment, please visit the Community Consultation section of the City's website at joondalup.wa.gov.au or contact the City's Leisure Planning team on **9400 4221** or via email at info@joondalup.wa.gov.au

Planning and Development Act 2005

City of Joondalup Local Planning Scheme No 3 Proposed Scheme Amendment No 1 (Complex Amendment)

The City of Joondalup is seeking community feedback on an application to amend the City's *Local Planning Scheme No 3*. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currabine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.






Documents relating to the proposed scheme amendment are available on the City's website at joondalup.wa.gov.au or can be viewed at the City of Joondalup administration office located at 90 Boas Avenue, Joondalup, during business hours.

Submissions can be made using the Online Comment Form on the City's website at joondalup.wa.gov.au Hard-copy Comment Forms are also available on request. Alternatively, submissions can be made in writing to City of Joondalup, PO Box 21, Joondalup WA 6919 or by email to info@joondalup.wa.gov.au

Enquiries can be directed to the City on **9400 4100**.

Submissions accepted: **Thursday 28 March – Monday 27 May 2019**.

Garry Hunt PSM
Chief Executive Officer








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Proposed Scheme Amendment No 1 – 16 Sunlander Drive, Currabine

The City of Joondalup is seeking community feedback on an application to amend the City's *Local Planning Scheme No 3*. The proposed scheme amendment has been submitted for Lot 1 (16) Sunlander Drive, Currabine and requests the rezoning of a portion of the site from 'Residential' to 'Commercial' and 'Mixed Use'.

For further information visit the City's website joondalup.wa.gov.au or call **9400 4100**.

Submissions accepted: **Thursday 28 March 2019 – Monday 27 May 2019**.



APPENDIX 14 — Submission from SCA Property Group (on behalf of Currambine Central Shopping Centre) (page 1)



27 May 2019

The Chief Executive Officer
City of Joondalup,
PO Box 21,
Joondalup WA 6919

By Email: info@joondalup.wa.gov.au

CITY OF JOONDALUP LOCAL PLANNING SCHEME NO 3: PROPOSED SCHEME AMENDMENT NO 1
16 SUNLANDER DRIVE, CURRAMBINE
SUBMISSION OBJECTING TO PROPOSED AMENDMENT

Dear Sir /Madam:

SCA Property Group write to **object to the Proposed Scheme Amendment No.1** which would create Mixed Use and Commercial Zoned land on part of 16 Sunlander Drive, Currambine. We are the proprietors of Currambine Central Shopping Centre and consider that the rezoning of land from Residential R80 to Commercial and Mixed Use would have a number of undesirable impacts on the Currambine locality and the tenants within our centre. We particularly object to the creation of the Commercial zoning on the subject lot.

The grounds for our objection are as follows:

1.0 Loss of R80 Residential Land:

- We consider it to be a bad planning outcome to remove higher density residential land near the Currambine Train Station. The City of Joondalup has been through an extensive process of negotiation with the community in recent years seeking to increase density in Housing Opportunity Areas (HOA) near train stations in order to achieve their infill dwelling target obligations.
- The HOA process has been beset by challenges associated with retrofitting density increases in low density residential areas, and thus far the City has been struggling to achieve the increased density and community acceptance required to achieve the set targets. There is also a dearth of undeveloped sites of the correct size and zoning in walkable distance from train stations. On this basis the rezoning of 1.2371ha of Residential R80 to Commercial is contrary to City's intent to increase density via infill development, and wasteful of an existing site ready for development.
- Based on the Design WA provisions the proposed commercial rezoning would involve **foregoing between 100-170 dwellings**. The appropriateness of this loss of residential yield has not been adequately considered in either the Amendment Request Report or the Agenda Report submitted to Council (wherein the residential carrying capacity of the site had referenced the yield associated with a lapsed retirement village development approval which had in turn informed the Local Housing Strategy). No analysis appears to have been undertaken of the true number of dwellings foregone through the proposed rezoning based on current building height and plot ratio considerations and how this would impact on the achievement of overall dwellings targets within the City, (or where the resultant shortfall of dwellings will be made up in the locality).

- Given that the proposed local centre is not identified within the City of Joondalup Centres Strategy as being required in this location there is not sufficient justification of overwhelming commercial demand that would make the loss of this number of potential residential dwellings a reasonable outcome on the site.

2.0 Fragmented Centre Design:

- The proposed rezoning locates the commercial and mixed use sites adjacent to Connolly Drive, whilst an existing Medical Centre and complementary services and a Service Station are located on the opposite side of the site adjoining Sunlander Drive. Given the stated intent of the development on the subject site is to create a small local centre, it is an undesirable outcome to separate the small retail/commercial uses within this block.
- Better synergies between the small scale uses within the Mixed Use zoned land would be achieved by locating them adjacent to the existing retail/commercial facilities, and there would also be less local vehicle trips generated by persons visiting both separated sites. The separated arrangement as proposed is a poor planning and usability outcome.

3.0 Detail of Extent of Retail/Commercial:

- The Scheme Amendment Report and the Retail Sustainability Assessment are contradictory. The RSA only assesses the proposed GFA and impact of the proposed full line supermarket at 3200m² and describes the proposed floorspace as just being within the threshold of acceptable negative impact on nearby shopping centres. However the Scheme Amendment Report proposes that the commercial zone development would comprise a 3200m² supermarket plus several specialty stores (the number and GFA of these stores is not specified). In addition, the Mixed Use site would have additional retail/commercial uses including "supporting uses on the ground floor such as a small shop, café, hairdresser, allied health care, physiotherapy and a gym".
- There is no information provided about the total floor space proposed in the Mixed Use Zone for the proposed uses, or whether given the adjacent medical centre with existing allied health services, there is realistically a demand for more floor area dedicated to such uses on the subject site. By not providing details with respect to the extent of speciality or small scale retail uses within the mixed use site, there is no indication or restriction with respect to the scale of these uses – which could have significant floor space given the site area.
- The Scheme Amendment Request has not provided a clear indication or assessment of the proposed **total floor space** for retail/commercial land uses that would result from the rezoning. In turn this means that any assessment of the impact has not contemplated the true implications of the proposed development on the subject site.
- The City of Joondalup has noted that their recommendation following a peer review is that the total retail/commercial floor space should not exceed 3200m² in total. Whilst we do not support the commercial zoning on the subject site in any form, if the scheme amendment were to proceed we do agree with the nomination of a total maximum floorspace that does not exceed a total of 3200m² across both the commercial and mixed use zoned land and a clearly articulate maximum number of tenancies on both sites.

4.0 Demand for and Impact of Proposed Centre:

- The application report states that *"whilst some short term trading impacts are expected to be experienced by the surrounding retail facility following the development of the proposed store...All impacted facilities would still be able to achieve sustainable sales volumes and continue to trade, after recovering relatively quickly from their respective impacts"*. We are concerned with the accuracy of this conclusion, and that the impact might be far worse than anticipated, based on a number of factors.

- As noted above, the modelling and assessment has been based on the supermarket of 3200m² only, not the additional specialty shops or retail/commercial uses within the Mixed Use site. On that basis the RSA is contemplating a smaller centre than actually proposed and does not contemplate the retail/commercial uses on the adjacent lots as part of the total floor space of the proposed local centre. If the 3200m² of shop retail floorspace in the local centre is at the threshold of "acceptable" impact, then this should include the retail components of the existing pharmacy and service station, speciality shops and proposed shop and café within the Mixed Use zone.
- The RSA was prepared two years ago prior to the 2016 census data and 2019 WA Tomorrow data being available. There has been sufficient sustained downturn versus the boom conditions when those documents were released plus a slower take up of residential density increase initiatives in the City of Joondalup that there could be a slower growth in population and expenditure than assumed in the RSA, meaning that the demand for floor space is not at the level that the RSA identified at this point in time. In the case of the WA Tomorrow population predictions for the Currambine-Kinross SCA2, the 2015 report predicted the 2016 population would be between 14870-15310 people, whereas it was actually 14360 (so lower than the lowest projected number). The general trajectory of population growth is tracking at a lower number in the 2019 document with the 13130-15190 projection for 2021 being considerably lower than the previous projection of 15120-16030. The 2026 population is now forecast as being between 13155-16065 rather than 15120-16030. This illustrates that **the expected population levels and growth when the RSA was prepared on which the modelling was based have now been proven to be inaccurate** as the population is less than anticipated and will remain so in the foreseeable future. On this basis the modelling for this centre should be revisited based on more current data to ascertain whether the expected impact on nearby centres does exceed the 10% threshold of acceptability.
- As the proprietors of Currambine Central Shopping Centre we are concerned about the impact of an additional centre on the viability of our tenants' businesses, and in turn the health and viability of our centre. Our anecdotal evidence from tenants is that the lengthy and continuing slowdown in the WA economy has significantly impacted on their trading, and that as employers within the Currambine area they are concerned that additional competition from the proposed centre would blight their businesses. We feel that it is an unreasonable and inappropriate impost on existing businesses to permit a new local centre (not previously identified in strategic planning for centres) to be established in our catchment whilst the local economy and population growth are stagnant, and there is not sufficient demonstrated demand for additional retail facilities.

Conclusion

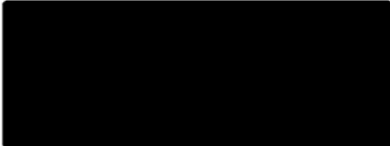
In conclusion, we strongly object to the proposed planning scheme amendment. Our recommendations are as follows:

- That the creation of the Commercial Zone on the subject site not be supported and that the R80 residential zoning be retained.
- That if the rezoning is to proceed that the modelling be revisited based on current population data and demand calculations.
- That any planning scheme amendment incorporates a maximum total floor area of retail/commercial uses for the entire centre (including the Mixed Use Zoned land and adjacent lots) which is set at 3200m² GFA or lower if indicated as appropriate by the revised modelling.

(page 4)

We trust that this information is sufficient for your purposes, but should you require any additional details please do not hesitate to contact the writer.

Yours faithfully,



Asset Manager
SCA Property Group

APPENDIX 15 — Submission from Rowe Group (on behalf of Kinross Central Shopping Centre) (page 1)

Job Ref: 8672
27 May 2019

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Attention: Planning Services

Dear Sir

**Proposed Scheme Amendment No. 1 to Local Planning Scheme No. 3
Lot 1 (No. 16) Sunlander Drive, Currambine**

Rowe Group acts on behalf of the landowner of Lot 2278 (No. 3) Selkirk Drive, Kinross which is occupied by Kinross Central Shopping Centre ('Kinross Central'). We have been instructed to prepare and lodge a submission against the proposed Amendment No. 1 ('the Amendment') to the City of Joondalup ('the City') Local Planning Scheme No. 3 ('LPS3').

Our client does not support the intent of the Amendment. We are of the view that the Amendment will have an undue impact on Kinross Central and other nearby centres, will undermine the existing and planned activity centre hierarchy, and is inconsistent with the provisions of State Planning Policy 4.2: Activity Centres for Perth and Peel, and the City's Local Commercial Strategy.

For the reasons outlined below, we request that the Amendment is not supported.

The Amendment

The Amendment proposes the rezoning of the western portion of Lot 1 (No. 16) Sunlander Drive, Currambine ('the subject site'), from 'Residential (R80)' to 'Commercial' and 'Mixed Use' under the City's LPS 3. The portion of land proposed to be rezoned 'Commercial' is approximately 1.24ha in area, whilst the portion proposed to be rezoned 'Mixed Use' is approximately 0.83ha in area.

According to the Applicant's Scheme Amendment Report, the proposed Commercial land would facilitate a local neighbourhood centre comprising a full-line supermarket of approximately 3,200m², and several supporting





specialty stores. It is proposed that the Mixed Use land would facilitate aged care accommodation, aged care services, and a range of compatible commercial uses.

Kinross Central Shopping Centre

Kinross Central is located on the corner of Connolly Drive and Selkirk Drive, Kinross, approximately 700m north of the subject site. It is identified in the City's Local Commercial Strategy as a Neighbourhood Centre with an overall average health, which trades well for daily and weekly shopping needs.

The Centre is comprised of a Supa IGA with a floorspace of approximately 2,500m², as well as a SuperChem Pharmacy, Cellarbrations, and a number of specialty stores and services relating to health and beauty, a newsagency, restaurants, takeaway food and homewares.

The Centre's built form is located adjacent to and with access from Selkirk Drive. It is set back from Connolly Drive and the northern boundary, with these areas comprised of substantial parking areas, and has a gross lettable area of approximately 4,000m².

The Centre currently has three (3) long term vacancies totalling some 230m². This demonstrates there is currently a difficulty in securing retail tenants and there is no demand for additional retail floorspace within Currumbine and the locality.

Inconsistent with Local Commercial Strategy

The City's Local Commercial Strategy outlines current and future/planned activity centres within the City, creating a hierarchy which includes one Strategic Metropolitan Centre, two Secondary Centres, five District Centres and a number of Neighbourhood and Local Centres.

The locality of the subject site has not been identified as a current or future/planned activity centre within the City's Local Commercial Strategy, and therefore has not been contemplated within the City's or the wider activity centre hierarchy. Commercial development, particularly that of a retail nature, is therefore inconsistent with the City's Local Commercial Strategy and will compromise the activity centre hierarchy of both the local and wider areas.

The Local Commercial Strategy does not indicate any need for an additional activity centre. If this were the case, it would be contemplated by the Strategy and identified as a planned or future centre. Kinross Central, which includes a 2,500m² GLA Supa IGA, is the closest centre to the subject site. According to the Strategy it is operating at average health, which does not indicate a need for additional retail development.

We are of the view that this proposal is premature and pre-empts a review of the City's Local Commercial Strategy. The Strategy should therefore be reviewed prior to any additional centre being proposed or considered.



As mentioned previously, the Centre currently has three (3) long term vacancies totalling some 230m². This demonstrates there is currently a difficulty in securing retail tenants and there is no demand for additional retail floorspace within Currumbine and the locality. The approval of this proposal will exacerbate this issue and impact the viability of Kinross Central and other existing and planned centres in the retail hierarchy.

In addition, it is for this reason, we would also strongly object to any review of the City's Local Commercial Strategy which suggests there is a need for additional retail floorspace at the subject site and within Currumbine and the locality.

Therefore, the proposal should not be supported in this instance.

Impact on Centre Hierarchy

The proposed Amendment is intended to accommodate 3,200m² of supermarket floor space, with an additional, undisclosed amount of specialty retail and commercial floor space. The proposed floor space makes the proposal comparable in scale to the surrounding neighbourhood centres. Further, Table 3 of SPP 4.2 outlines the typical retail types of a neighbourhood centre as supermarket/s, personal services and convenience shops, which is consistent with the Applicant's Amendment Request Report.

Given the proposed floor area and retail types, the development would create an unplanned neighbourhood centre, and as such would impact the surrounding local, neighbourhood and district centres, as discussed in further detail below.

SPP 4.2 strongly opposes the creation of activity centres which are not part of a planned hierarchy outlined in the local planning framework. In particular, Clause 5.1.2 (2) of SPP 4.2 states the following (underlined for Author's emphasis):

Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities. These centres should be recognised in local planning strategies, and also in structure plans for new urban areas.

The proposed activity centre has not been recognised in any of the City's local planning strategies or structure plans, and therefore as per SPP 4.2, should not be supported.

Further, Clause 5.6 (1) and (2) of SPP 4.2 state the following with regard to out of centre development:

Health, welfare, community services, entertainment, recreation, commercial and cultural facilities (Appendix 1) likely to attract a significant number of employees or users and/or generate significant vehicle trips should generally be located in, or adjacent to, activity centres.

Where such uses cannot be accommodated within, or adjacent to, activity centres development should be restricted to established Mixed Business or equivalent zones with good access to public transport, rather than being dispersed.



The proposed Amendment is intended to accommodate commercial development. Further, Appendix 1 classifies any 'Shop' development with a gross floor area of over 1000m² as a 'high trip generating land use'. Given the above, under SPP 4.2 the proposed centre is required to be located within or adjacent to either an activity centre or Mixed Business zone. As the subject site is located in neither of these locations, it is inconsistent with SPP 4.2 and should not be supported.

SPP 4.2 notes that the implementation of activity centres should involve the preparation and review of local planning strategies (such as local commercial strategies) prior to the amendment of local planning schemes. Specifically, Clause 6.2.1 (1) of SPP 4.2 states the following with regard to the role of local planning strategies:

Local planning strategies should reflect the policy provisions including the activity centres hierarchy. These strategies will be used as the basis for preparing and amending local planning schemes, and for preparing and assessing activity centre structure plans, district and local structure plans and development applications.

As noted previously, we are therefore of the view that the Amendment should not be supported until such time as the City's Local Commercial Strategy has been reviewed, and it is determined that a neighbourhood centre is needed in this location.

SPP 4.2 does not support any proposal which is likely to undermine the activity centre hierarchy. Clause 5.1 (2) of SPP 4.2 states the following:

The responsible authority should not support activity centre structure plans or development proposals that are likely to undermine the established and planned activity centre hierarchy. Activity centre structure plans and developments should be consistent with the centre's classification in the hierarchy. The responsible authority should consider the main role/function and typical characteristics for each centre type outlined in Table 3.

Further, Clause 6 (1) of SPP 4.2: states the following with specific reference to scheme amendments (underlined for Author's emphasis):

The responsible authority should not support activity centre or other structure plans, scheme amendment or development proposals that are likely to:

- *undermine the activity centre hierarchy or the policy objectives;*
- *result in deterioration in the level of service to the local community or undermine public investments in infrastructure and services; or*
- *unreasonably affect the amenity of the locality through traffic or other impacts.*

Given the above, and the impact on other centres discussed below, we believe it is evident that the proposed Amendment will undermine the activity centre hierarchy, and is therefore inconsistent with SPP 4.2 and should not be supported.



Impact on Other Centres

Clauses 6 (2) and (3) of SPP 4.2 state the following with regard to the impact of proposed activity centres (underlined for Author's emphasis):

The responsible authority should not support activity centre or other structure plans, scheme amendments or development proposals that are likely to:

- *undermine the activity centre hierarchy or the policy objectives;*
- *result in a deterioration in the level of service to the local community or undermine public investments in infrastructure and services; or*
- *unreasonably affect the amenity of the locality through traffic or other impacts.*

Unacceptable impact may include a physical or financial cause that would result in an adverse effect on the extent and adequacy of facilities and services available to the local community that would not be made good by the proposed development itself.

Clause 6 (3) also refers to Section 6.5 of SPP 4.2, which relates to retail sustainability assessments ('RSA').

An RSA has been prepared to accompany the proposed Amendment. It identifies two centres within the trade area of the subject site, Kinross Central and Candlewood Village, both Neighbourhood Centres. As discussed previously, the City's Local Commercial Strategy notes that Kinross Central in particular is a relatively new centre with an average overall health. According to the RSA, the Amendment would have a projected impact in 2020 of -9.4% on the estimated sales (approximately -\$3.5 million) on Kinross Central, and of -4.0% (approximately -\$0.6 million) on Candlewood Village.

The RSA also identifies a number of centres outside the trade area which would be negatively impacted by the proposed Amendment. The impact on Currumbine Central for example, a District Centre, in 2020 would be a projected -9.0% (approximately -\$11.0 million).

These projections are based solely on the addition of **3,200m²** of supermarket floorspace, and do not contemplate the additional proposed specialty retail. We are therefore of the view that the projected impact on nearby centres would be significantly greater, such that Kinross Central and Currumbine Central in particular could be impacted by a greater than -10.0% in estimated 2020 sales.

It is our understanding that an impact greater than -10.0% is generally considered an undue impact, as it will undermine the operations of the centre, and result in a deterioration in the level of service to the local community. As per Clauses 6 (2) and (3) of SPP 4.2 above, these impacts are considered unacceptable.

It is essential that the City accommodate the best retail offer that can be delivered, and centres which are able to compete with new centres being developed outside the City. The introduction of an additional, unplanned centre significantly compromises this.



The proposed Amendment is likely to detract from the surrounding District and Neighbourhood Centres, and is unlikely to result in a quality outcome due to current retail trends. As discussed above, the closest centre to the subject site, Kinross Central, which includes a 2,500m² GLA Supa IGA, is operating at an average health according to the City's Local Commercial Strategy. Consequently, if it is to be argued that the locality is in need of an additional centre, this should be considered as part of a review of this Strategy and formally identified within the City's planning framework.

Given the above, we are of the view that the RSA which accompanies the proposed Amendment is flawed in that it fails to consider the entirety of the proposed retail floorspace, and therefore underestimates the impact on surrounding activity centres. The proposed Amendment should not be supported until such time as an accurate RSA is prepared, which demonstrates a lack of any undue impact on surrounding centres. The proposal should be re-advertised when a revised RSA is provided.

Summary

The proposed Amendment is not contemplated within the City's Local Commercial Strategy, and therefore will undermine both the local and wider activity centre hierarchies. Such unplanned development also strongly conflicts with the objectives and provisions of SPP 4.2.

Further, it is our view that the RSA which accompanies the Amendment is flawed, and significantly underestimates the negative impact on surrounding retail centres. Despite the lack of floorspace included in the RSA's assessment, the RSA still shows significant impacts to a number of centres.

The proposal is likely to significantly impact on the viability of a number of centres which is likely to result in a loss of services for the residents of the City of Joondalup.

The proposed Amendment is premature and undermines both the Western Australian Planning Commission's and the City's strategic documents. The City should undertake a review of the Strategy prior to considering this proposal any further. However, there is currently a difficulty in securing retail tenants and there is no demand for additional retail floorspace within Currumbine and the locality of the subject site.

The approval of this proposal will exacerbate this issue and impact the viability of Kinross Central as a neighbourhood centre and other existing and planned centres in the retail hierarchy established under the City's Local Commercial Strategy. It is for this reason we would also strongly object to any review of the City's Local Commercial Strategy which suggests there is a need for additional retail floorspace at the subject site and within Currumbine and the locality.

Given the above, the Amendment should not be supported, and we seek that the City resolves not to adopt the Amendment.

(page 7)



Should you require any further information or clarification in relation to this matter, please contact the undersigned on [REDACTED]

Yours faithfully,



Rowe Group

APPENDIX 16 — Submission from Rowe Group (on behalf of Ocean Keys Shopping Centre) (page 1)

Job Ref: 4970
21 May 2019

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Attention: Planning Services

Dear Sir

**Proposed Scheme Amendment No. 1 to Local Planning Scheme No. 3
Lot 1 (No. 16) Sunlander Drive, Currambine**

Rowe Group acts on behalf of the landowner of 36 Ocean Keys Boulevard, which is occupied by Ocean Keys Shopping Centre. We have been instructed to prepare and lodge a submission in relation to the proposed Amendment No. 1 ('the Amendment') to the City of Joondalup ('the City') Local Planning Scheme No. 3 ('LPS3').

Our client does not support the intent of the Amendment. We are of the view that the Amendment will have an undue impact on other nearby centres, will undermine the existing and planned activity centre hierarchy, and is inconsistent with the provisions of State Planning Policy 4.2: Activity Centres for Perth and Peel, and the City's Local Commercial Strategy.

For the reasons outlined below, we request that the Amendment is not supported.

The Amendment

The Amendment proposes the rezoning of the western portion of 16 Sunlander Drive, Currambine ('the subject site'), from 'Residential (R80)' to 'Commercial' and 'Mixed Use' under the City's LPS 3. The portion of land proposed to be rezoned 'Commercial' is approximately 1.24ha in area, whilst the portion proposed to be rezoned 'Mixed Use' is approximately 0.83ha in area.

According to the applicant's report, the proposed Commercial land would facilitate a local neighbourhood centre comprising a full-line supermarket of approximately 3,200m², and several supporting specialty stores. It is proposed





that the Mixed Use land would facilitate aged care accommodation, aged care services, and a range of compatible commercial uses.

Inconsistent with Local Commercial Strategy

The City's Local Commercial Strategy outlines current and future activity centres within the City, creating a hierarchy which includes one Strategic Metropolitan Centre, two Secondary Centres, five District Centres and a number of Neighbourhood and Local Centres.

The locality of the subject site has not been identified as a current or future activity centre within the City's Local Commercial Strategy, and therefore has not been contemplated within the City's or the wider activity centre hierarchy. Commercial development, particularly that of a retail nature, is therefore inconsistent with the City's Local Commercial Strategy and will compromise the activity centre hierarchy of both the local and wider areas.

The Local Commercial Strategy does not indicate any need for an additional activity centre. If this were the case, it would be contemplated by the Strategy and identified as a planned or future centre. Kinross Central, which includes a 2,500m² GLA Supa IGA, is the closest centre to the subject site. According to the Strategy it is operating at average health, which does not indicate a need for additional retail development.

We are of the view that this proposal is premature and pre-empts a review of the City's Local Commercial Strategy. The Strategy should therefore be reviewed, an additional need formally identified, and a future activity centre included in the Strategy, prior to any additional centre being proposed or considered.

Impact on Centre Hierarchy

As discussed above, the subject site is located in proximity to a number of activity centres within the City. Additionally, it is also located in proximity to the City of Wanneroo, which outlines its activity centre hierarchy in its Local Planning Policy 3.2: Activity Centres. The City of Wanneroo accommodates one Strategic Metropolitan Centre, four Secondary Centres, ten District Centres and a range of Neighbourhood and Local Centres.

The proposed Amendment is intended to accommodate 3,200m² of supermarket floor space, with an additional, undisclosed amount of specialty retail and commercial floor space. The proposed floor space makes the proposal comparable in scale to the surrounding neighbourhood centres. Further, Table 3 of State Planning Policy 4.2: Activity Centres for Perth and Peel ('SPP 4.2') outlines the typical retail types of a neighbourhood centre as supermarket/s, personal services and convenience shops, which is consistent with the Applicant's Amendment Request Report.

Given the proposed floor area and retail types, the development would create an unplanned neighbourhood centre, and as such would impact the surrounding local, neighbourhood and district centres, as discussed in further detail below.



SPP 4.2 strongly opposes the creation of activity centres which are not part of a planned hierarchy outlined in the local planning framework. In particular, Clause 5.1.2 (2) of SPP 4.2 states the following (underlined for author's emphasis):

Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities. These centres should be recognised in local planning strategies, and also in structure plans for new urban areas.

The proposed activity centre has not been recognised in any of the City's local planning strategies or structure plans, and therefore as per SPP 4.2, should not be supported.

Further, Clause 5.6 (1) and (2) of SPP 4.2 state the following with regard to out of centre development:

Health, welfare, community services, entertainment, recreation, commercial and cultural facilities (Appendix 1) likely to attract a significant number of employees or users and/or generate significant vehicle trips should generally be located in, or adjacent to, activity centres.

Where such uses cannot be accommodated within, or adjacent to, activity centres development should be restricted to established Mixed Business or equivalent zones with good access to public transport, rather than being dispersed.

The proposed Amendment is intended to accommodate commercial development. Further, Appendix 1 classifies any 'Shop' development with a gross floor area of over 1000m² as a 'high trip generating land use'. Given the above, under SPP 4.2 the proposed centre is required to be located within or adjacent to either an activity centre or Mixed Business zone. As the subject site is located in neither of these locations, it is inconsistent with SPP 4.2 and should not be supported.

SPP 4.2 notes that the implementation of activity centres should involve the preparation and review of local planning strategies (such as local commercial strategies) prior to the amendment of local planning schemes. Specifically, Clause 6.2.1 (1) of SPP 4.2 states the following with regard to the role of local planning strategies:

Local planning strategies should reflect the policy provisions including the activity centres hierarchy. These strategies will be used as the basis for preparing and amending local planning schemes, and for preparing and assessing activity centre structure plans, district and local structure plans and development applications.

As noted previously, we are therefore of the view that the Amendment should not be supported until such time as the City's Local Commercial Strategy has been reviewed, and it is determined that a neighbourhood centre is needed in this location.

SPP 4.2 does not support any proposal which is likely to undermine the activity centre hierarchy. Clause 5.1 (2) of SPP 4.2 states the following:



The responsible authority should not support activity centre structure plans or development proposals that are likely to undermine the established and planned activity centre hierarchy. Activity centre structure plans and developments should be consistent with the centre's classification in the hierarchy. The responsible authority should consider the main role/function and typical characteristics for each centre type outlined in Table 3.

Further, Clause 6 (1) of SPP 4.2: states the following with specific reference to scheme amendments (underlined for author's emphasis):

The responsible authority should not support activity centre or other structure plans, scheme amendment or development proposals that are likely to:

- *undermine the activity centre hierarchy or the policy objectives;*
- *result in deterioration in the level of service to the local community or undermine public investments in infrastructure and services; or*
- *unreasonably affect the amenity of the locality through traffic or other impacts.*

Given the above, and the impact on other centres discussed below, we believe it is evident that the proposed Amendment will undermine the activity centre hierarchy, and is therefore inconsistent with SPP 4.2 and should not be supported.

Impact on Other Centres

Clauses 6 (2) and (3) of SPP 4.2 state the following with regard to the impact of proposed activity centres (underlined for author's emphasis):

The responsible authority should not support activity centre or other structure plans, scheme amendments or development proposals that are likely to:

- *undermine the activity centre hierarchy or the policy objectives;*
- *result in a deterioration in the level of service to the local community or undermine public investments in infrastructure and services; or*
- *unreasonably affect the amenity of the locality through traffic or other impacts.*

Unacceptable impact may include a physical or financial cause that would result in an adverse effect on the extent and adequacy of facilities and services available to the local community that would not be made good by the proposed development itself.

Clause 6 (3) also refers to Section 6.5 of SPP 4.2, which relates to retail sustainability assessments ('RSA').

An RSA has been prepared to accompany the proposed Amendment. It identifies two centres within the trade area of the subject site, Kinross Central and Candlewood Village, both neighbourhood centres. As discussed above, the City's Local Commercial Strategy notes that Kinross Central in particular is a relatively new centre with



an average overall health. According to the RSA, the Amendment would have a projected impact in 2020 of -9.4% on the estimated sales (approximately -\$3.5 million) on Kinross Central, and of -4.0% (approximately -\$0.6 million) on Candlewood Village.

The RSA also identifies a number of centres outside the trade area which would be negatively impacted by the proposed Amendment. The impact on Currumbine Central, a District Centre, in 2020 would be a projected -9.0% (approximately -\$11.0 million), and the impact on Ocean Keys Shopping Centre a -1.6% (approximately -\$5.0 million).

These projections are based solely on the addition of 3,200m² of supermarket floorspace, and do not contemplate the additional proposed specialty retail. We are therefore of the view that the projected impact on nearby centres would be significantly greater, such that Kinross Central and Currumbine Central in particular could be impacted by a greater than -10.0% in estimated 2020 sales.

It is our understanding that an impact greater than -10.0% is generally considered an undue impact, as it will undermine the operations of the centre, and result in a deterioration in the level of service to the local community. As per Clauses 6 (2) and (3) of SPP 4.2 above, these impacts are considered unacceptable.

It is essential that the City accommodate the best retail offer that can be delivered, and centres which are able to compete with new centres being developed outside the City. The introduction of an additional, unplanned centre significantly compromises this.

The proposed Amendment is likely to detract from the surrounding District and Neighbourhood Centres, and is unlikely to result in a quality outcome due to current retail trends. As discussed above, the closest centre to the subject site, Kinross Central, which includes a 2,500m² GLA Supa IGA, is operating at an average health according to the City's Local Commercial Strategy. Consequently, if it is to be argued that the locality is in need of an additional centre, this should be considered as part of a review of this Strategy and formally identified within the City's planning framework.

Given the above, we are of the view that the RSA which accompanies the proposed Amendment is flawed in that it fails to consider the entirety of the proposed retail floorspace, and therefore underestimates the impact on surrounding activity centres. The proposed Amendment should not be supported until such time as an accurate RSA is prepared, which demonstrates a lack of any undue impact on surrounding centres. The proposal should be re-advertised when a revised RSA is provided.

Summary

The proposed Amendment is not contemplated within the City's Local Commercial Strategy, and therefore will undermine both the local and wider activity centre hierarchies. Such unplanned development also strongly conflicts with the objectives and provisions of SPP 4.2.



Further, it is our view that the RSA which accompanies the Amendment is flawed, and significantly underestimates the negative impact on surrounding retail centres. Despite the lack of floorspace included in the RSA's assessment, the RSA still shows significant impacts to a number of centres.

The proposal is likely to significantly impact on the viability of a number of centres which is likely to result in a loss of services for the residents in both the City of Joondalup and the City of Wanneroo.

The proposed Amendment is premature and undermines both the Western Australian Planning Commission's and the City's strategic documents. The City should undertake a review of the Strategy prior to considering this proposal any further.

Given the above, the Amendment should not be supported, and we seek that the City resolves not to adopt the Amendment.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on [REDACTED]

Yours faithfully,

Rowe Group

APPENDIX 17 — Submission from Lendlease Property Management (on behalf of Lakeside Joondalup Shopping Centre) (page 1)



27 May 2019

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Via email: info@joondalup.wa.gov.au

Attention: Chris Leigh – Manager Planning Services

Dear [REDACTED]

SUBMISSION – PROPOSED SCHEME AMENDMENT NO. 1 – 16 SUNLANDER DRIVE, CURRAMBINE

Lendlease Property Management, as Manager of Lakeside Joondalup Shopping Centre (Lakeside Joondalup), is pleased to provide the following submission in relation to proposed Scheme Amendment No. 1 to Local Planning Scheme No. 3 – Lot 1 (16) Sunlander Drive, Currambine (the subject site), which is currently being advertised by the City of Joondalup (the City).

Lakeside Joondalup is identified as a 'Strategic Metropolitan Centre' under the Western Australian Planning Commission's State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2) and is located approximately 4.5km south-east of the subject site (via road).

We have reviewed proposed Scheme Amendment No. 1 to Local Planning Scheme No. 3 (the proposed Amendment) including the Retail Sustainability Assessment (RSA) prepared by MacroPlan Dimasi, and whilst the proposed Amendment appears to be generally consistent with parts of the planning framework, we are concerned that Scheme Amendment No. 1 does not comply with the City's strategic planning framework.

The proposed Neighbourhood Centre is not contemplated by the City's Local Planning Strategy or Local Commercial Strategy, and as such the introduction of retail floorspace at this location appears to be rather adhoc and unsubstantiated.

On this basis, we respectfully request that the proposed amendment not be adopted by Council for the reasons identified below.

PROPOSED AMENDMENT NO. 1 – OUR REVIEW

We understand the proposed Amendment seeks to rezone the subject land from 'Residential R80' to 'Commercial' and 'Mixed Use', and facilitate the development of the site for a

Lendlease Property Management (Australia) Pty Limited, ABN 61 002 894 153
[REDACTED]



Neighbourhood Centre (with 3,200m² shop/retail NLA) under the City's Local Planning Scheme No. 3 (LPS3).

We note that a RSA was prepared two years ago by MacroPlan Dimasi (in May 2017), to consider the impact of the proposed 3,200m² of shop/retail floorspace on the network of activity centres around Currumbine. The RSA has indicated that there is a need for a supermarket at the location and that, while the development would have a short-term impact on surrounding centres, it would not affect their long-term viability.

We are aware that the City has reviewed the Retail Sustainability Assessment (RSA) submitted by the applicant and has recommended that the total retail floorspace be restricted to 3,200m² including the specialty retail stores.

Although Lakeside Joondalup is not located within the trade area identified by the RSA, we do note that the RSA states at Table 4.5 – Currumbine Centre Estimated Impact on Specific Centres 2019/20 (\$M) that the impact on trading at Lakeside Joondalup will be around \$10 million (1.3%). Of interest the RSA also states that, *'the majority of sales at the proposed Currumbine centre would be redirected from centres located beyond the trade area'*.

We acknowledge that the proposed Amendment is considered to be a 'complex' amendment in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015* (LPS Regulations) as the proposed neighbourhood centre is not contemplated by the City's Local Planning Strategy or Local Commercial Strategy (LCS).

We also understand that if the scheme amendment is ultimately supported, the LCS will need to be amended to incorporate this new Neighbourhood Centre with an indicative maximum retail floorspace threshold of 3,200m².

MATTERS FOR CONSIDERATION

Whilst proposed Scheme Amendment No. 1 appears to be generally consistent with parts of the planning framework (MRS, LPS3, Draft Perth and Peel @ 3.5 million including Draft North West Metropolitan Sub-Regional Planning Framework), **as currently proposed, Scheme Amendment No. 1 is not consistent with the City's strategic planning framework.**

We note that the purpose of the City of Joondalup's Local Planning Strategy 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 and to provide the strategic basis of LPS3. The Strategy includes the key recommendations of the City's Local Commercial Strategy (LCS) and Local Housing Strategy.

The LCS provides the framework for decision making for commercial centres with respect to development of new structure plans, amendments to existing structure plans and future rezoning and development applications.

As the proposed Neighbourhood Centre is not contemplated by the City's Local Planning Strategy or LCS, the introduction of retail floorspace at this location appears to be rather adhoc, unnecessary and unsubstantiated.



We note that SPP 4.2 states that a responsible authority should not support scheme amendments or development proposals that are likely to:

- *undermine the activity centre hierarchy or the policy objectives;*
- *result in a deterioration in the level of service to the local community or undermine public investments in infrastructure and services; or*
- *unreasonably affect the amenity of the locality through traffic or other impacts.*

Having not previously been considered by the City as part of the planning for the broader City of Joondalup and State level activity centre hierarchy for retail, we understand that a Neighbourhood Centre at this location (if approved) would be contrary to the principles of orderly and proper planning.

Given the close proximity and overlapping catchment of the centres currently identified within the strategic and statutory planning framework, **the function and purpose of a Neighbourhood Centre at this location may undermine the existing activity centres hierarchy.**

SUMMARY

Following our review, we are of the opinion that the proposed amendment **should not be adopted** by Council for the reasons identified below:-

- To change the zoning of an area with limited strategic planning justification represents ad-hoc planning and would undermine the Local Planning Strategy and Local Commercial Strategy; and
- The proposed Scheme Amendment will encourage commercial development outside an identified activity centre, which is not in accordance with SPP 4.2.

Given the close proximity of Lakeside Joondalup, approval of retail expansion at the subject site would certainly encroach upon the catchment of this and other nearby centres, having a potentially detrimental impact on the activity centre hierarchy particularly the role and function of Lakeside Joondalup and the range of services and facilities that it offers the broader community.

We trust our submission will be taken into consideration by the City during its assessment of the proposed Scheme Amendment. Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact the undersigned.

Yours sincerely
Lendlease Property Management (Australia) Pty Ltd



Head of Retail, Investment Management

APPENDIX 18 — Submission from Water Corporation (page 1)

From: [REDACTED]
Sent: Thursday, 18 April 2019 8:08 AM
To: info@joondalup.wa.gov.au
Subject: Scheme Amendment No. 1 - 16 Sunlander Driver Currambine (107704 - 107993)

Thank you for your letter dated March 28, 2019. We offer the following comments in regard to this proposal.

Water

Reticulated water is currently available to the subject area. All water main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

Wastewater

Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

General

The proposed changes in land use may necessitate upgrading of the existing water and wastewater reticulation systems. The Corporation and engineering consultants can review the proposal when demands are provided closer to development stage.

The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Water Corporation may also require land being ceded free of cost for works.

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

Kind Regards,

[REDACTED]
Snr Plnr - Land Planning
Development Services

E [REDACTED]
T [REDACTED]
M [REDACTED]

.....

(page 2)



watercorporation.com.au



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APPENDIX 19 — Verbatim responses

QUESTION: “Do you have any comments regarding Proposed Scheme Amendment No 1?”

Note: Words that may identify respondents or contain offensive language have been removed and replaced with square brackets, ie [- - -]. Minor alterations have been to spelling/grammar to enhance readability.

Verbatim responses — Do you have any comments regarding Proposed Scheme Amendment No 1? (N = 44):
<i>I personally think a lifestyle village would be good with the ageing population. We do not need another supermarket or medical facility or more shops. Shops are struggling in the area as it is. Why the need for more is beyond me. Maybe a pub if you are thinking commercial, but certainly not shops.</i>
<i>The only comment is: will there be adequate parking for the shops?</i>
<p>25th May 2019 Planning Service Team — Joondalup City Council RE: Community consultation on Proposed Scheme Amendment No 1 — 16 Sunlander Drive Currambine</p> <p><i>This letter is my formal disapproval of the subjected Proposed Scheme Amendment of Lot 1 (16) Sunlander Drive, Currambine, in the form of a rezoning the site from ‘Residential’ to ‘Commercial’ and ‘Mixed Use’.</i></p> <p><i>I’ve lived [- - -] for fourteen years with the knowledge of the sites ‘Residential Zone’, to which I am amenable.</i></p> <p><i>However, I do not agree with the proposed rezoning of the site to ‘Commercial’ and ‘Mixed Use’.</i></p> <p><i>After reviewing the provided documentation and studies instigated by the City of Joondalup, I have summarised a few points below I feel are important in the deliberation of this matter.</i></p> <p><i>The proximity of other shopping complexes in the surrounding area raises the question — the need for further commercial establishments? I cannot see the necessity for the proposed commercial complex for the area, with closely located access to numerous supermarkets and speciality shops.</i></p> <p><i>Additionally, with the rezoning, it leaves me with uncertainty of the types of commercial enterprises that will be built and operate [- - -].</i></p> <p><i>I am unsatisfied with research conducted on the traffic impact on the area. The commercial complex would directly affect the traffic currently in the area, not to mention the disruption during peak hours.</i></p> <p><i>My concerns are also with the value of my property upon the construction of such commercial complex, and, while residential development would have a small effect, the likelihood of property prices substantial declining once the commercial development is high, with regards to the closeness of the site.</i></p> <p><i>I understand that some progress is inevitable; however, I am strongly opposed to the proposed scheme amendment to rezone the Lot 1 (16) Sunlander Drive, Currambine.</i></p> <p><i>On a contrary note; if such amendments are to proceed, let it be noted that a more ideal location to place the proposed ‘Commercial’ zoned area would be closer to where there are current commercial enterprises: Sunlander Drive x Burns Beach Road intersection.</i></p> <p><i>Thank you for your consideration,</i></p> <p><i>Regards,</i></p> <p><i>[- - -]</i></p> <p><i>[- - -]</i></p> <p><i>CURRAMBINE 6028</i></p> <p><i>[- - -]</i></p> <p><i>[- - -]</i></p>

<p><i>I don't think we need any more commercial outlets in the area. There are already enough. Within a five minute drive, we already have Joondalup, Currambine, Kinross and Clarkson. Everything gets over-served.</i></p>
<p><i>I do not see how we require another shopping centre when you have Kinross Central 5 minutes down the road (with shops empty), Kinross Shopping Centre on Kinross Drive (with various business operating — not sure how well they are doing), and then Currambine, Candlewood, Joondalup are just down the road. Happy to support the old age development, maybe some parkland/open space for families and others to enjoy.</i></p>
<p><i>Happy for commercial, but really not another supermarket. We already have many in close proximity.</i></p>
<p><i>I support the proposed changes, but would like better pedestrian crossings around this area. As a [- - -], I find crossing Connolly Drive and Burns Beach Road around this intersection an 'extreme sport' at best. To use the subways means walking quite a distance out of the way with [- - -] who tire easily. I have actually stopped walking to the IGA in Kinross because it's too dangerous with [- - -], the subway under Burns Beach Road is out of my way and, on the occasions I have used, had 'unsavoury' characters hanging around — groups of youths or adults who look like they are drug using. I felt so intimidated once I turned back and went home. Pedestrian access over Burns Beach Road is shocking to be honest, I run [- - -] and won't use the subways alone — getting across this road is almost impossible and just [- - -] dangerous. Drivers are travelling 70 mph and do not indicate correctly at the roundabout, meaning you have to take chances crossing the road.</i></p>
<p><i>I would greatly appreciate that none of the supermarket and specialty stores sell alcohol. There are already too many liquor stores around this area. Thank you for taking my consideration in your planning.</i></p>
<p><i>I strongly feel that another supermarket in this area is completely unneeded due to the large number which already exist in this area. There is already a very large shopping complex with multiple supermarkets in Currambine, a supermarket in Kinross, and a supermarket in Candlewood Shopping Centre, Joondalup. Many of these, especially the smaller ones in Kinross and Candlewood, are already struggling for business, and the addition of yet another supermarket in this small area would be bad for the sense of community that has been built-up by the existing shopping complexes. Another supermarket is completely unwarranted when you take into account the amount of people in the area, and the already existing number of supermarkets. It would unfairly spell the end of some businesses that have built up many years of community spirit.</i></p> <p>[multiple submissions received] <i>I strongly feel that an additional supermarket in this area is completely unneeded due to the large number of supermarkets already in the immediate area, and that to add another one would be hugely detrimental to the existing businesses and community. There is already a large shopping complex with multiple large supermarkets in Currambine, as well as supermarkets in Kinross and Candlewood Shopping Centre, Joondalup. The addition of another is completely unnecessary and would place immense strain on businesses that are already struggling, many of which have been operating for many years, and whose employees have become an important part of the community. If there are to be more retail outlets on this land, they should be types which are needed and not currently available in the immediate area, not another supermarket when there are already so many in the area. To add another supermarket is completely unwarranted when taking into account the number of people in the area and the number of already existing supermarkets and would spell the end of many long term and already struggling businesses, that over many years, have become an important part of their communities.</i></p>

Comments will be forwarded under separate cover after further scrutiny and consultation with neighbours

[multiple submissions received] [- - -]

Currambine, WA 6028

Email: [- - -]

Phone: [- - -]

13 May 2019

Dear Sirs,

I attach a response to the Scheme Amendment Report for 16 Sunlander Drive. I attempted to use the on-line facility, but your computer was reluctant to accept my end of the deal. Hence, I am taking up your offer of making contact direct in writing.

It would be easy to enter in a major discussion concerning the proposed development, but we feel that it is such a poor proposal it will hopefully 'fall at the first fence'. It represents a classic case of the triumph of hope over experience. Who in their right mind is going to invest money in retail at this level when, if you walk in any major shopping centre, the only people who are making money are the shop fitters. Retail outlets come and go at an alarming rate. Better to let those who have established try to survive than keep adding to the pool.

Much of the proposal appears to be subjective, rather than based on evidence, giving the client what he wants to hear. The original proposal fell because of greed. In 2009, house prices were climbing at a rate that could not be sustained, and the tiny properties, when floated on the market, simply stuttered to a disastrous end. The amount of traffic passing the site did not help, and things have changed considerably since that time, and the site is now much more desirable for residential use.

Yours faithfully

[- - -]

[- - -] 2014.

Response by [- - -] & [- - -] to consultation.

Local Planning Scheme No 3 — Amendment No 1. May 2019

Development proposal for the area 16 Sunlander Drive.

Executive Summary.

Several points of interest occur. It is stated that "the proposed centre is not contemplated in the City's strategy". It has never been raised before even though the number of properties originally proposed was greater than those under the new scheme.

Under details statement — "There is a clear need and demand for development of a supermarket on the subject land". Not only is there no need but there has never been any indication that one would be required. Where is the evidence for this statement and how was it generated? It looks very much like the answer to a question that was never asked. We are surrounded by supermarkets. Within a short drive (that is the normal method of shopping here — look at the car parks) there is the main Joondalup Shopping Centre, Ocean Keys at Clarkson and Currambine Central, all of which have major retail outlets. Even the major discount shops such as Aldi are now extant. Locally there are IGAs, at KInross and Candlewood, together with small groups of shops serving each of the areas bounded by main roads mentioned in the text. The proposed supermarket would represent a significant economic and social benefit for the local community. Again, a sweeping generality that sounds politically right, but has no basis in the real world. Social benefit nil, perhaps a few low paid jobs in the retail market. Whether the development would survive is questionable.

Under "Local Housing Strategy" it is stated that the proposed development is within an 'existing fully developed residential catchment' That is the current state of development is complete. The only thing that may change is the new properties to be built. Originally, there were 231 proposed. The present proposals indicate that two-thirds of the available land will be developed. A total of 154 dwellings. The number of people to be accommodated is small and the fact it is a retirement area all point to the need, if any, for more shops is minimal. There are already in the locality sufficient neighbourhood centres on both sides of the freeway to cater for the small proposed increase in population.

[continues]

Area to be Used.

The submission from the 'consultants' states that the commercial area is to be 12,300 sq m; of this, 3,200 has been allocated to the supermarket. What are the proposals for the remaining 9,100 sq m? Some will have to be for car parking, but the temptation to develop further "industry" will be overwhelming for a firm that claims it needs to sell land to fund the main development. On what basis was the area allocated? It looks from our view that the line of road from Currambine Boulevard was a convenient line. If 3,200 sq m is the maximum area for a supermarket etc, the bulk of the area could remain for housing. How a firm that specialises in providing retirement living with the vast profits made from that occupation needs to sell off some of its best asset defies logic. Rather, it would seem to be a mechanism to produce a rather large pot of gold hidden behind the appearance of a socially acceptable proposal.

It must be asked if the applicant, or any of their 'advisers', has ever visited the site? From the limited information that can be gleaned from the submission, the answer is a loud "no". For example, anyone requiring access to the station approaching from the east side of the Freeway would not pass the proposed area but would turn into Sunlander Drive and by-pass the new area. Likewise, people living in the south east side of Kinross have to pass the existing shops to get access to the development.

Mixed Use Area.

The description of the "aged care development" is another "pie-in-the-sky" load of questionable use. What is really being put forward is to put an aged care set-up over some shops — surely not a sensible idea, as most of the residents will have difficulty with mobility. How are users expected to gain access to the facilities when there is no proposal for vehicle access to the "mixed use area"? Having lived at the address for [- -] years, I can happily state that there is effectively no foot traffic passing this site.

Traffic Management.

Probably the only sensible statement is that a more detailed traffic assessment is made. Although why it has to wait until 2031 is a mystery. If the development went ahead, the population will hardly change, and demand, I believe, will be minimal. There will have to be some thought into the layout of the roads and intersections.

Noise

The area is a residential area. In the "planning context", one of the objectives stated is that "to ensure that the development is not detrimental to the amenity of adjoining owners or residential properties in the locality". It is obvious that the lessons learned in the former Farmer Jacks development in Ocean Reef have not been taken into account. The problems of noise associated with the waste disposal, the air conditioning and refrigeration with a development of a supermarket in the middle of houses was incompatible. Hence, it has closed down and lain vacant for some time.

Future

I hope that this "Change of Use" proposal is "kicked into the long grass and buried once and for all". However, should that not be the case, then could the Council require a developer to:
Restrict the noise level overall at the site by controlling the times when waste disposal is carried out.

What type of commercial buildings/businesses?

This proposal is one I find very difficult to accept for the following reasons:

1: For a retirement/elderly home, it is set extremely close to a very busy road. Not only the danger of wandering into traffic, but also the constant noise of trucks and other traffic! Yes, it has slowed down after the extension of the Mitchell Freeway, but the traffic is already picking up again!

2: Then the need for another medical centre when there is one half a block away?

2:i A general store? There is an excellent little Kinross Central Shopping centre at the corner Selkirk Avenue and Connolly Drive.

2: ii The large Currambine Shopping Centre is in close proximity! Please reconsider the impact it will have on these surrounding stores and medical facilities. Not forgetting the vulnerable elderly who would just have to live with the traffic noise and air pollution!

Regards [- -]

<p>Attn: [- -] Ref: 107704; 107993 Dear [- -], As the ratepayer and resident of [- -] Currambine, I very much welcome the newly proposed commercial development at 16 Sunlander Drive. Particularly the inclusion of a supermarket. At the very least there should be a deli/general store within walking distance for the local residents. Is there an estimated start date for this development? Regards, [- -] Sent from my iPhone</p>
<p>Thank you for your letter dated 28 March. I have considered the proposed rezoning of this area and would disagree that health care services are required with a medical centre already in place at Sunlander Drive in the same zone! The mixed use and commercial zones will also increase an already busy and heavy traffic flow at this roundabout. There are two shopping centres and a supermarket located within a very short distance in Kinross, which is easily accessed within 2 minutes by car or a short walk. However, I appreciate that if aged care residences are to be built on this land, a convenience store would be of benefit to those less able to get around — but certainly not another supermarket. Regards, [- -]</p>
<p>This is dreadful proposal/suggestion/plan for the following reasons: 1. This proposed development is right on a very busy, dangerous roundabout and this development would only add to the problems and danger. Burns Beach Road is part of a very busy arterial road, which will only become busier in the future. 2. This site is very close to existing supermarkets at Kinross and Currambine. The proposal may be a good selling point for Southern Cross Residential Aged Care, but is very bad for existing businesses in the area. 3. Sunlander Drive already has a medical centre and pharmacy, so the duplication of these facilities dilutes the business for everyone.</p>
<p>I don't think we need another supermarket; we are well serviced with the supermarket at Kinross and 3 supermarkets at Currambine.</p>
<p>We think the addition of commercial facilities in the area will bring great benefit and amenity to local residents.</p>
<p>I feel it aligns nicely were a smaller residential section to continue, the proposed services like allied health would be quite beneficial.</p>
<p>Land should not be re-zoned and should remain residential. Already a busy traffic area at peak times due to proximity to station and Freeway on-ramps. No need for more shops and allied health facilities. These already exist close by — i.e. Kinross Shopping Centre, Currambine Shopping Centre and other smaller shops, plus allied health businesses next to BP petrol station. I have no objection to an aged care facility, which I understand was the original proposal.</p>
<p>Most appropriate.</p>
<p>What a joke. I was one of [- -]. Currambine Shopping Centre was proposed on the suburb plan, along with a pub and shops/medical to the front of the train station that you moved!!! No — houses yes. Not supporting diversity intake as no parking anyway. Look after the old school — sick of lies. Suburb looking like a dump!!!!</p>
<p>Extremely concerned about the following: 1- Impact on existing businesses at existing Kinross shopping centres. In addition, there are empty shops at both locations, so why do we need another business/shopping centre? We have IGA and others close by at Currambine and Ocean Keys. 2- Although this junction has improved since the Mitchell extension, this is still a busy junction, and the addition of the shops will ensure that there is added pressure on all parts of the junction. 3- Why not turn this area into a park for young families, with some residential?</p>

City of Joondalup
P.O. Box 21
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[- - -]

[- - -]

Currambine
WA 6028

22/04/2019

Subject: Proposed Scheme Amendment No 1 — 6 Sunlander Drive Currambine

I am strongly opposed to this proposal for the supermarket to be on the western side of the site for the following reasons:

1) *When we purchased the land in [- - -], we were informed that the vacant site was set aside as an Aged Care Site. I am aware that plans can change; however, I believe there are better options for the current residents who have purchased their property on [- - -] than this proposal. Why not place the commercial area along Burns Beach Road, as this would not impact any current resident near the proposal? Refer attachment 1 [facsimile of Map of proposed zoning changes — see Appendix #]*

2) *With the current use of Sunlander Drive as Service Commercial and Mixed Use, it seems reasonable to expect any proposal to be on the eastern side in that vicinity. Sunlander Drive is classified as a Local Distributor Road and, as such, should be able to cater for delivery vehicles needed to service the proposed Supermarket.*

3) *The proposed changes make use verbally of the frontage visibility from Burns Beach Road and Connolly Drive but does not indicate if or where any access to the site will be made from them and if the deliveries would be made via that access. Which direction would the supermarket face, the parking arrangements etc.*

4) *On page 94 of the 107-page report it states that there are two (2) local roundabouts adjacent to the site which would be considered as logical connection points for the site. The first of the roundabouts is on Sunlander Drive. The roundabout to the south of the site is the intersection of Currambine Boulevard and Metroliner Drive (If the people doing the report cannot get the correct name, that being Silver Fern Avenue, what hope do we have that everything else is correct). At this roundabout we cannot get the Joondalup City Council garbage truck to come in to collect [- - -] garbage, [- - -], yet it is proposed that it is ok for semitrailers or large delivery trucks to enter there to service the proposed supermarket and other stores?*

5) *The need to have another supermarket in the area is very debatable, with Currambine Central and Kinross Shopping Centres within 5 minutes or less by car. The report makes the point that the “sales” to these centres are sales going outside the trade area. It is still a sale made within the Joondalup Shopping Precinct.*

6) *This proposal does not take into account the negative effect of having the supermarket on the value of our home. All it talks about is the value to the supermarket and to Southern Cross Care to enable them to compete in their respective markets.*

We have a supermarket and several specialty stores in Kinross (Kinross Central), not even 5 minutes away from this proposed scheme. The Freeway extension has taken its toll on the small specialty stores, including the café, and the owners are finding it difficult enough without having more stores within walking distance. There are already vacant spaces in Kinross Central that have been vacant for an extended period of time. There is no need for another supermarket and speciality shops so close to Kinross Central.

Currently there is long term vacant commercial space in Kinross — suggesting either rates are elevated or there is no demand in the market. Why would the market require more space?

<p>To [- -], [- -]. Dear [- -], As a resident who lives near the proposed development at 16 Sunlander Drive I ask that the buildings be restricted to double storey height. I would be a supporter of the café and supermarket, hoping that the supermarket would receive enough customers to make it a viable business. It would be good to see an independent café rather than a franchise one. Yours faithfully, [- -] [- -] Currambine.</p>
<p>I urge you to consider, when looking over the prospective shops/businesses that apply to go into Lot 1 Sunlander Drive, Currambine, that you do not permit any businesses that sell alcohol. There are a number of units in the vicinity of this subdivision belonging to WA Housing that house people with addictive issues. Having a business that sells alcohol will risk bringing problems and crime into our community.</p>
<p>Lack of active sports open space should dictate a different outcome.</p>
<p>Good evening dear [- -], Thank you for your kind invitation for community feedback about City's Local Planning No 3. We ([- -] of [- -]) strongly request you to leave this area only for residential. We have lived in Currambine for more than [- -] years and we know how the security has been disrupted by more developments. Recall the days that the last train station was in Currambine and we were going for shopping/ clinic and leaving our house doors unlocked. But in the recent years, we have experienced many dangerous incidents and many times we have called the Police, Crime Stoppers, etc. Just as some examples: Attacking our house with rocks and bricks by large numbers of adults at 2:00-3:00 am, attacking [- -] at the door of the house, damaging our cars, burning the bushland behind our house, banging the doors, throwing chemicals under our cars to burn, swearing, etc. The most recent one was just [- -], when a large family (grandma, parents and teenage grandchildren) banged the door and all asking for food with funny excuses which should not happen in Australia. Perhaps, they were planning to check and then break in to the house and apply their plans... While now we have only a train station, a BP and a clinic close to our street. Imagine, if more shops and businesses started in the area then what would happen to the security of our houses, cars and ourselves? Therefore, we cordially request you avoid commercial, business, industrial, etc plans in this area and please leave this area just for residential. Kind regards [- -] and [- -]</p>
<p>Currambine already has a number of commercial business but is primarily home to Joondalup families. There is a greater need for residential properties to ensure young families continue to live in the area and support the already present businesses, schools and nearby City of Joondalup.</p>
<p>There seems to be little mention of the small shopping precinct located on Edinburgh Avenue Kinross that also has a café, deli, doctor's surgery, chemist and other shops that would also be affected. The proposal does make sense; however, I think 4 chemists in one area is too many. The chemist at Sundlander Centre could be used by the residents. Has the safety aspect been looked into? If there was a fire at the petrol station, how quickly would an old age home be able to evacuate? Should the shops not be closer to this and the Residential zoning further away? A Community Centre that is run as effectively as the Currambine one is, would be an asset to the suburb. Regards [- -]</p>
<p>This area needs a local shopping area. There are no shops in easy walking distance. I believe the proposal will enhance the area and bring vital services to local people. I hope it succeeds and I look forward to shopping in my 'local' shop without having to drive there.</p>

<i>I think we have enough shops in the area and I would be concerned for the shop owners in Kinross if more were to be built nearby. I would not support a Woolworths, Coles, Aldi or similar supermarket being built there, as it would cause traffic issues and affect the IGA sales who have suffered since the Freeway went through. I would absolutely support a local public house/tavern; we have nothing like that in walking distance from Kinross and it would be an asset to the community.</i>
<i>I strongly oppose, mainly the new shopping area. Since the new Freeway has gone through, some of the shops in the Kinross Shopping Centre are really struggling. Even if one was to take a walk through the Ocean Keys Shopping centre, the number of shops that have closed up there is sad to see. I just don't see the need for another shopping centre. It will only add to further businesses closing. I personally think a good look around at if this development takes off the damage it could do to existing shops and businesses in the surrounding area.</i>
<i>As much as it will be good see something at this location, I do have concerns about the increased foot traffic that would access the commercial part of the plan via Emma Court. I believe the thoroughfare at the end of Emma Court is in a dangerous position for people crossing the road, whether it be by foot or by push bike, and unfortunately sometimes by motorbike, to use the commercial outlets. There have been many close calls in the past at this location and I believe increased foot traffic could end in an accident between people and cars. There is an underpass on Connolly Drive a little further up the road which I believe is the safest option for people to cross to use a commercial part of the development. With this being the case, I propose that the thoroughfare at the end of Emma Court should be closed to the public for the safety of the people who would otherwise try and cross Connolly Drive at this point to get to the commercial outlets. I am happy to discuss this further with you as there are safer locations close to the current one to put a thoroughfare. Please let me know by phone or email that you have read and considered my suggestions. Concerned homeowner [- - -] M — [- - -].</i>
<i>I am fully in favour of the proposed changes and welcome any plans for new local shops, businesses, café etc into the area.</i>
<i>I am not sure of the point of placing a supermarket in this location. IGA is probably 500 metres down the road and the Currambine Shopping Centre is probably within 2 km. How many more options do you need if you are getting in your car? With it facing Connolly Drive, I wonder how it is going to serve the local community. You would be relying on the owners to actually get their retirement homes up and running for it to be of any use. As nothing has happened on this block for years, I wouldn't be holding any high hopes there. The people in the apartments next to the train station would still need to get in their cars to go shopping there as it would be a hike for them. If the owners are keen to get some retail space, why don't you suggest the development of the side nearest the train station along Sunlander Drive? It already has a petrol station and a few little shops there. That would allow the people in the apartments near Sunlander Drive the chance to walk down to the shops. Good for the environment, good for getting people to exercise and to develop the community atmosphere around this area. Win win.</i>
<i>We have more than enough commercial spaces in the area to serve the current population. This could result in a higher vacancy at Kinross Shops, which has enough competition from Currambine already. Currambine has already seen redevelopment with Commercial zones. An aged care centre, as already zoned, would be a better asset for our community. I don't believe anyone would support this, other than the commercial company selling the block (ie for financial gain).</i>
<i>Could you please tell the proposed shops that would be occupying this space?</i>
<i>This will generate more traffic congestion at what has already been identified as a dangerous roundabout. There are already numerous supermarkets very close to this area, another is definitely not needed.</i>
<i>We bought this house mainly for two reasons: 1) because the proximity to the train station; and 2) because of the tranquillity despite being so close to the highway and the train station. If this new zoning changes, the area will be very noisy because of, not only the traffic, but also because of the loading and unloading stuff on the commercial area who usually are in early hours of the day.</i>

<p><i>I support the long delayed development of this site as its development will significantly contribute to public and private amenity in the suburbs of Currambine and Kinross. However, I strongly oppose the configuration of the proposed zoning. The site is bounded on the north side by a heavily trafficked road — Burns Beach — and on the west side by a busy secondary road — Connolly Drive. There are two suburban feeder roads on the east and south boundaries. There is already a well-patronised commercial area on Sundlander Drive — the BP Service Station and the 'Medical' Centre. The siting of the current commercial proposed zoning is unsound because:</i></p> <ol style="list-style-type: none"> <i>1. It ignores the critical mass which could be developed by placing the new commercial zone next to the existing one;</i> <i>2. Traffic entering and exiting the proposed commercial zone will present a significant hazard to vehicles which will be travelling at high speed on Connolly Drive, particularly the southbound lane;</i> <i>3. If situated on Sundlander Drive, it will be proximate to the train station and the considerable vehicle and pedestrian 'through traffic' coming from that site, adding to its commercial viability. The mixed use zone is flagged in the planning document as 'aged care accommodation and supporting uses such as hairdresser, cafe and/or auxiliary health care services'.</i> <p><i>The siting of the proposed mixed use zone is unsound because:</i></p> <ol style="list-style-type: none"> <i>1. The traffic hazard issues as outlined for the commercial zone above are even greater in this instance as the mixed use zone is adjacent to one of the busiest roundabouts in the Joondalup City Council area;</i> <i>2. Those occupying the 'aged care accommodation' will be subject to considerable traffic noise which can only be avoided by expensive noise abatement construction which will be passed on to residents who can ill afford the additional expense;</i> <i>3. There are already medical facilities on Sunlander Drive and it makes little commercial sense to create new facilities so close to the existing ones. The sounder zoning approach would be to place the mixed use zone on the south east corner of the site on Sunlander Drive south of the existing medical facility/BP Service Station. The commercial zone should be reoriented through 90 degrees with its longitudinal axis on Currambine Boulevard, with access from that road, not Connolly Drive.</i> <p><i>While I realise that if the above changes are adopted, more residential sites would now abut Connolly Drive; however, the noise issues can be addressed through construction of a limestone barrier wall, as is the case in similar circumstances in many other places in the Joondalup City Council area. I further propose that all traffic access to the site by via either Sunlander Drive or Currambine Boulevard.</i></p>	<p><i>I think this will be an excellent addition to the current medical services we have next to 16 Sunlander. I believe a supermarket in particular would be greatly utilised.</i></p> <p><i>Thanks</i></p> <p><i>[- -]</i></p> <p><i>[- -] [- -]</i></p> <p><i>[- -]</i></p> <p><i>[- -]</i></p>
<p><i>My only comment is that traffic should enter this area from Sunlander Drive rather than Connolly Drive. It is hard to tell from the plan what the planned traffic flow is. Entry off or onto Connolly Drive would create traffic issues.</i></p>	