

Application for Development Approval

Hammond Park Neighbourhood Centre – Stage 2
Lot 1 (No. 490) Wattleup Road, Hammond Park



ROWE
GROUP



Document Control

Printed 1 May 2026

8328_20260413_Hammond Park NC Stage 2_DA_v4

Version	File Name	Prepared	Approved	Date
1	8328_20260413_Hammond Park NC Stage 2_DA_v4_LL	Lidija Langford	David Maiorana	24 March 2026

This report has been authorised by;



David Maiorana
Manager Town Planning



Lidija Langford
Principal Planner



Jamie Baxter
Quality Control



CONTACT ROWE GROUP

p 9221 1991 **e** info@rowegroup.com.au **w** rowegroup.com.au
a 3/369 Newcastle Street, Northbridge 6003

Although all care has been taken on the compilation of this document Greg Rowe Pty Ltd and all parties associated with its preparation disclaim any responsibility for any errors or omissions. The right is reserved to change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Greg Rowe Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© 2026 Greg Rowe Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Greg Rowe Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Greg Rowe Pty Ltd.



35
YEARS
1991 - 2026

Application for Development Approval

1/05/2026

8328_20260413_Hammond Park NC Stage 2_DA_v3_LL

Contents

1.	Introduction	3
1.1	Background.....	3
2.	Description of Site.....	4
2.1	Location.....	4
2.2	Cadastral Information.....	4
2.3	Existing Improvements	4
3.	Description of Proposal	8
4.	Planning Framework.....	9
4.1	State Planning Framework	9
4.1.1	Metropolitan Region Scheme	9
4.1.2	State Planning Policy 3.7 – Bushfire	9
4.1.3	State Planning Policy 4.2 – Activity Centres	9
4.2	Local Planning Framework	9
4.2.1	City of Cockburn Town Planning Scheme No. 3	9
4.2.2	Local Development Plan.....	10
4.2.3	Local Planning Policies	14
5.	Planning Considerations	16
5.1	Built Form	16
5.2	Parking	17
5.3	Landscaping.....	20
5.4	Signage.....	20
5.5	Retail Impact.....	21
5.6	Bushfire.....	22
5.7	Waste Management.....	22
5.8	Noise	23
5.9	Traffic & Access.....	24
6.	Conclusion	25

Figures

1.	Regional Location	5
2.	Local Context	6
3.	Site Plan.....	7
4.	Metropolitan Region Scheme Zoning	11
5.	Town Planning Scheme No. 3 Zoning	12
6.	Local Structure Plan Map.....	13

Attachments

1. Certificate of Title
2. Development Plans
3. Local Development Plan
4. Environmental Noise Assessment
5. Retail Impact Assessment Addendum
6. Transport Impact Assessment Addendum

Tables

1. Project Team
2. Land Use Classification & Permissibility
3. Local Development Plan Built Form Requirements
4. TPS 3 Built Form Requirements
5. TPS 3 Stage 1 Parking Assessment
6. TPS 3 Stages 1 & 2 Parking Assessment
7. WAPC Planning Manual Parking Assessment
8. Landscaping Assessment
9. Signage Assessment
10. Waste Generation Rates
11. Estimated Waste Generation



1. Introduction

Rowe Group acts on behalf of Sunview Developments Pty Ltd, the landowner of No. 490 (Lot 1) Wattleup Road, Hammond Park ('subject site').

This report has been prepared in support of a Development Application ('Application') to the City of Cockburn ('City'), for determination by the Development Assessment Panel ('DAP'), for the development of Stage 2 of the Hammond Park Neighbourhood Centre. Stage 2 works include the development of three (3) retail tenancies, four (4) medical and allied health tenancies, a car wash facility, and modifications to the approved car parking layout.

This report includes a description of the following matters:

- Location of the subject site;
- Overview of relevant planning and design issues;
- Detailed explanation of the proposed development; and
- Justification for the proposed development.

The Project Team for this development are outlined in Table 1 below.

Discipline	Company
Landowner	Sunview Developments Pty Ltd
Project Manager	Aigle Royal Developments
Project Architect	Hames Sharley
Town Planning	Rowe Group
Traffic Engineer	PTG Consulting
Acoustic Engineer	Lloyd George Acoustics
Economic Consultant	Urbis

Table 1: Project Team

1.1 Background

The Metro Outer Joint Development Assessment Panel ('JDAP') granted development approval for Stage 1 of the Hammond Park Neighbourhood Centre on 14 December 2023. The approved development incorporated the following key elements:

- A main shopping centre building incorporating a 'Woolworths' supermarket, liquor store, food/beverage and speciality retail tenancies;
- Two (2) standalone fast food outlets;
- A total of 370 car parking bays; and
- Landscaping and extensive tree planting throughout the site.

The approved Stage 1 development is currently under construction.

It should be noted that the abovementioned application contemplated further development of the site (Stage 2).

2. Description of Site

2.1 Location

The subject site is located in the Municipality of the City of Cockburn, approximately 24 kilometres south of the Perth Central Business Area.

Refer **Figure 1 – Regional Location**.

The subject site is situated in Hammond Park and bound by Whadjuk Drive to the north, Wattleup Road to the south, and Marcy Lane to the west. All of the aforementioned roads are sealed, gazetted roads. Residential development abuts the site's western and eastern boundaries.

The subject site is located approximately 900m west of the Kwinana Freeway, 400m north of Rowley Road and 150m east of the future Hammond Road reserve. Hammond Park Secondary College is located approximately 350m east of the subject site, and Frankland Park Sports and Community Facility is 180m to the south.

Refer **Figure 2 – Local Context**.

2.2 Cadastral Information

The subject site comprises one (1) land parcel, being:

- Lot 1 on Deposited Plan 425990 Certificate of Title Volume 4062 Folio 584.

The subject site is rectangular in shape and has a total land area of 2.78ha, with frontage to Whadjuk Drive and Wattleup Road of 205m.

Refer **Figure 3 – Site Plan**.

Refer **Attachment 1 – Certificate of Title**.

2.3 Existing Improvements

The future Hammond Park Neighbourhood Centre (Stage 1) is currently under construction on the subject site.



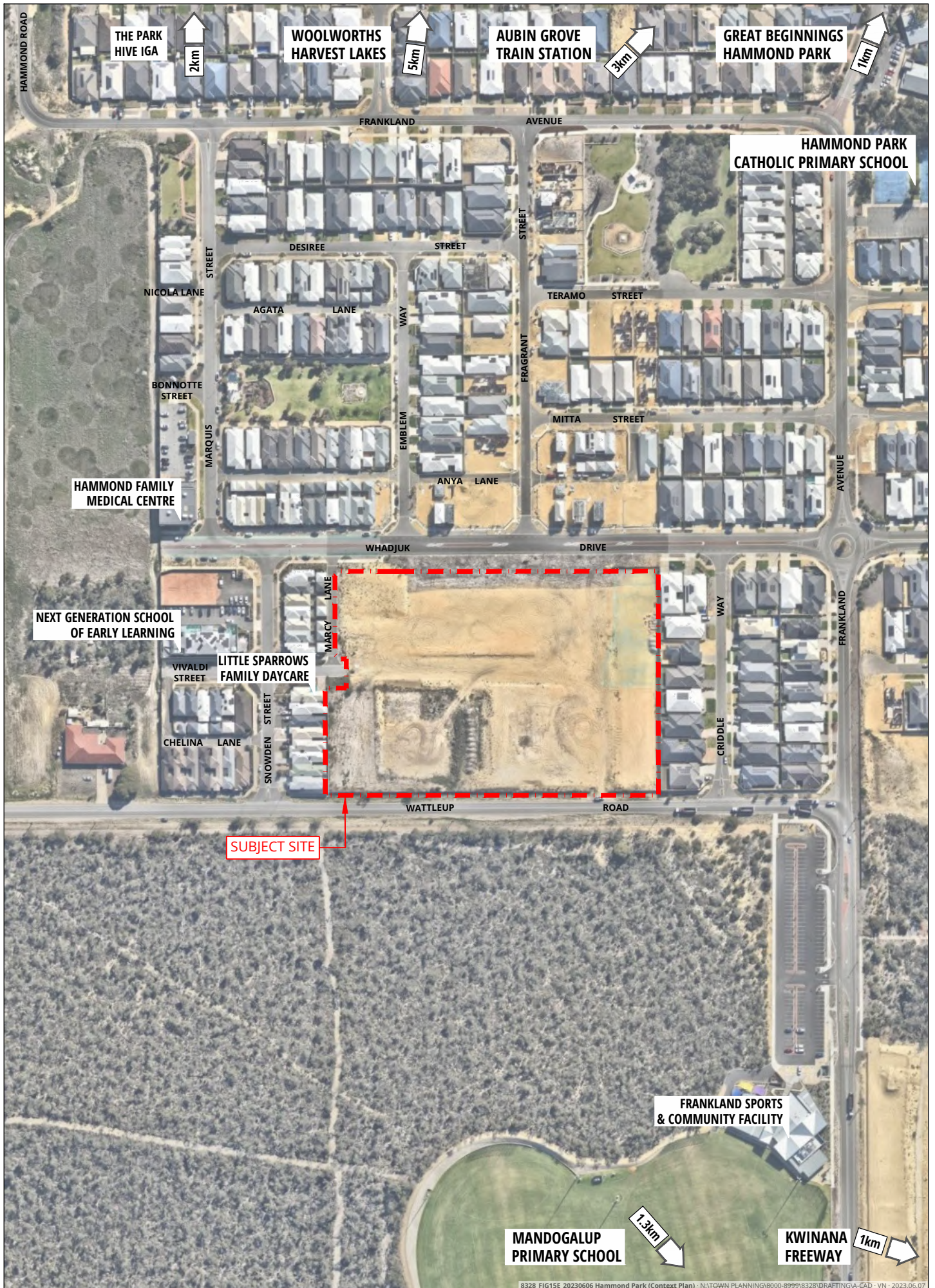
8328_FIG14C_20230606 Hammond Park (Regional Location) - N:\TOWN PLANNING\8000-8959\8328\DRAWING\8328-01-VN - 2023.06.06



0 1250 m
SCALE @ A4: 1:50,000



FIGURE 1
REGIONAL LOCATION



8328_FIG15E_20230606 Hammond Park (Context Plan) - N:\TOWN PLANNING\8000-8999\8328\DRAWING\A-CAD - VN - 2023.06.07



0 75 m
SCALE @ A4: 1:3,000



FIGURE 2
LOCAL CONTEXT



FIGURE 3
SITE PLAN



0 75 m
SCALE @ A4: 1:3000



3. Description of Proposal

This Application is seeking development approval from the DAP for the works associated with Stage 2 of the Hammond Park Neighbourhood Centre. As illustrated in the attached development plans, the proposed development includes the following:

- A 335m² expansion of the main shopping building at its south-eastern corner, creating three (3) commercial tenancies fronting the proposed car parking area.
- The development of a new 1,233m² building in the north-eastern corner of the site (previously identified for Stage 2 works), comprising four (4) tenancies for medical and allied health uses.
- The development of a four (4) bay car wash facility in the south-eastern corner of the site, proposed to be operated Monday to Saturday between the hours of 7am and 7pm.
- Minor modifications to the approved parking layout, resulting in a total of 369 car parking bays, including six (6) ACROD bays, four (4) online pick up bays, four (4) wash bays, and ten (10) on-street bays along Whadjuk Drive.
- Associated signage (total of 13 signs) which relate to the proposed commercial tenancies and the medical and allied health uses.

Refer **Attachment 2 – Development Plans**.

To provide land use flexibility, the Stage 1 development approval included a condition (Condition 4) which supported a range of land uses across designated tenancies. As part of the subject Application, this approach is sought to be applied to the proposed commercial tenancies (T1, T2 and T3), providing for the following land uses:

- Shop
- Office
- Lunch Bar
- Restaurant
- Fast Food Outlet

Should this Application be approved, it is anticipated that a similar condition would be applied that enables the above land uses within the commercial tenancies.

4. Planning Framework

4.1 State Planning Framework

4.1.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme ('MRS'), the subject site is zoned 'Urban'. The land approximately 150m to the immediate west of the subject site is reserved for 'Other Regional Roads' under the MRS and will accommodate the future extension of Hammond Road.

Refer **Figure 4 – Metropolitan Region Scheme Zoning**.

4.1.2 State Planning Policy 3.7 – Bushfire

State Planning Policy 3.7 – Bushfire ('SPP 3.7') guides planning and development within identified 'Bushfire Prone Areas'. The southern portion of the subject site is identified as 'bushfire prone' due to its proximity to bushland south of Wattleup Road, and therefore the provisions of SPP 3.7 apply.

4.1.3 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres ('SPP 4.2') specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel.

The subject site has been identified as a 'Neighbourhood' activity centre under the associated Local Structure Plan. The main role and typical attributes of a 'Neighbourhood' activity centre, as outlined by SPP 4.2, is as follows:

Neighbourhood centres are important local focal points that provide for daily to weekly household shopping needs, community facilities and a small range of other convenience services. They are also a focus for medium density housing. These centres play an important role in providing walkable access to services and facilities for local communities.

SPP 4.2 outlines desired land uses for 'Neighbourhood' activity centres, which generally encompasses all of the land uses proposed by this Application.

4.2 Local Planning Framework

4.2.1 City of Cockburn Town Planning Scheme No. 3

4.2.1.1 Zoning

Under the provisions of the City of Cockburn Town Planning Scheme No. 3 ('TPS 3'), the subject site is zoned 'Development'. The objective of the 'Development' zone, as stated in TPS 3, reads:

"To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme."

Refer **Figure 5 – Town Planning Scheme No. 3 Zoning**.

The subject site is also located within 'Development Area 26' ('DA26'), the requirements of which are that subdivision and development is to be in accordance with a Structure Plan adopted pursuant to Section 6.2 of TPS 3. A Structure Plan (WAPC Ref. SPN 0543M-3) has been prepared and approved over the subject site and designates the site as 'Local Centre'.

Refer **Figure 6 – Local Structure Plan Map**.

4.2.1.2 Land Use Permissibility

The proposed land uses subject of this Application and associated definitions and permissibility under TPS 3 are outlined below.

Land Use	Definition	Permissibility
Fast Food Outlet (T1, T2, T3 only)	means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten without further preparation, primarily off the premises but does not include a lunch bar.	D
Lunch Bar (T1, T2, T3 only)	means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation) within industrial or commercial areas.	P
Medical Centre (Medical Centre & Allied Health)	means premises, other than a hospital, used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling).	D
Motor Vehicle Wash	Means premises where the primary use is the washing of motor vehicles.	A
Office (T1, T2, T3 only)	means premises used for administration, clerical, technical, professional or other like business activities.	D
Restaurant (T1, T2, T3 only)	means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988.	A
Shop (T1, T2, T3 only)	means premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser or beauty therapist) but does not include a showroom, fast food outlet, bank, farm supply centre, garden centre, hardware store, liquor store and nursery.	P

Table 2: Land Use Classification & Permissibility

In accordance with TPS 3, the above land uses are capable of being approved under the Local Centre zone.

4.2.2 Local Development Plan

A Local Development Plan ('LDP') was approved over the subject land on 16 August 2023. The purpose of the LDP is to guide the development of the Neighbourhood Centre and includes requirements pertaining to spatial layout, landscaping requirements, building height and setbacks. An assessment of the proposed development under the relevant provisions of the LDP can be found in **Section 5.1** of this report.

Refer to **Attachment 3 – Local Development Plan**.

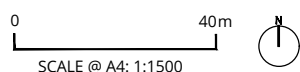
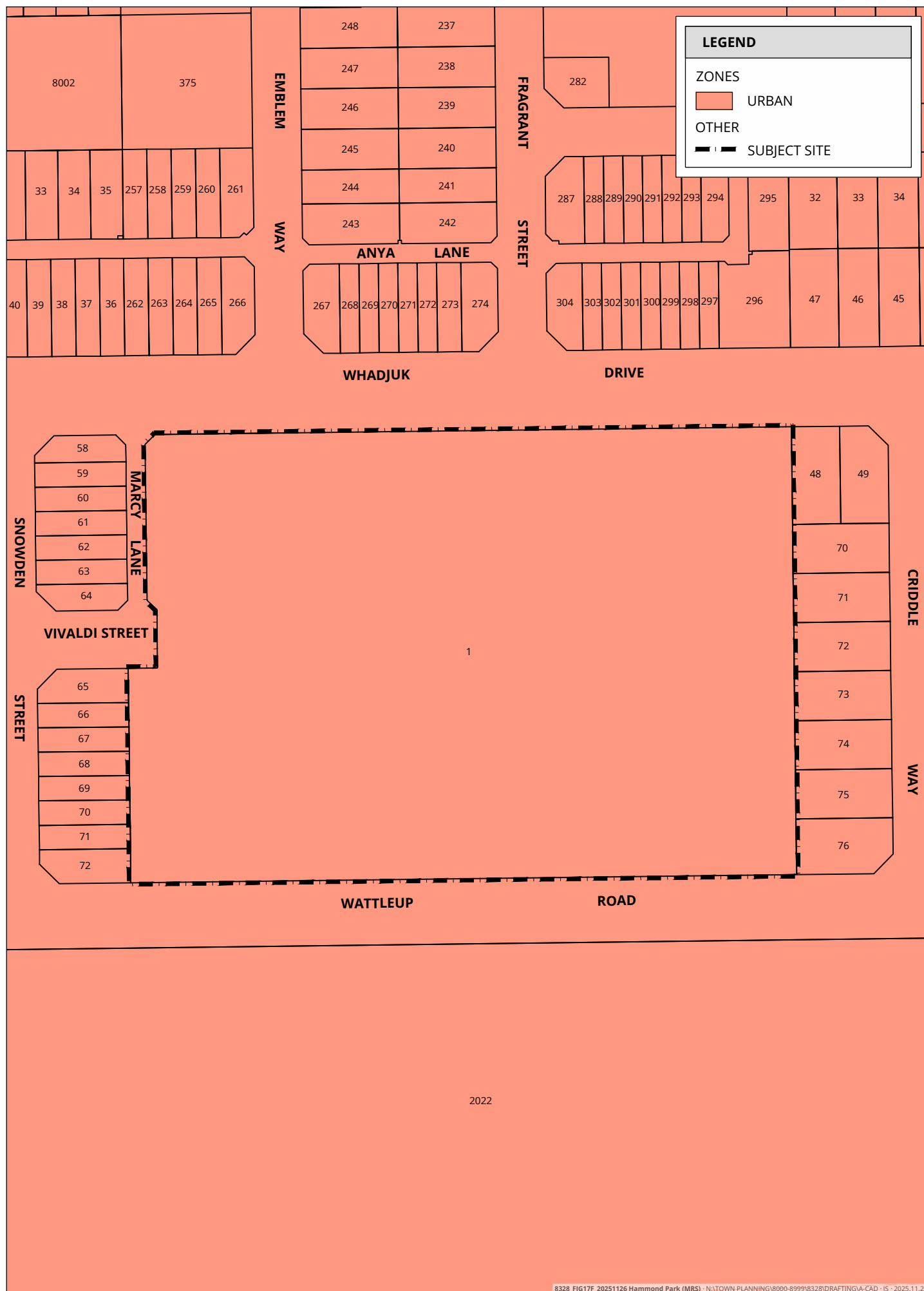


FIGURE 4
METROPOLITAN REGION SCHEME PLAN

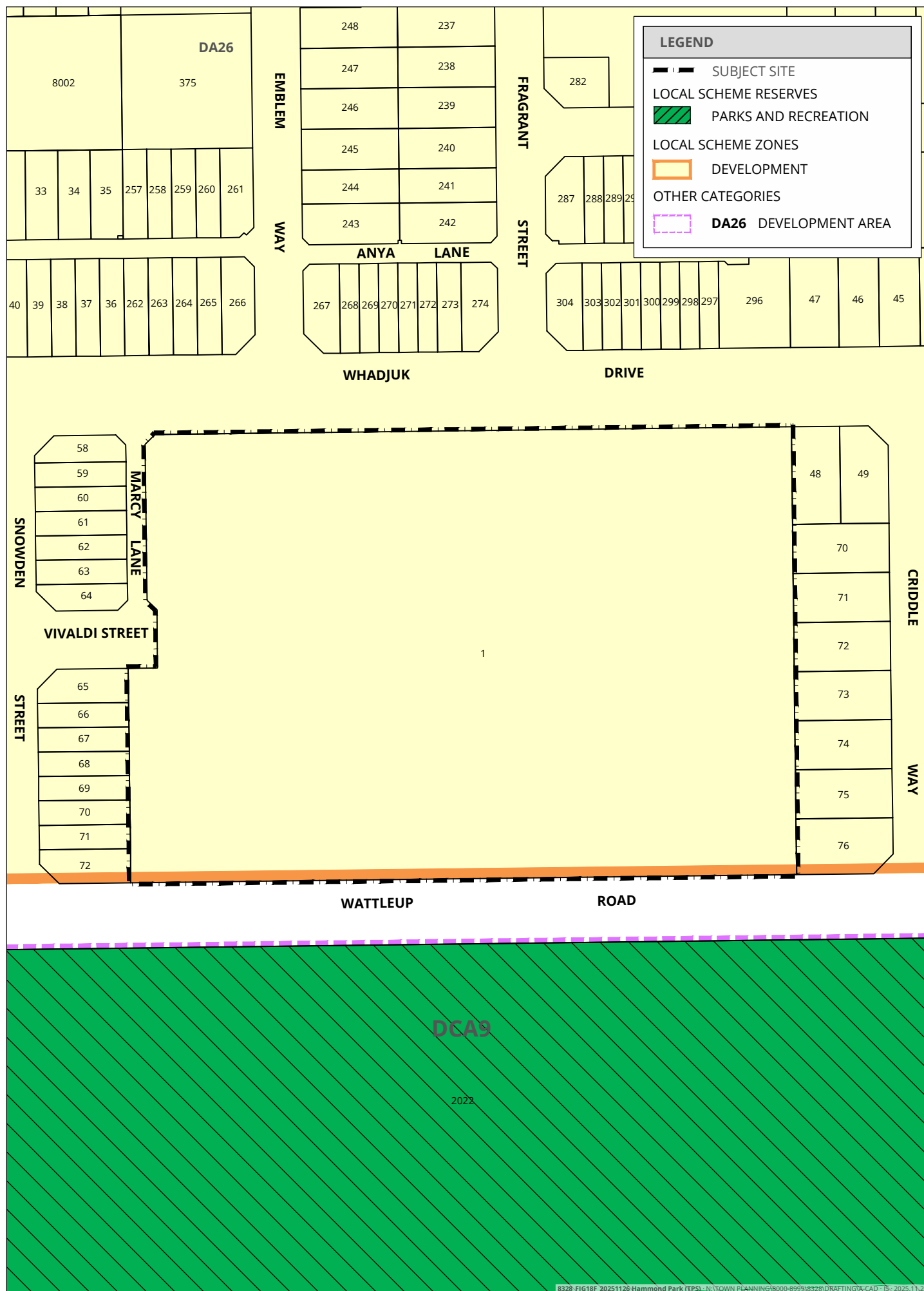


FIGURE 5
CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3





FIGURE 6
PLAN 1 - LOCAL STRUCTURE PLAN

4.2.3 Local Planning Policies

4.2.3.1 Local Planning Policy 1.12 – Noise Attenuation

The City of Cockburn's Local Planning Policy 1.2 – Noise Attenuation ('LPP 1.12') outlines requirements for the preparation of acoustic reports. LPP 1.12 requires an acoustic report to accompany an application for development approval for non-residential development that includes plant and equipment within 100m of noise sensitive land uses.

In accordance with the requirements of LPP 1.12, an Environmental Noise Assessment has been prepared and are provided as **Attachment 4 – Environmental Noise Assessment**.

4.2.3.2 Local Planning Policy 1.14 – Waste Management

The City of Cockburn's Local Planning Policy 1.14 – Waste Management ('LPP 1.14') details requirements for waste management and minimisation to be considered in the design, construction, and management of larger developments. In doing so, LPP 1.14 stipulates a requirement for a Waste Management Plan ('WMP') to be prepared outlining, amongst other things, details of the intended method of collection of waste and the required capacity and design of on-site waste storage areas.

4.2.3.3 Local Planning Policy 3.1 – Commercial Development

The City of Cockburn adopted Local Planning Policy 3.1 - Commercial Development ('LPP 3.1') in November 2024 with the purpose of providing a comprehensive framework for the planning and development of various commercial land uses within the City. An assessment of the proposed development under the relevant provisions of the LPP 3.1 follows.

4.2.3.4 Local Planning Policy 3.7 – Signs & Advertising

The City of Cockburn's Local Planning Policy 3.7 – Signs & Advertising ('LPP 3.7') applies to all advertisements as defined within the *Planning and Development (Local Planning Schemes) Regulations 2015*. LPP 3.7 provides development provisions for advertisements and serves to exempt certain advertisements from requiring development approval.

The Application proposes various advertisements, as detailed in **Attachment 2 – Development Plans**. An overview of the key assessment considerations of the proposed advertisements follows.

4.2.3.5 Local Planning Policy 5.13 – Percentage for Art

The City of Cockburn's Local Planning Policy 5.13 – Percentage for Art ('LPP 5.13') requires all development proposals for commercial of a value greater than \$1 million (exclusive of GST) to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks on the subject land which reflect the place, locality and/or community. In accordance with LPP 5.13, artworks may include:

- “(a) Building features and enhancements such as bicycle racks, gates, benches, lighting, fountains, playground structures or shade structures which are unique and produced by a professional artist;*
- (b) Landscape art enhancements such as walkways, bridges or art features within a garden;*
- (c) Murals, tiles, mosaics or bas-relief covering walls, floors and walkways;*

-
- (d) *sculptures which can be freestanding or wall-supported in durable materials suitable for the site; and*
 - (e) *Fibreworks, neon or glass artworks, photographs, prints and any combination of media including sound, film, and video systems."*

The Stage 1 Application indicates future provision for artwork on the site in the form of façade treatments. Any additional artwork requirements can be addressed following approval of the subject Application and in accordance with any conditional requirements.

5. Planning Considerations

5.1 Built Form

The approved LDP applicable to the subject site provides site specific building height and setback requirements, as assessed below.

Local Development Plan Provision		Assessment
Building Height	Buildings are permitted to a maximum height of 11m for the primary building and reduced to a maximum of 8.5m where fronting Whadjuk Drive and Wattleup Road, and where in closer proximity to adjoining residential development.	The proposed Medical Centre and Allied Health building has a maximum overall height of 6.4m. The proposed extension to the main shopping centre building (tenancies T1, T2, T3) is consistent with the approved height of the adjacent tenancies, with a maximum overall height of 5.4m. The proposed Motor Vehicle Wash provides a maximum overall height of 3.9m. All aspects of the proposal comply with the maximum building height requirements.
Setbacks	Buildings are to be set back a minimum 6m from residential lot boundaries, increasing to a minimum of 14m where building heights increase to 11m.	The Medical Centre and Allied Health building proposes a nil setback to the eastern boundary, extending 14.7m from the Whadjuk Drive frontage, in lieu of the 6m setback requirement. All other aspects of the proposal comply with the minimum setback requirements.
Landscaping	A minimum 4m wide landscaping strip to be provided along the eastern and western boundary, where directly abutting residential lots.	Due to the proposed nil setback of the Medical Centre and Allied Health building to the eastern boundary, a 4m landscaping strip is not provided in this location. All other aspects of the proposal do not affect existing approved landscaping strips.

Table 3: Local Development Plan Built Form Requirements

In addition to the above, TPS 3 includes the following relevant built form provisions.

TPS 3 Provision		Assessment
4.9.1	Building Setback	
a)	A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.	All building setbacks comply with the Building Code of Australia.

TPS 3 Provision		Assessment
b)	A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.	The proposed Medical Centre and Allied Health building proposes a nil setback along the northern portion of the eastern boundary of the lot. The boundary wall will extend 14.7m from the north-eastern corner of the lot and adjoin an adjacent boundary wall associated with the garage of No. 69 Whadjuk Drive for most of its extent. The adjacent property at No. 69 Whadjuk Drive sits higher than the proposed development site. The overall height of the boundary wall is 4.58m above the finished level of the adjacent property. Due to this level difference and the presence of an adjoining boundary wall, the impact of the nil setback on the amenity of the adjoining residence is minimised. The level difference of the site in comparison to the surrounding residential area reduces the scale and bulk of the proposed building. The proposed building is also in-keeping with the 'main street' presentation of the proposed development to Whadjuk Drive.
4.9.3 Amenity		
a)	Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.	Overshadowing diagrams have been prepared in support of this Application which demonstrate that the proposed nil setback to the eastern boundary has limited impact due to the adjacent residence being higher than the subject site, which also provides greater privacy protection and prevents any opportunities for overlooking onto adjacent properties. Refer to Attachment 2 – Development Plans.
b)	Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.	The proposed development is in-keeping with the external appearance, design, height, scale and bulk of the remainder of the development approved under Stage 1. The significant level differences between the subject site and the surrounding housing contributes to a softening of bulk and scale of the development.

Table 4: TPS 3 Built Form Requirements

As outlined above, this Application complies with all built form requirements of the LDP and TPS 3, except for the Medical Centre and Allied Health building which proposes a nil setback to the eastern boundary in lieu of a minimum 6m setback required by the LDP. In this regard, the proposed building is positioned to minimise the impact on the adjacent residence, factoring in the adjacent parapet wall and significant level difference between the lots.

5.2 Parking

Table 3 of TPS 3 outlines the car, bicycle, and delivery bay parking requirements for commercial land uses. The assessment of parking is undertaken by calculating and adding together the minimum requirement of each individual land use components of a proposed development and does not factor in reciprocity between uses. The current parking requirements have been included in TPS 3 since its gazettal on 20 December 2002.

In assessing the parking requirements for the site, consideration should be given to the original assessment of the Stage 1 development, and the revised provision incorporating the proposed Stage 2 development. It should be noted that the original assessment of parking demand for the Stage 1 development, specifically the tenancies within the main 'Shopping Centre' building, was premised on a 'worst-case scenario', utilising the

'Shop' land use standard, noting that the precise composition of land uses had not been defined and was subject to change depending on leasing arrangements.

A summary of this assessment is outlined below.

Component	Standard	Requirement	Approved Provision
Shopping Centre (5,404m ² GLA)	Car Parking Bays	1 : 14m ² NLA for 5,000m ² -10,000m ² GLA	386 car bays
	Delivery Bays	1 : 1,000m ² NLA	6 delivery bays
	Bicycle Racks	1 : 200m ² NLA	27 bicycle racks
Fast Food Outlet (600m ² GLA)	Car Parking Bays	1 : 15m ² GLA	40 car bays
	Delivery Bays	1 : Service/Storage Area	2 delivery bays
	Bicycle Racks	1 : 50m ² GLA	12 bicycle racks
Total	Car Parking Bays		426 car bays
	Delivery Bays		8 delivery bays
	Bicycle Racks		39 bicycle racks

Table 5: TPS 3 Stage 1 Parking Assessment

As indicated above, the approved Stage 1 development involved a shortfall of 56 car bays, a surplus of two (2) delivery bays, and compliant bicycle rack provision.

A revised assessment of the TPS 3 parking requirements, incorporating both Stages 1 and 2 developments, is outlined below.

Component	Standard	Revised Requirement	Revised Provision
Shopping Centre (5,404m ² GLA)	Car Parking Bays	1 : 14m ² NLA for 5,000m ² -10,000m ² GLA	410 car bays
	Delivery Bays	1 : 1,000m ² NLA	6 delivery bays
	Bicycle Racks	1 : 200m ² NLA	27 bicycle racks
Fast Food Outlet (600m ² GLA)	Car Parking Bays	1 : 15m ² GLA	40 car bays
	Delivery Bays	1 : Service/Storage Area	2 delivery bays
	Bicycle Racks	1 : 50m ² GLA	12 bicycle racks
Medical Centre (1,233m ² GLA)	Car Parking Bays	5 : 1 Consulting Room	60 car bays (assumes 12 consulting rooms)
	Bicycle Racks	1 : 400m ² GLA employees 1 : 200m ² GLA visitors	10 bicycle racks
Motor Vehicle Wash (4 wash bays)	Car Parking Bays	1 : 1 wash bay 1 : 15m ² NLA	6 car bays
Total	Car Parking Bays		516 car bays
	Delivery Bays		8 delivery bays

Component	Standard	Revised Requirement	Revised Provision
	Bicycle Racks	49 bicycle racks	

Table 6: TPS 3 Stages 1 & 2 Parking Assessment

As indicated above, the proposed development includes a 147-car parking bay shortfall, with delivery bay and bicycle rack provision proposed to be compliant with TPS 3 requirements (subject to conditions for bicycle rack provision).

In terms of the proposed car parking shortfall, due regard should be given to the WAPC's Planning Manual – Non-Residential Car Parking Rates in Perth and Peel ('Planning Manual') which recommends a different standard to that of TPS 3 requirements. An assessment of the proposal against the Planning Manual is provided below.

Land Use	Standard	Requirement	Provision
Shop (5,739m ² floor area)	Minimum 1 space per 50m ² floor area Maximum 1 space per 20m ² floor area	Minimum 115 car bays Maximum 287 car bays	369 car bays total
Fast Food Outlet (Assume 300m ² public floorspace)	Minimum 1 space per 50m ² of public floorspace Maximum 1 space per 10m ² of public floorspace	Minimum 6 car bays Maximum 30 car bays	
Medical Centre (Assume 12 practitioners)	Minimum 2 spaces per practitioner Maximum 4 spaces per practitioner	Minimum 24 car bays Maximum 48 car bays	
Total	Car Parking Bays	Minimum 145 car bays Maximum 365 car bays	

Table 7: WAPC Planning Manual Parking Assessment

In accordance with the Planning Manual, the proposed development provides 224 car bays surplus to the recommended minimum requirement and exceeds the recommended maximum requirement.

Overall, the proposed parking provision for the overall development of the site (both Stages 1 and 2) is considered appropriate, noting that:

- Customers attending the site will likely visit multiple tenancies in one trip, thereby reducing the actual demand for car parking.
- The peak periods of different uses within a shopping centre development often vary.
- The design of the proposed development, with its frontage and access provided from the Whadjuk Drive 'main street', and that of the surrounding residential neighbourhood, is conducive to walking and cycling to the centre, which will assist in reducing car parking demand.
- Additional or surplus car parking would represent an undesirable outcome from a design perspective and would undermine mode shift in the neighbourhood.
- The car parking standard in TPS 3 is clearly excessive and not reflective of contemporary planning practice. There is a significant variance between the TPS 3 and WAPC Planning Manual standards, and in the case of this development, with the TPS 3 requirement exceeding the maximum parking requirement identified under the WAPC's Planning Manual.

For the above reasons, the proposed parking provision is considered appropriate to accommodate the proposed development of the site.

5.3 Landscaping

Clause 4.9.2 of TPS 3 provides the landscaping requirements for commercial uses within the City, an outline and assessment for which is provided below.

TPS 3 Standard	Requirement	Approved Provision	Revised Provision
Minimum on-site provision of 10% landscaping (minimum 1.5m width and 4m ² area)	Based on the 2.78ha site area, a total of 2,780m ² on-site landscaping is required.	4,185m ² (15%)	2,860m ² (10%)
1 shade tree for every 50m ² of total landscaping provided	Based on 2,860m ² of landscaping, 58 shade trees are required on site.	54 trees on-site	58 trees on-site
1 shade tree planted in the car parking area for every 10 car parking spaces provided on the site	Based 359 on-site car parking bays, 36 shade trees are required on site.	18 shade trees on-site	30 shade trees on-site

Table 8: Landscaping Assessment

As outlined above, the Application provides in excess of the total amount of landscaping required on the site, however there is a shortfall in the provision of shade trees planted in the car parking area on site. It should be noted that a greater shortfall was approved through the Stage 1 development application, which was largely attributed to the proposed provision of shade sails over car parking bays. To offset this shortfall, Condition 8 of the approval required a minimum of 12 additional trees to be planted adjacent to the ten (10) on-street parking bays approved along the Whadjuk Drive frontage. Given that the subject Application improves upon the shortfall through Stage 2 works, the proposed provision is considered acceptable.

A Landscape Master Plan was provided as part of the Stage 1 development application outlining the landscaping principles and concept for the subject site. The principles and concept are largely unchanged under this Stage 2 Application, and on this basis, rather than revising the Master Plan, it is recommended that the minor updates be addressed through a detailed landscaping plan required as a condition of development approval.

5.4 Signage

The Application proposes a total of 13 signs and requires consideration and assessment against the City of Cockburn's LPP 3.7. All proposed signage is compliant with the 'General Development Provisions' of LPP 3.7, and in terms of sign specific provisions, the following table summarises and assesses the proposed signage against those parameters.

Id	Type	Description	Frontage	Assessment
SGN017	Wall Sign	Typical Tenancy Shopfront LED Illuminated Signage Panel (550mm high x 2000mm wide)	Allied Health Tenancies – Whadjuk Drive and Internal Car Park	The proposed wall signs do not exceed 6m ² in size, being 1.1m ² , nor do they exceed 10% in area on any wall. Exempt Signage

Id	Type	Description	Frontage	Assessment
			Commercial Tenancies – Internal Car Park Car Wash – Internal Car Park / Wattleup Road	
SGN025	Roof Sign	Hammond Park Shopping Centre LED Illuminated Facade Sign (1100mm high x 7050mm wide)	Whadjuk Drive Frontage	The proposed roof signs exceed the maximum size, being 7.75m ² in area in lieu of 6m ² . Development Approval Required
SGN027	Wall Sign	Medical Centre Wayfinding Sign (1770mm high x 1500mm wide)	Whadjuk Drive Frontage	The proposed wall sign does not exceed the maximum size (6m ²), being 2.655m ² in area, nor does it exceed 10% of the area of the wall. Exempt Signage

Table 9: Signage Assessment

As indicated above, only signage SGN025 requires development approval in accordance with the requirements of LPP 3.7. Whilst this sign exceeds the maximum size provision, it is consistent with similar signage approved as part of the Stage 1 development application and represents signage typical of a Neighbourhood Centre development.

It should be noted that signage associated with the proposed car wash development (SGN026) will be subject to future consideration once a tenant has been confirmed.

5.5 Retail Impact

A Retail Impact Assessment (Urbis, August 2022) was undertaken for the subject site through the structure planning process. The report demonstrated that the proposed development of a supermarket-anchored centre of approximately 5,000 – 5,500m² of GLA on the subject site will not undermine the sustainability of other activity centres within the activity centres hierarchy. It also notes that the land use and floorspace envisaged is consistent with the Southern Suburbs District Structure Plan.

The original assessment had assumed that Stage 2 development would include 1,185m² of gross leasable area (GLA), however this Application instead proposes 1,609m² of GLA. The breakdown of this changes is as follows:

- Increase in medical and allied health floorspace from 275m² to 1,233m² GLA.
- Decrease in shop retail floorspace from 910m² to 355m² GLA.
- Inclusion of the car wash with 21m² of GLA.

Urbis have prepared an Addendum to their original Retail Impact Assessment which confirms that the changes are acceptable, noting that the population catchment for the centre has expanded at a faster pace than anticipated and that there is demand catchment for medical and health services in the area.

Refer to **Attachment 5 – Retail Impact Assessment Addendum**.

5.6 Bushfire

Bushfire risk was initially considered for the subject site through the preparation of a Bushfire Management Plan ('BMP') as part of the structure planning process undertaken in 2022. An Addendum to the BMP was prepared in May 2023 in support of the Stage 1 development application.

The BMP and Addendum indicated that Bushfire Attack Levels ('BAL') ratings across the southern half of the subject site range between BAL-12.5 and BAL-19. On that basis, no formal Asset Protection Zones were required to achieve compliance with the Guidelines. In addition, the development would be served by multiple access routes, with two connections provided to Wattleup Road to the south, and one connection to the north onto Whadjuk Drive, both of which provide access in two directions. The subject site is also served by reticulated water services and a network of hydrants and therefore has access to the provision of water for firefighting purposes.

Given that the proposed Stage 2 development has minimal impact on the findings and recommendations of the original BMP, the City advised that a new BMP is not required to support this Application. This approach is supported by SPP 3.7 which is concerned by proposals that significantly intensify development/land uses, visitor/employee numbers, or impact or increase bushfire risk to the site or surrounding area.

5.7 Waste Management

The City of Cockburn's Local Planning Policy 1.14 - Waste Management ('LPP 1.14') details requirements for waste management and minimisation to be considered in the design, construction, and management of larger developments. In doing so, LPP1.14 stipulates a requirement for a Waste Management Plan ('WMP') to be prepared, which details the intended method of collection of waste and the required capacity and design of on-site waste storage areas.

A WMP was prepared by Talis Consultants in support of the development application for Stage 1. Based on the assumptions made under the WMP, the following waste generation rates will be applied to the proposed Stage 2 development:

Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Specialty (T1, T2, T3)	Shops (non-food)	50L/100m ² /day	50L/100m ² /day
Medical / Allied Health	Office	10L/100m ² /day	10L/100m ² /day
Motor Vehicle Wash	Office	10L/100m ² /day	10L/100m ² /day

Table 10: Waste Generation Rates

With reference to the above, the waste generation

Use Type	Area (m ²)	Refuse Waste Generation (L/week)	Recycling Waste Generation (L/week)
Specialty (T1, T2, T3)	355	1,242.5	1,242.5
Medical / Allied Health	1,233	863.1	863.1
Motor Vehicle Wash	21	14.7	14.7
Total		2,120.3	2,120.3

Table 11: Estimated Waste Generation

The waste storage and collection area for the proposed commercial tenancies (T1, T2, T3) and car wash will utilise the bin storage area associated with the main shopping centre (approved as part of Stage 1). As per the original WMP, this bin storage area will accommodate 8 x 1,100L refuse bins and 6 x 1,100L recycling bins, collected twice a week via a private contractor. This bin storage area has capacity for an additional 1,860L/week for refuse and 1,422L/week for recycling, which is sufficient to service both the proposed commercial tenancies and car wash.

In terms of the medical centre and allied health tenancies, a dedicated bin storage area measuring 3m x 3m (9m²) is proposed along the north-eastern boundary of the site. This bin storage area will have capacity to accommodate up to 8 x 240L bins or 2 x 1,100L bins, which will be sufficient to accommodate waste generated from this component of the proposed development.

As per discussions with City of Cockburn planning staff, a revised Waste Management Plan incorporating Stage 2 development can be prepared as a condition of development approval.

5.8 Noise

An Environmental Noise Assessment has been prepared by Lloyd George Acoustics in support of this Application. The Assessment considered noise emissions from generic mechanical plant for the medical centre and the proposed self-serve bays for the car wash, as received from neighbouring residential properties. The Assessment also incorporates the detailed design of the mechanical plant for the shopping centre, which was approved as part of the Stage 1 development approval.

The *Environmental Protection (Noise) Regulations 1997* ('Noise Regulations') establish prescribed standards for noise emissions, including assigning maximum noise levels received from noise sensitive premises (such as residential housing). The Noise Regulations also apply requirements to waste collection activities, limiting hours of operation.

In assessing the proposal, key factors which influence the assessment of noise on the site include:

- The site being generally lower than the surrounding residences.
- Boundary noise walls are proposed along the entirety of the western boundary and partly along the eastern boundary. The wall will be 3m high on the south-western side and 2.4m high to the north-western and south-eastern sides (note: the heights are relative to the finished floor levels of the residences).

The key findings of the Assessment were as follows:

- Noise from the additional retail tenancies and medical centre and allied health tenancies are negligible in comparison to existing plant approved under Stage 1 development.
- Noise from the car wash component, with a predicted level of 47dB L_{a10}, is compliant with the daytime assigned noise level of 49dB L_{a10}, being 7am to 7pm Monday to Saturday. Outside of this time, the assigned level reduces by at least 5dB, which the car wash operation would exceed.
- The ability for the car wash to achieve compliance outside of the daytime assigned noise level is dependent on the nature of the specific car wash proposal, including the machinery used and noise attenuation measures incorporated. At this point in time, those factors are unknown.

In light of the above, the key recommendations of the Environmental Noise Assessment are as follows:

- The car wash hours of operation are to be restricted to daytime use only, being 7am to 7pm, Monday to Saturday. These hours of operation are adopted by this Application.

- With regard to the new mechanical plant:
 - All plant shall be vibration isolated to achieve minimum 95% isolation efficiency;
 - All plant shall be selected taking noise levels into consideration, so that when comparing different models, the quieter units are selected;
 - Selection of plant that can operate at low/variable speed during the night;
 - Once plant is designed and selected, a final noise assessment is to be undertaken;
- Garbage collection along the eastern boundary of the site can only occur between 7am and 7pm Monday to Saturday and 9am to 7pm on Sunday and public holidays.

Refer **Attachment 4 – Environmental Noise Assessment**.

5.9 Traffic & Access

PTG Consulting have undertaken a review of the Transport Impact Assessment ('TIA') prepared by Uloth & Associates (July 2023) for the approved Stage 1 development considering the Stage 2 development proposed by this Application. The purpose of the review was to quantify the additional trip generation, changes to parking requirements, and potential associated impacts. PTG Consulting have prepared a Technical Memorandum detailing its findings which is provided in support of this Application.

The key findings from this review are as follows:

- The proposed development is estimated to generate an additional 73 trips in the AM peak period and 120 trips in the PM peak period.
- The approved TIA for Stage 1 assumed 1,000m² of additional retail floorspace would be constructed under Stage 2, equating to approximately 45 trips during the AM peak period and 123 trips during the PM peak period.
- With this Application proposing a modified land-use yield, the proposal will deliver an additional 28 trips during the AM peak period, and a reduction in trips (-3) during the PM peak period. The resulting impact of these revised trip generation estimates is considered minor or negligible.
- The proposed parking provision is considered appropriate to accommodate the proposed Stage 2 development, particularly having regard to the WAPC's Planning Manual – Non-Residential Car Parking Rates in Perth and Peel.

Refer **Attachment 6 – Transport Technical Memorandum**.

6. Conclusion

This Application seeks development approval from the Development Assessment Panel for the works associated with Stage 2 of the Hammond Park Neighbourhood Centre at Lot 1 (No. 490) Wattleup Road, Hammond Park. The Application and accompanying technical reports, in addition to previous reporting undertaken as part of the Stage 1 development application, demonstrate the appropriateness of the development, as follows:

- The proposed Stage 2 development is consistent with the ultimate role and function of the site as a 'Neighbourhood Centre', providing local convenience amenities to serve the local community.
- The proposed land use classifications are capable of approval in accordance with the TPS3 Zoning Table.
- The proposed development is consistent with the commercial design standards / requirements detailed within Clause 4.9 of TPS3 and LPP3.1.
- The proposed development is consistent with the approved LDP except for a proposed setback variation to the eastern boundary where a nil setback is proposed in lieu of a 4m requirement. This variation is considered acceptable having regard to its context adjacent to a similarly constructed boundary wall and significant level height difference.
- The proposed car parking provision is adequate to service the additional development of the site as proposed by this Application.
- The accompanying Retail Impact Assessment Addendum confirms that the proposed minor increase in gross leasable area will not undermine the existing activity centres hierarchy.
- The accompanying Environmental Noise Assessment demonstrates that the proposed development can comply with the *Environmental Protection (Noise) Regulations 1997*, subject to the implementation of noise mitigation and management measures.
- The proposed development makes adequate provision to accommodate the waste storage on site, with the management to be confirmed through an updated WMP required as a condition of development approval.
- The accompanying Transport Technical Memorandum demonstrates that traffic impacts associated with additional development of the site will be minor or negligible in the context of the overall development of the site.

On the basis of the above, it is requested that the City of Cockburn provide a favourable recommendation for the proposed development and that the Development Assessment Panel approve the proposed development at the subject site.



ATTACHMENT 1

Certificate of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

4062

584

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 1 ON DEPOSITED PLAN 425990

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

SUNVIEW DEVELOPMENTS PTY LTD OF CARE OF LEVEL 8 225 ST GEORGES TERRACE PERTH WA 6000
(AF Q203918) REGISTERED 8/11/2024

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

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 425990 AS CREATED ON DEPOSITED PLAN 414275.
2. Q203919 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 8/11/2024.
3. Q203920 NOTIFICATION SECTION 165 PLANNING & DEVELOPMENT ACT 2005 LODGED 8/11/2024.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND: DP425990
PREVIOUS TITLE: 2981-875, 4020-38, 4020-39
PROPERTY STREET ADDRESS: 490 WATTLEUP RD, HAMMOND PARK.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



ATTACHMENT 2

Development Plans

HAMMOND PARK SHOPPING CENTRE - STAGE 2

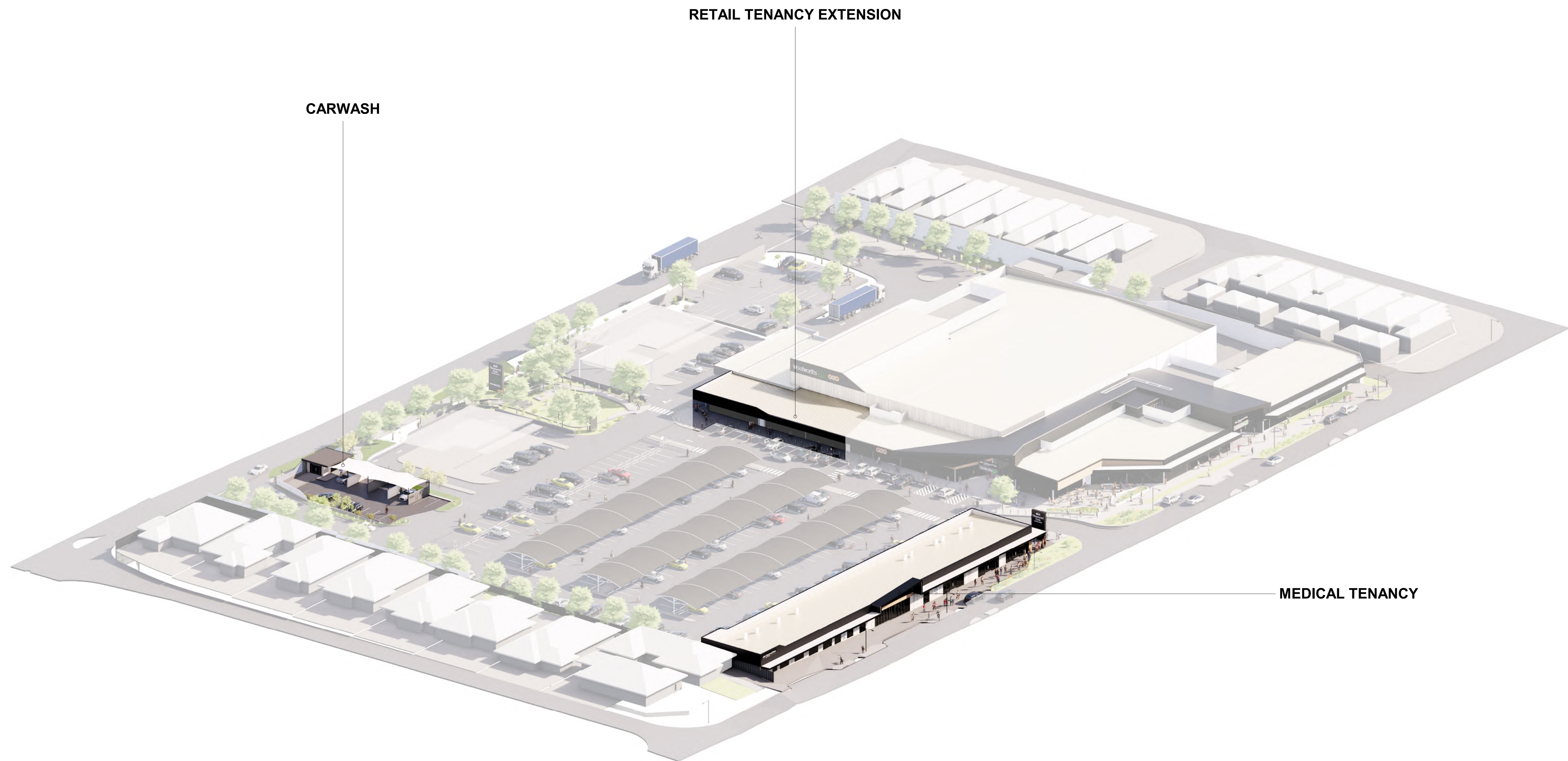
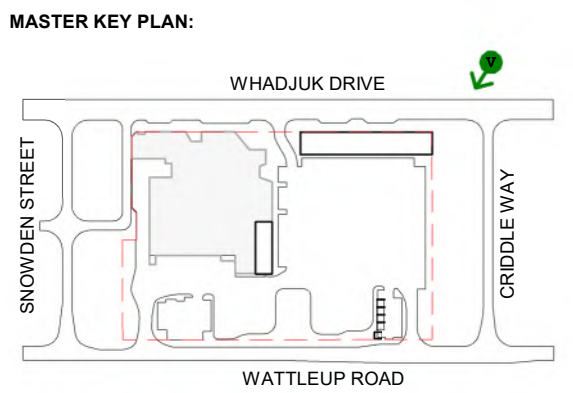
DEVELOPMENT APPLICATION - ARCHITECTURAL DRAWINGS

DA DRAWING LIST				
No.	Sheet Name	Current Revision	Date	Current Revision Description
SD000	COVER SHEET	C	23/04/26	ISSUED FOR DA
SD001	AERIAL	C	23/04/26	ISSUED FOR DA
SD002	PERSPECTIVE - SHEET 1	C	23/04/26	ISSUED FOR DA
SD003	PERSPECTIVE - SHEET 2	C	23/04/26	ISSUED FOR DA
SD004	PERSPECTIVE - SHEET 3	C	23/04/26	ISSUED FOR DA
SD005	PERSPECTIVE - SHEET 4	C	23/04/26	ISSUED FOR DA
SD006	PERSPECTIVE - SHEET 5	C	23/04/26	ISSUED FOR DA
SD007	PERSPECTIVE - SHEET 6	C	23/04/26	ISSUED FOR DA
SD008	PERSPECTIVE - SHEET 7	C	23/04/26	ISSUED FOR DA
SD200	SITE PLAN - STAGE 2 DA	E	23/04/26	ISSUED FOR DA
SD201	MEDICAL CENTRE PLAN 1_200	E	23/04/26	ISSUED FOR DA

DA DRAWING LIST				
No.	Sheet Name	Current Revision	Date	Current Revision Description
SD202	RETAIL EXTENSION PLAN 1_200	C	23/04/26	ISSUED FOR DA
SD203	CARWASH PLAN 1_200	C	23/04/26	ISSUED FOR DA
SD204	SUN STUDY DIAGRAM	C	23/04/26	ISSUED FOR DA
SD205	FEATURE SURVEY	B	23/04/26	ISSUED FOR DA
SD400	SECTIONS	C	23/04/26	ISSUED FOR DA
SD401	SECTIONS - DETAIL	C	23/04/26	ISSUED FOR DA
SD500	ELEVATION - MEDICAL CENTRE	C	23/04/26	ISSUED FOR DA
SD501	ELEVATION - RETAIL EXTENSION	C	23/04/26	ISSUED FOR DA
SD502	ELEVATION - CAR WASH	C	23/04/26	ISSUED FOR DA
SD600	SIGNAGE SCHEDULE	D	23/04/26	ISSUED FOR DA



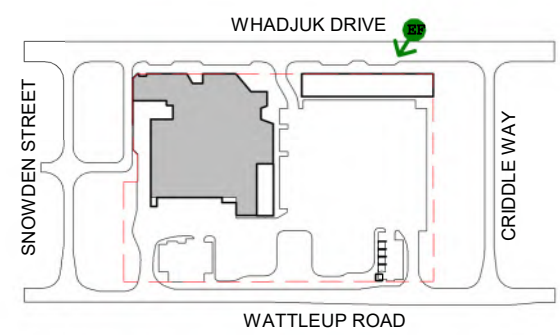
IMAGES ARE ARTIST IMPRESSIONS ONLY



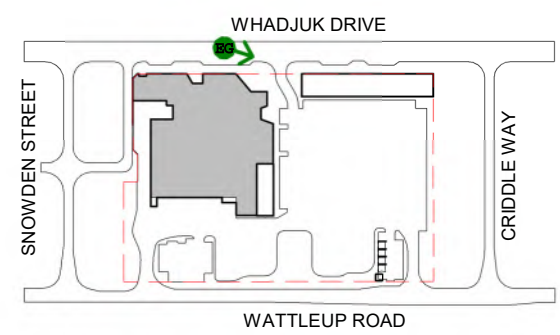
CARWASH

RETAIL TENANCY EXTENSION

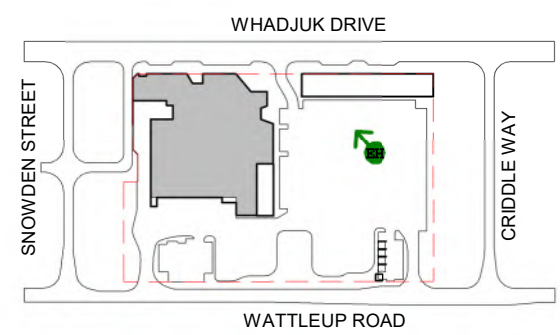
MEDICAL TENANCY



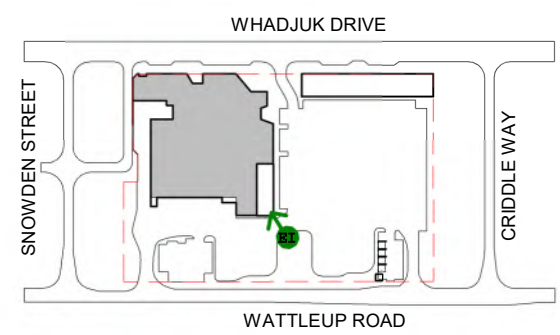
PERSPECTIVE 01 - HAMMOND PARK MEDICAL CENTRE
VIEW WEST FROM WHADJUK DRIVE



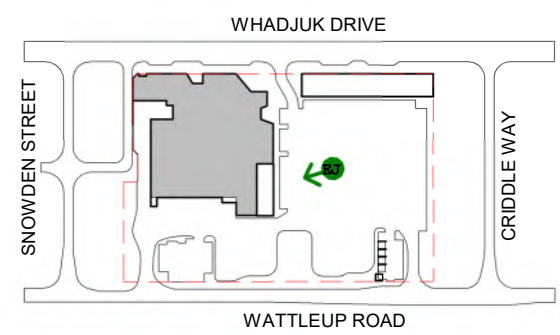
PERSPECTIVE 02 - HAMMOND PARK MEDICAL CENTRE
VIEW EAST FROM WHADJUK DRIVE



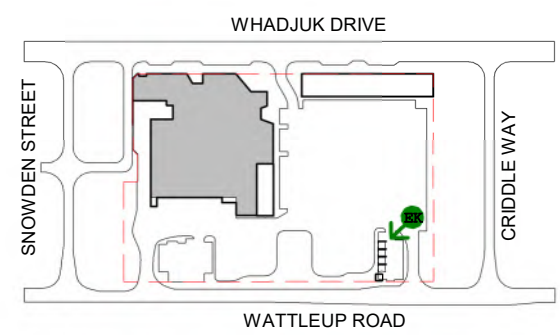
PERSPECTIVE 03 - HAMMOND PARK MEDICAL CENTRE
VIEW FROM CARPARK



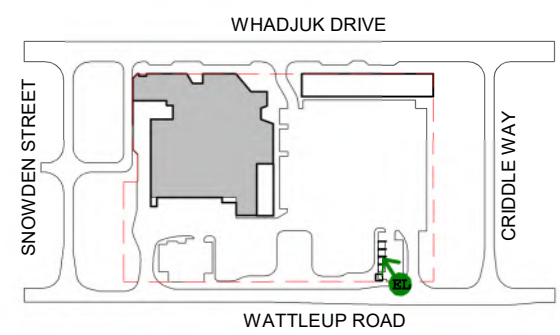
PERSPECTIVE 04 - HAMMOND PARK RETAIL EXTENSION
VIEW FROM CARPARK



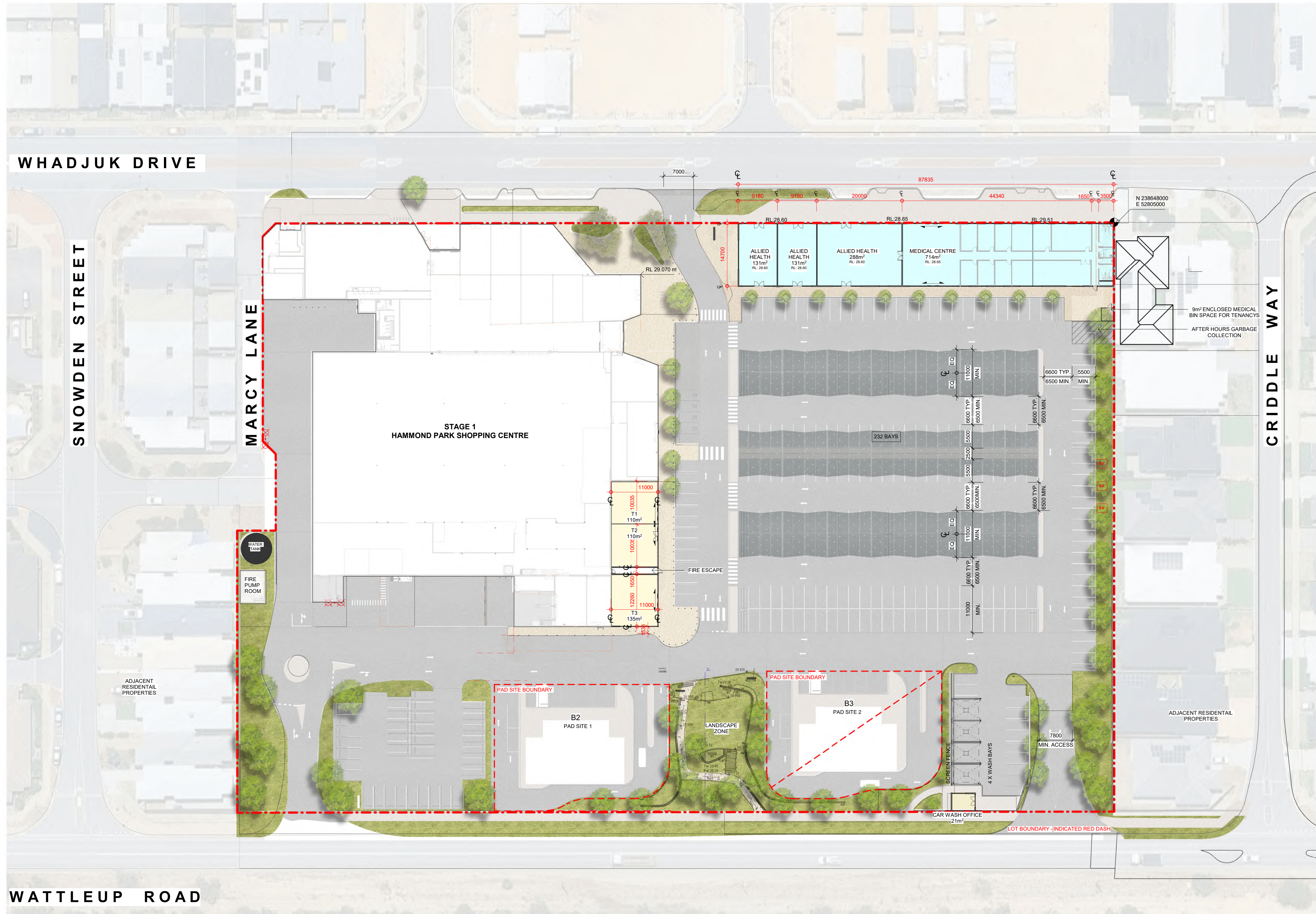
PERSPECTIVE 05 - HAMMOND PARK RETAIL EXTENSION
VIEW FROM CROSSWALK

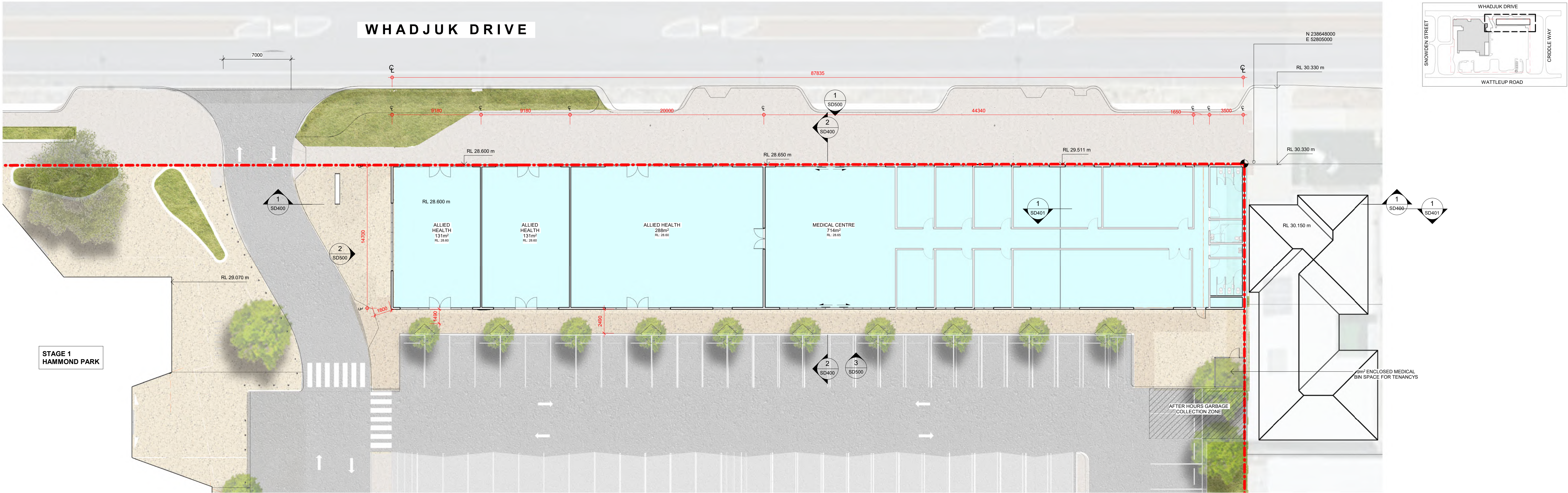


PERSPECTIVE 06 - HAMMOND PARK CARWASH
VIEW FROM ENTRANCE

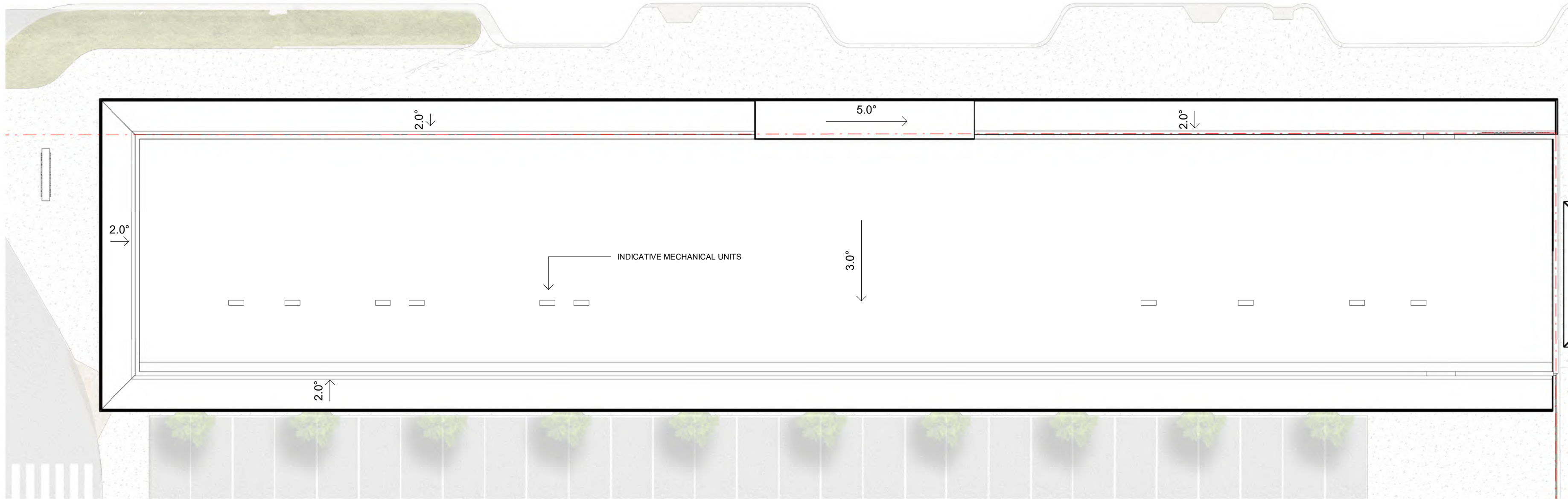


PERSPECTIVE 07 - HAMMOND PARK CARWASH
VIEW FROM CARWASH OFFICE

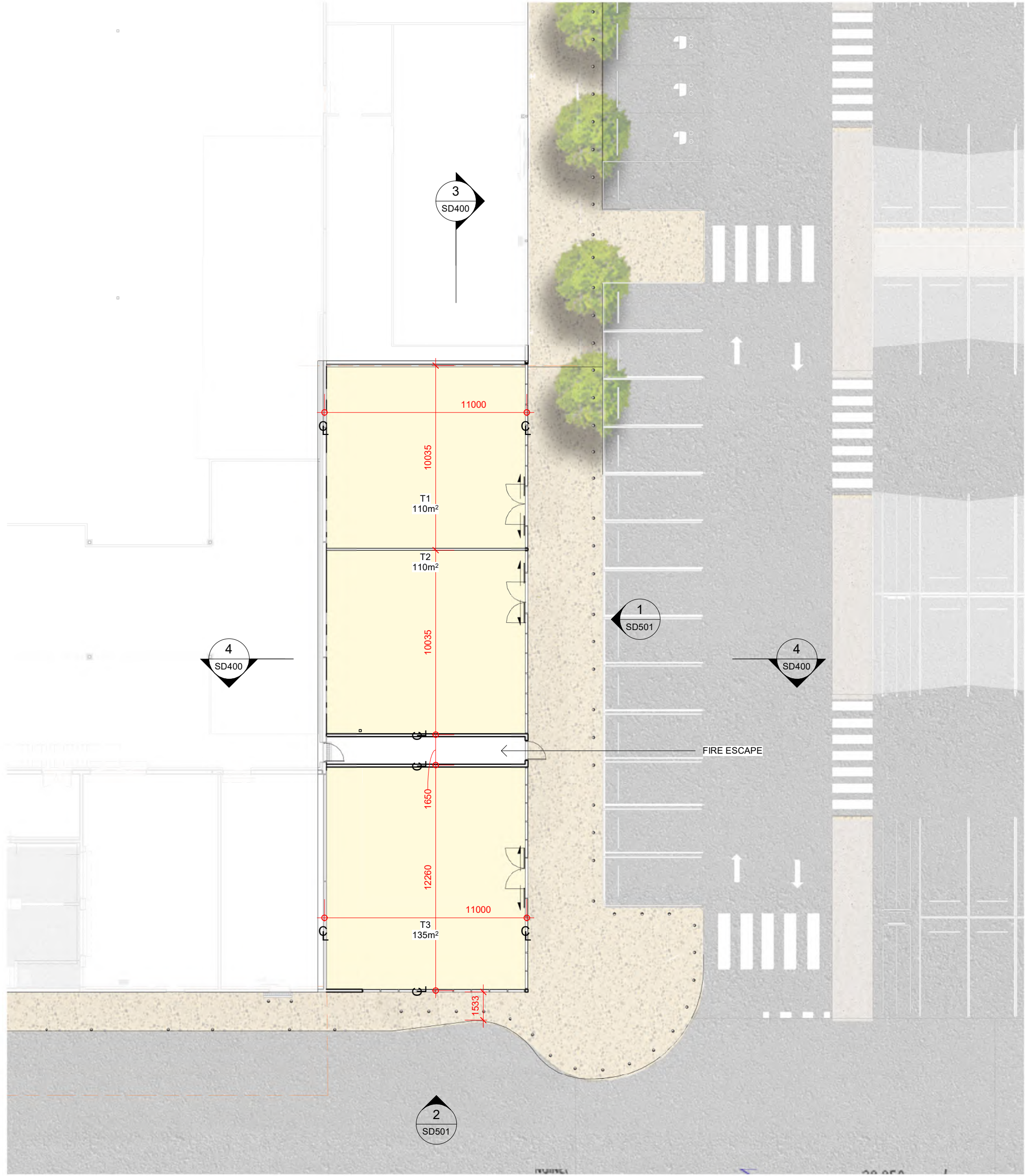




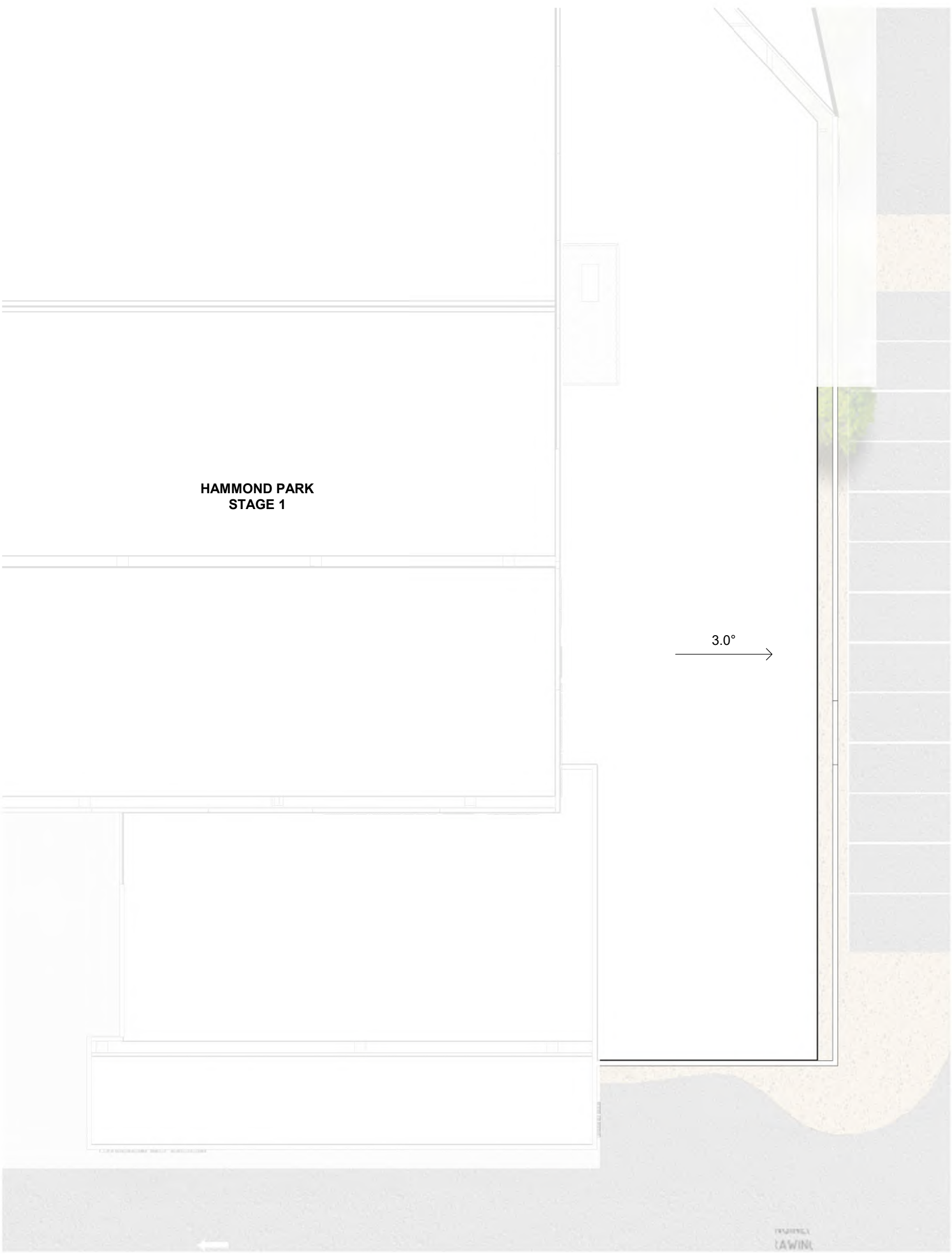
1 MEDICAL FLOOR PLAN
1 : 200



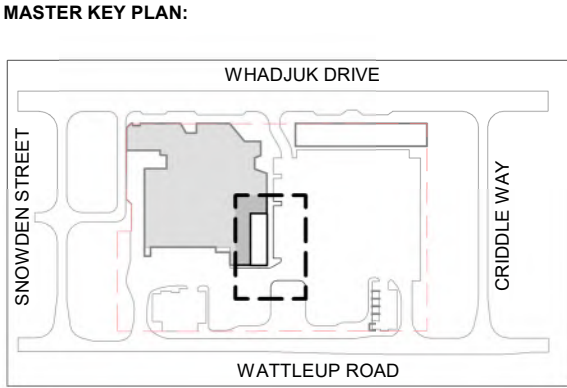
2 ROOF PLAN MEDICAL
1 : 200

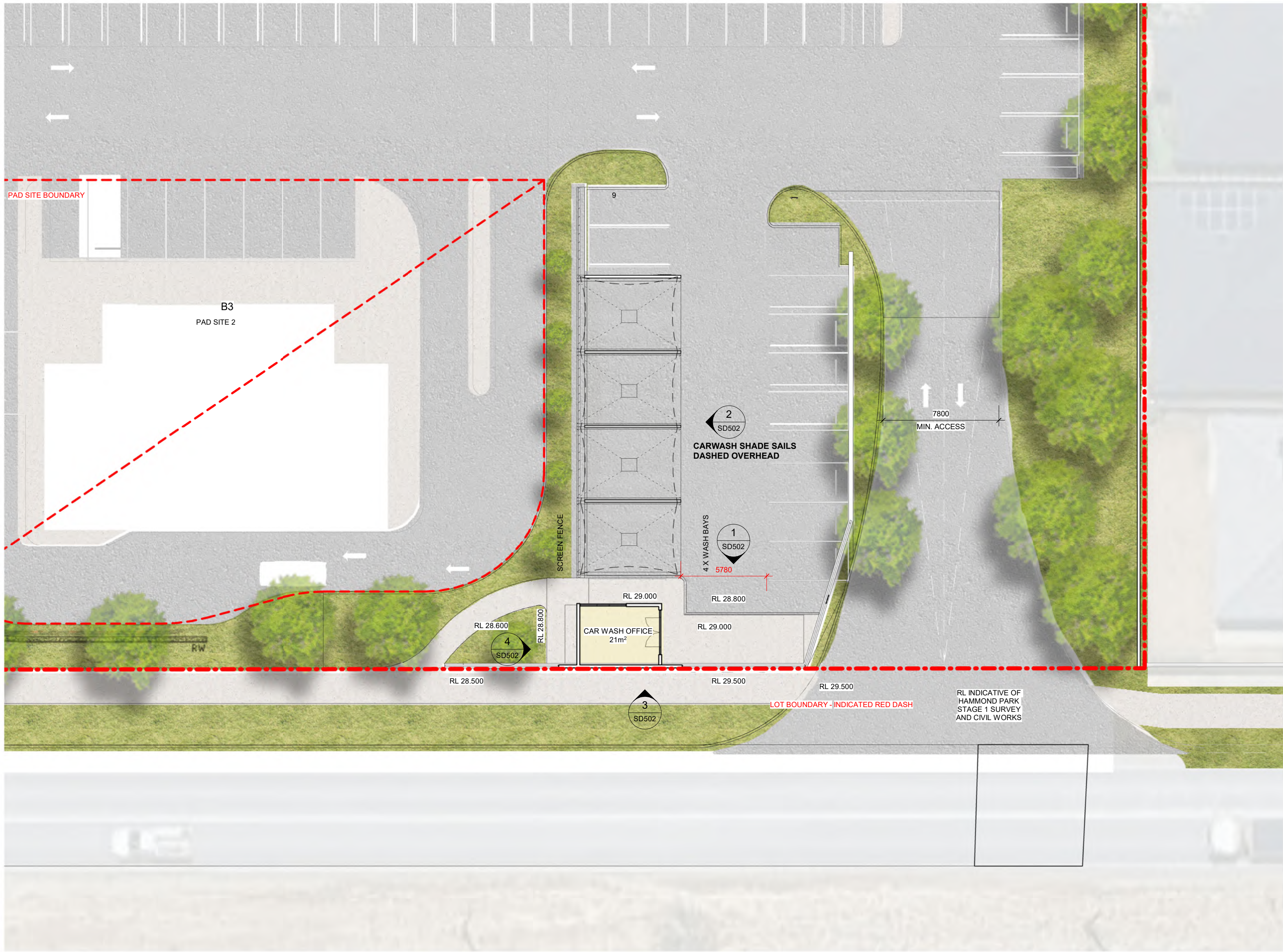


1 RETAIL EXTENSION PLAN
1 : 200

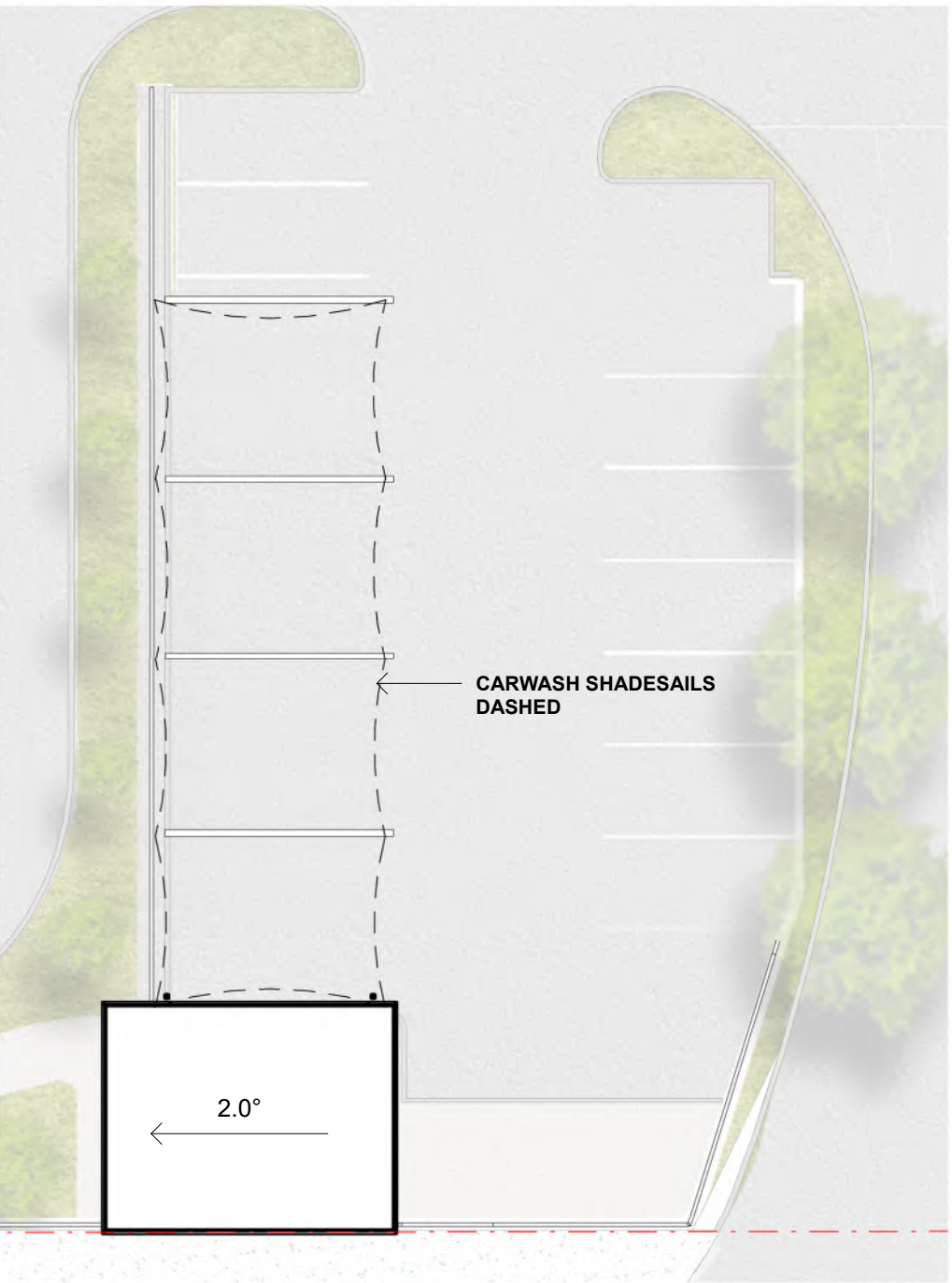


2 ROOF PLAN RETAIL EXTENSION
1 : 200

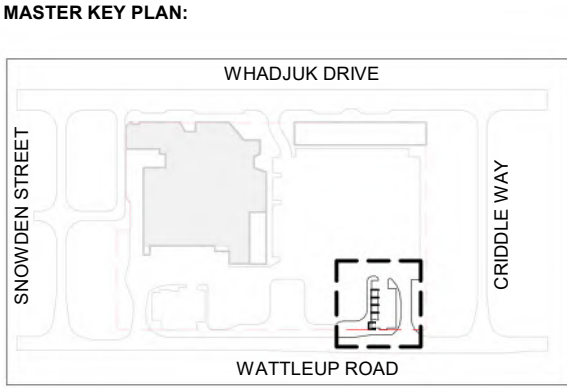




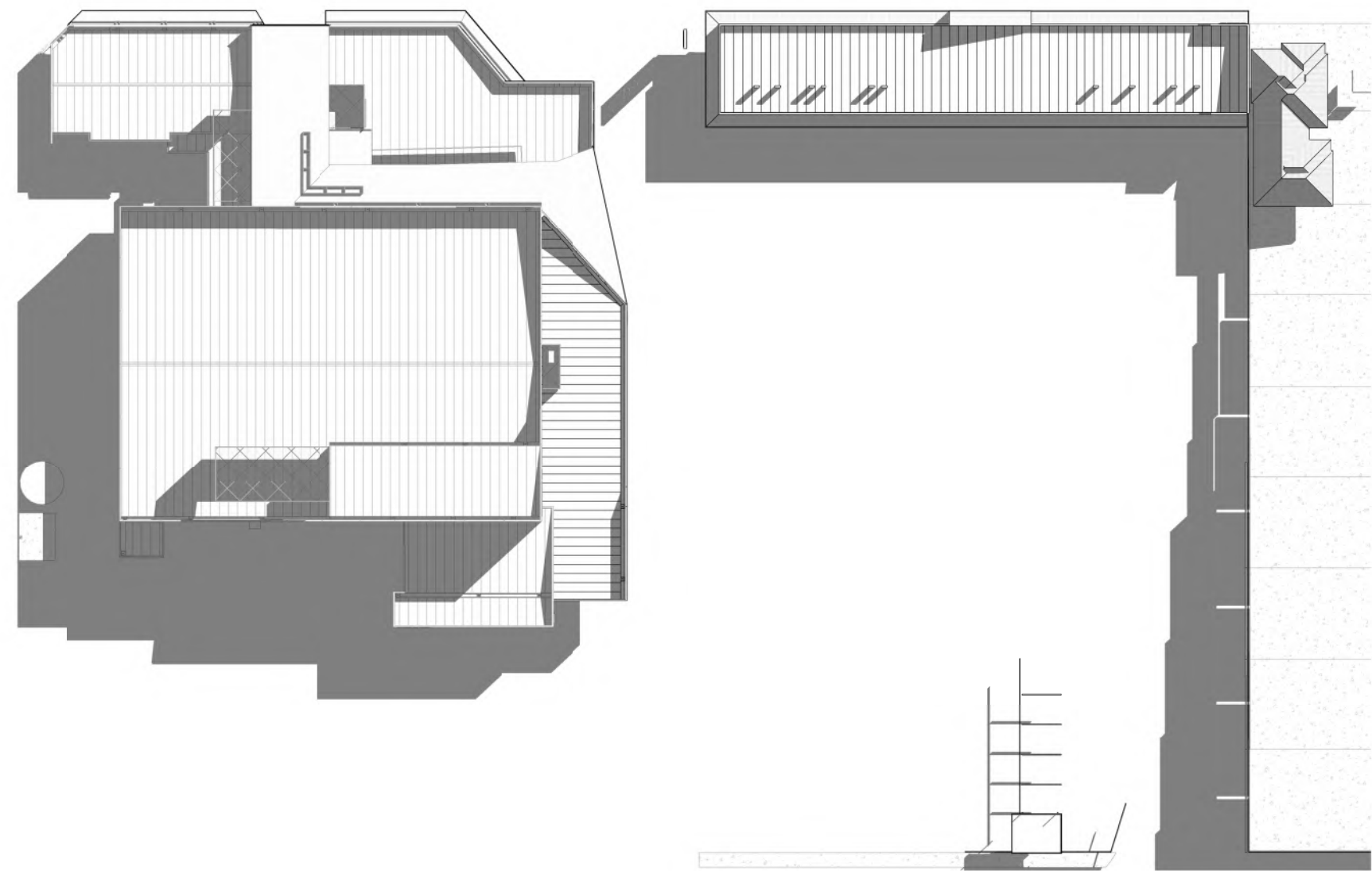
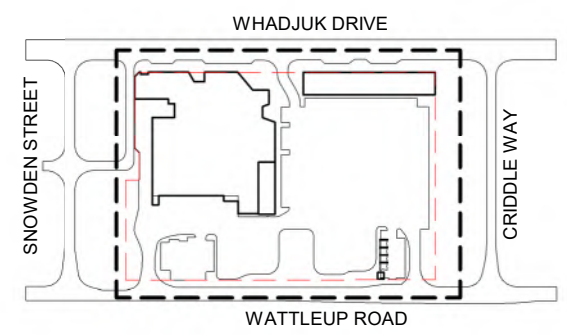
2 CARWASH PLAN
A450 1 : 200



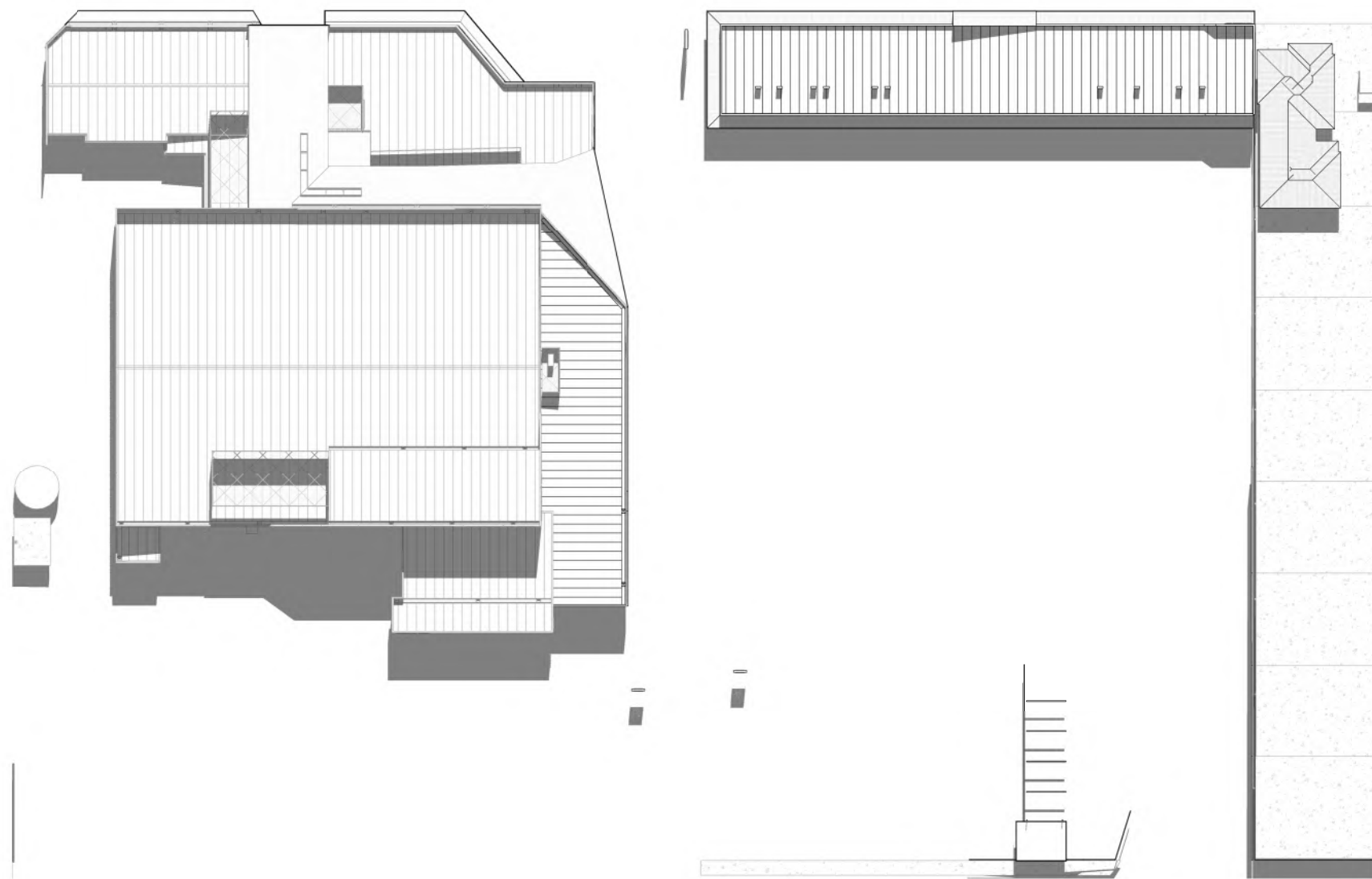
3 ROOF PLAN CARWASH
1 : 200



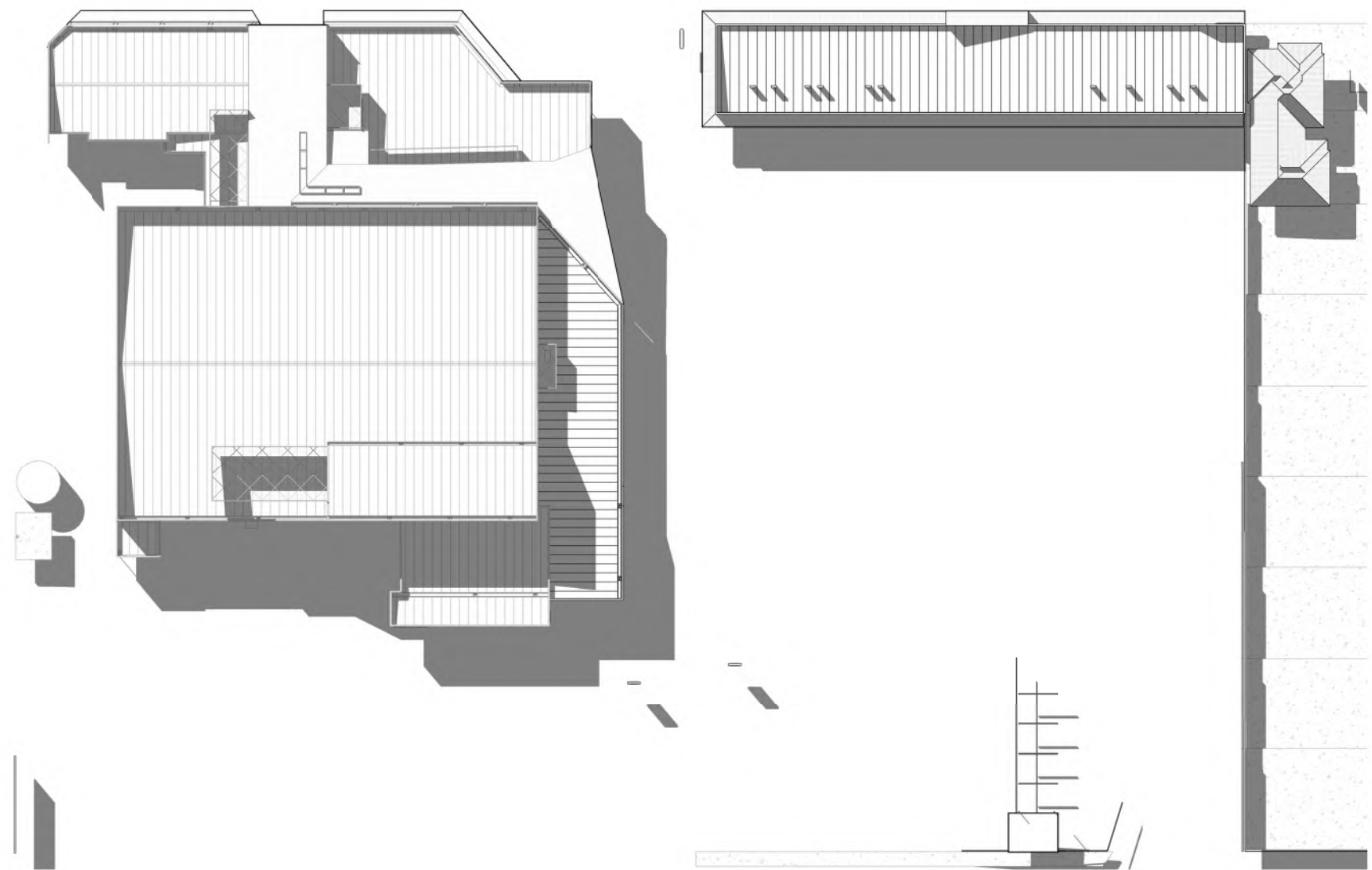
MASTER KEY PLAN:



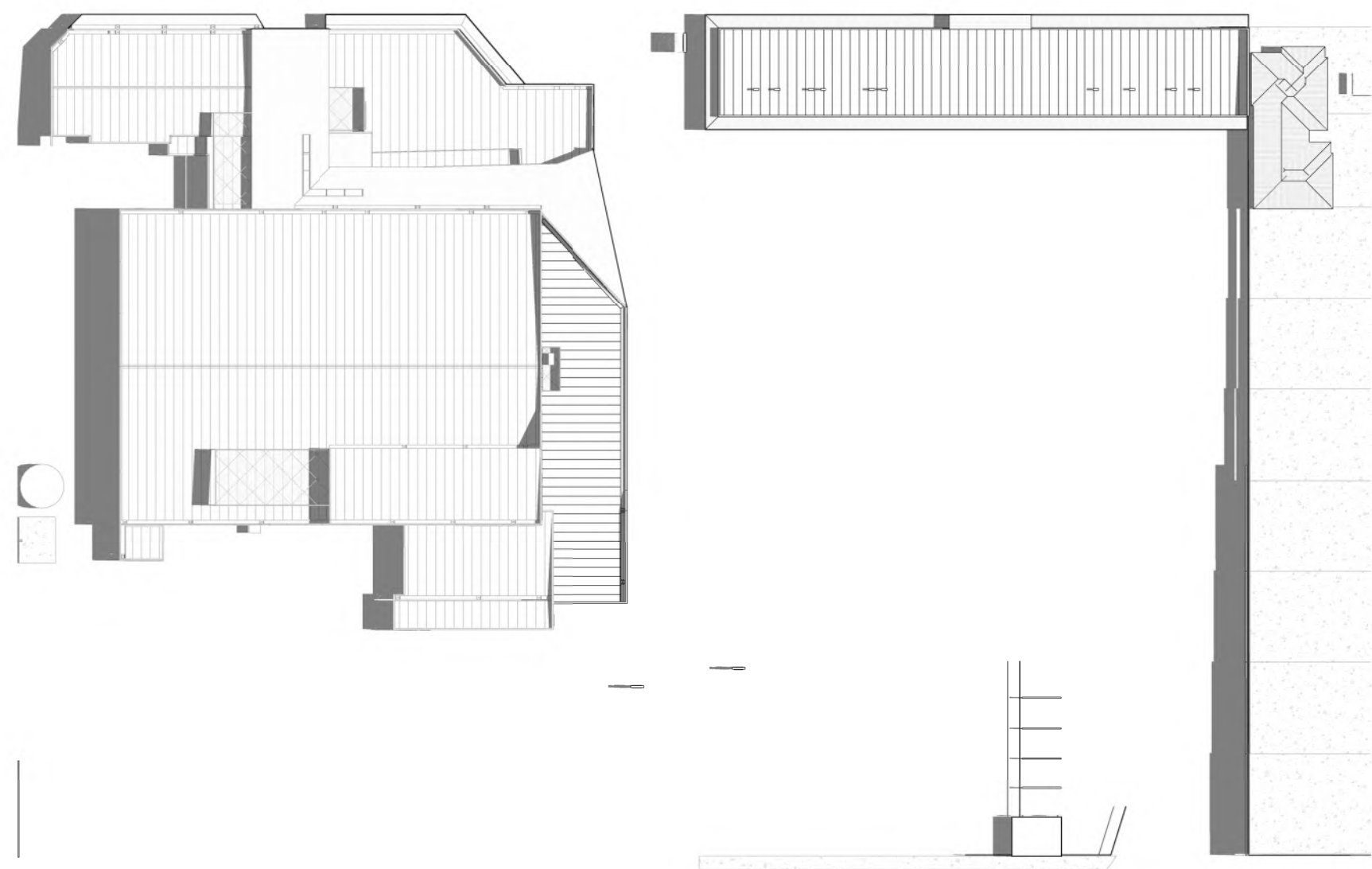
1 SUN STUDY WINTER 9AM
A450 1 : 1000



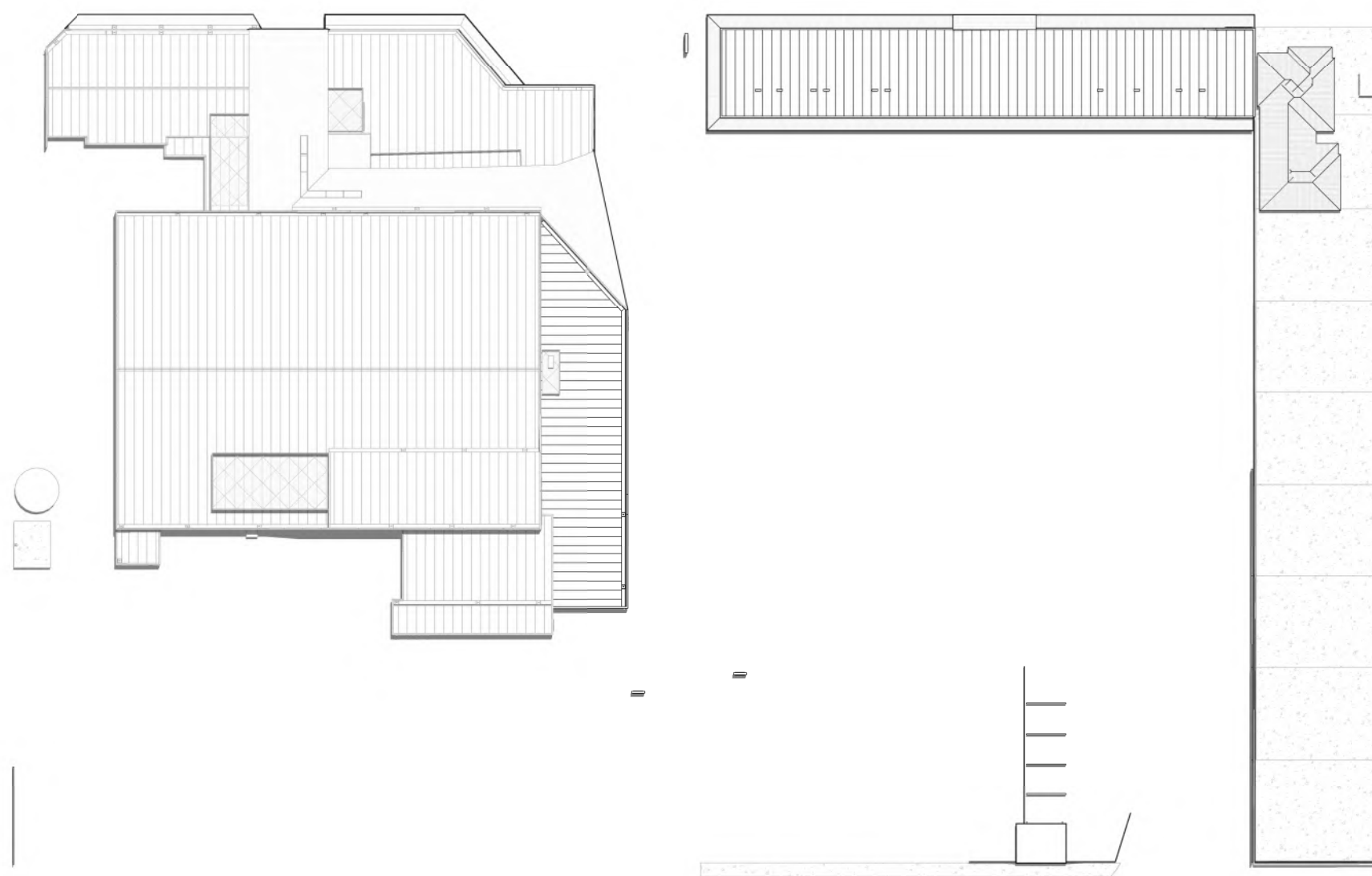
2 SUN STUDY VIEW WINTER 12PM
A450 1 : 1000



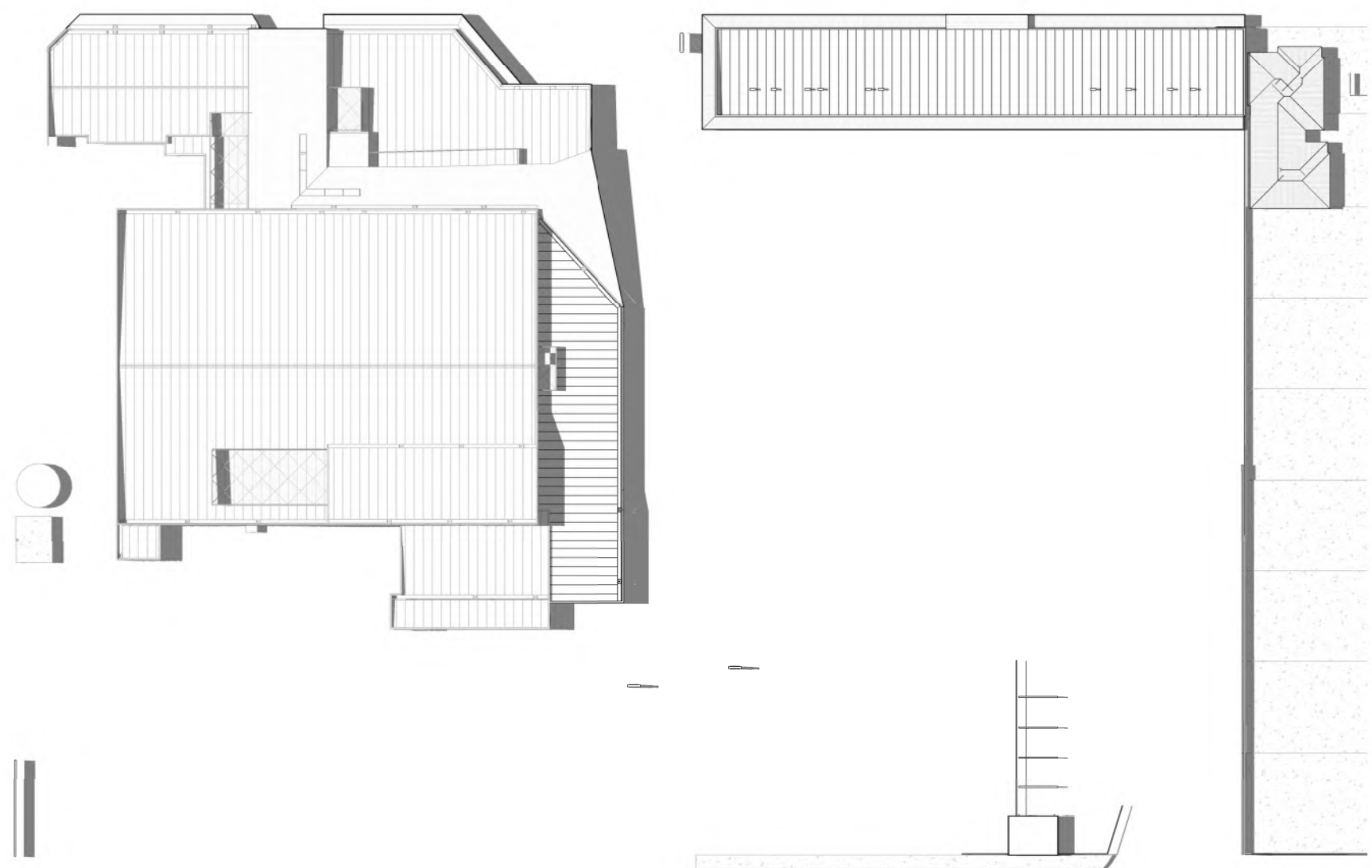
3 SUN STUDY WINTER 3PM
A450 1 : 1000



4 SUN STUDY SUMMER 9AM
A450 1 : 1000



5 SUN STUDY SUMMER 12PM
A450 1 : 1000



6 SUN STUDY SUMMER 3PM
A450 1 : 1000

LEGEND

- MAJOR CONTOUR
- MINOR CONTOUR
- CADASTRAL BOUNDARY
- CENTRE OF ROAD
- BITUMEN ROAD EDGE
- KERB - BOTTOM
- KERB - TOP
- FOOTPATH - EDGE
- FENCE
- WALL - BASE
- BANK - TOE
- BANK - TOP
- RIDGE
- 'DIAL BEFORE YOU DIG' (DBYD)
- DBYD - GAS
- DBYD - POWER/ELECTRICAL
- DBYD - SEWER
- DBYD - TELECOMMUNICATION
- DBYD - WATER
- SEWER MANHOLE - EDGE
- COMMS PIT CENTRE
- ELECTRICAL DOME/PILLAR
- LIGHT POLE POINT
- POWER POLE
- GULLY EDGE
- DRAINAGE MANHOLE EDGE
- SIDE ENTRY PIT EDGE
- HYDRANT (GROUND)
- NATURAL SURFACE (SPOT HEIGHT)
- DECK-HARD SURFACE LEVEL
- RAMP
- SIGN - MULTIPLE POLES

NOTES

This plan has been prepared for the client and should not be used for any other purpose unless authorised by VERIS.

Underground service information sourced from 'DIAL BEFORE YOU DIG' and is valid for 14 days from application date. This information is for indicative purposes only. Lifting of covers and excavation must be done for accurate identification and location of services.

Prior to the commencement of any work, relevant authorities should be contacted for the location of underground services.

Due to overwriting some levels may be switched off for this plot only.

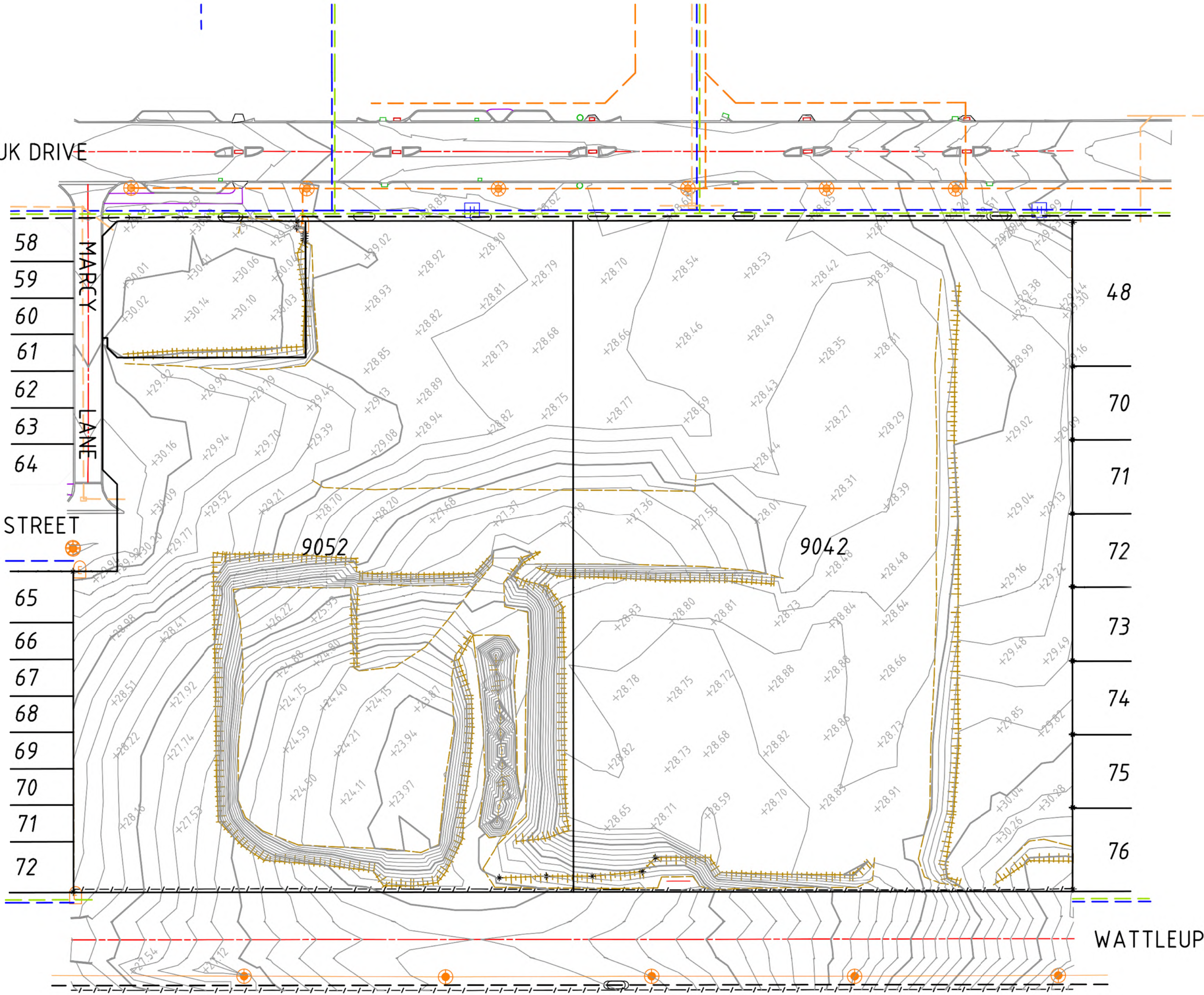
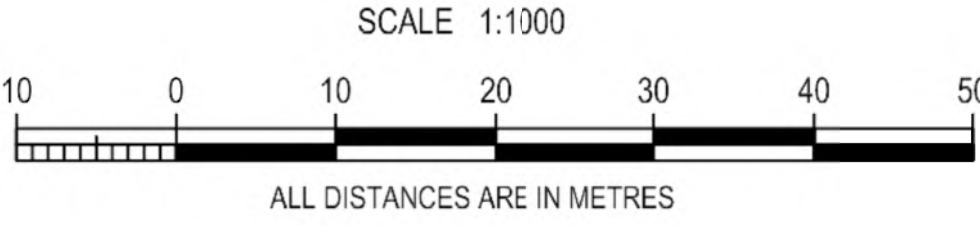
Levels are based on AHD.

This note is an integral part of this plan.

WHADJUK DRIVE

VIVALDI STREET

WATTLEUP ROAD



Client: AIGLE ROYAL

Surveyed By:	SY	Survey Date:	01/11/2021
Drawn By:	MLB	Drawn Date:	02/11/2021
Approved By:	DG		
Scale (A3):	1:1000		



CONTOUR AND FEATURE SURVEY

PART LOTS 9042 & 9052 ON DP420134

WHADJUK DRIVE

HAMMOND PARK

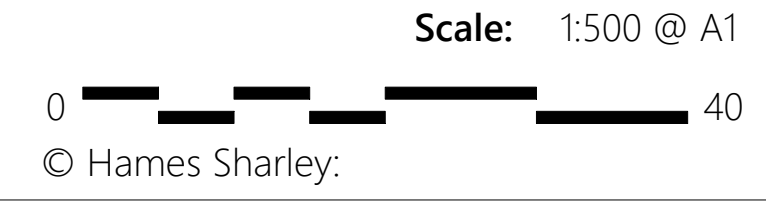


FEATURE SURVEY

HAMMOND PARK SHOPPING CENTRE - STAGE 2

Status: ISSUED FOR DA

Path:



Project Number: 44459

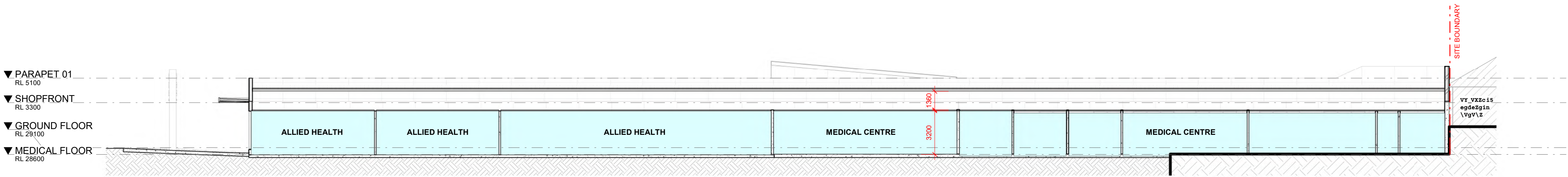
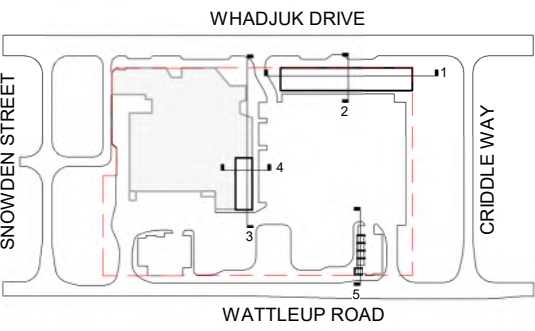
Drawing Number: SD205

Revision: B

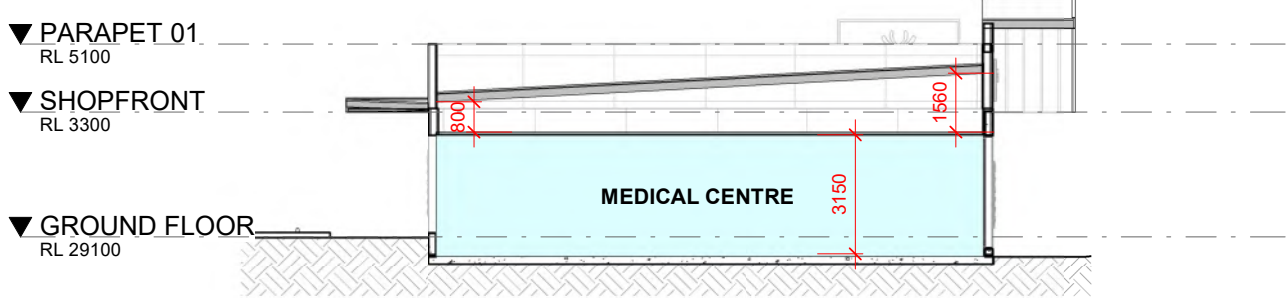
Date: 23/04/26



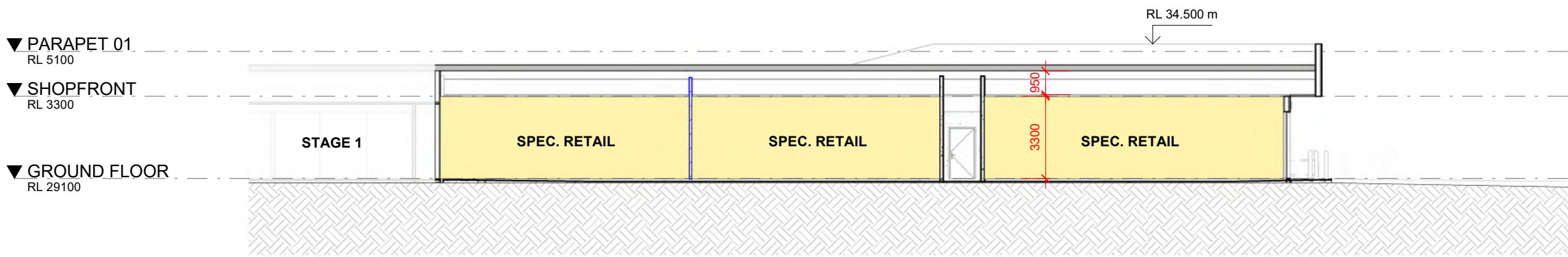
MASTER KEY PLAN:



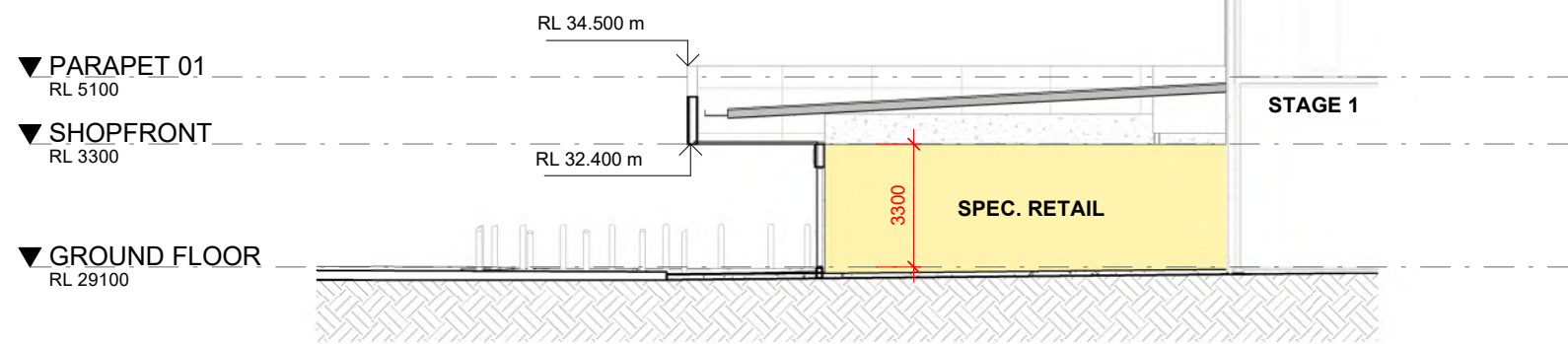
1 MEDICAL CENTRE SECTION 1
A250 1 : 200



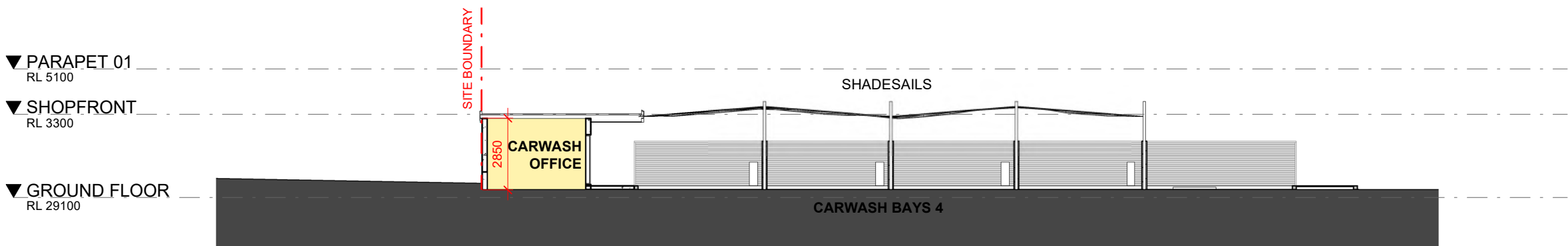
2 MEDICAL CENTRE SECTION 2
SD201 1 : 200



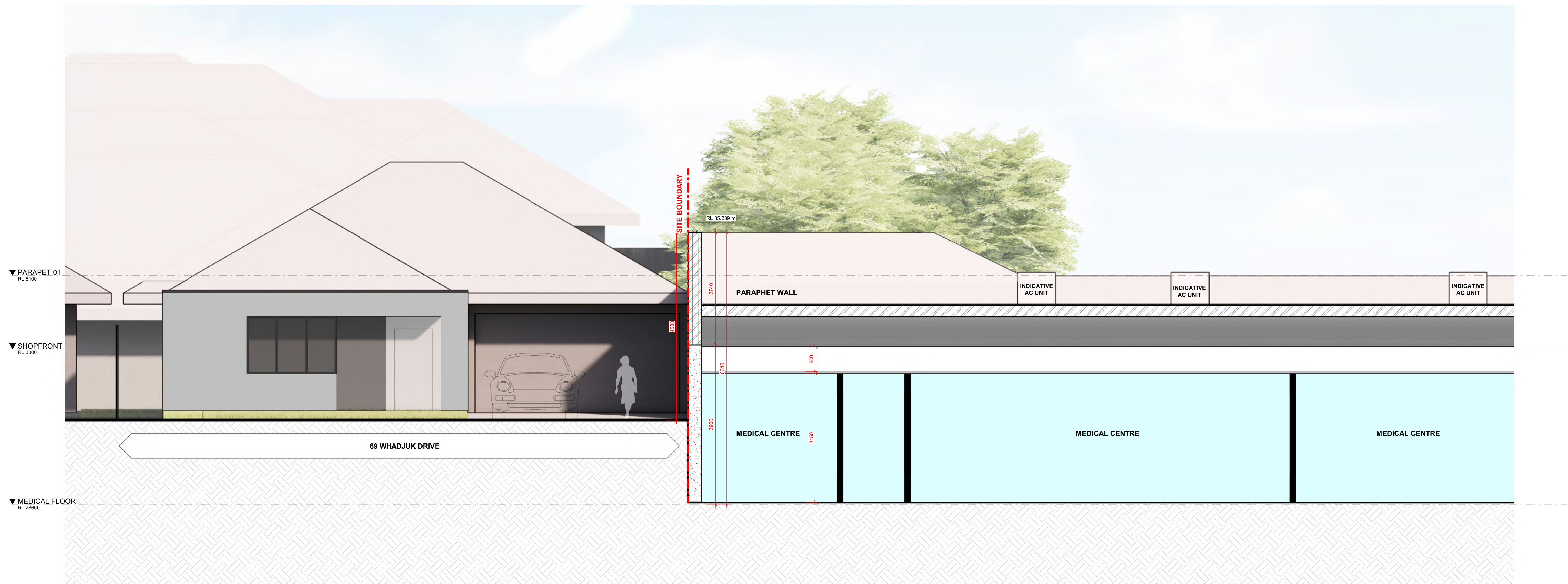
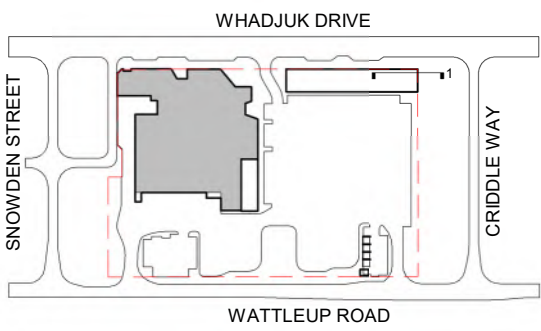
3 RETAIL EXTENSION SECTION 1
A250 1 : 200



4 RETAIL EXTENSION SECTION 2
A250 1 : 200

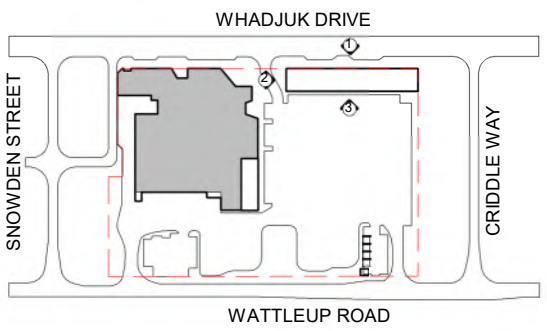


5 CARWASH SECTION 1
1 : 200

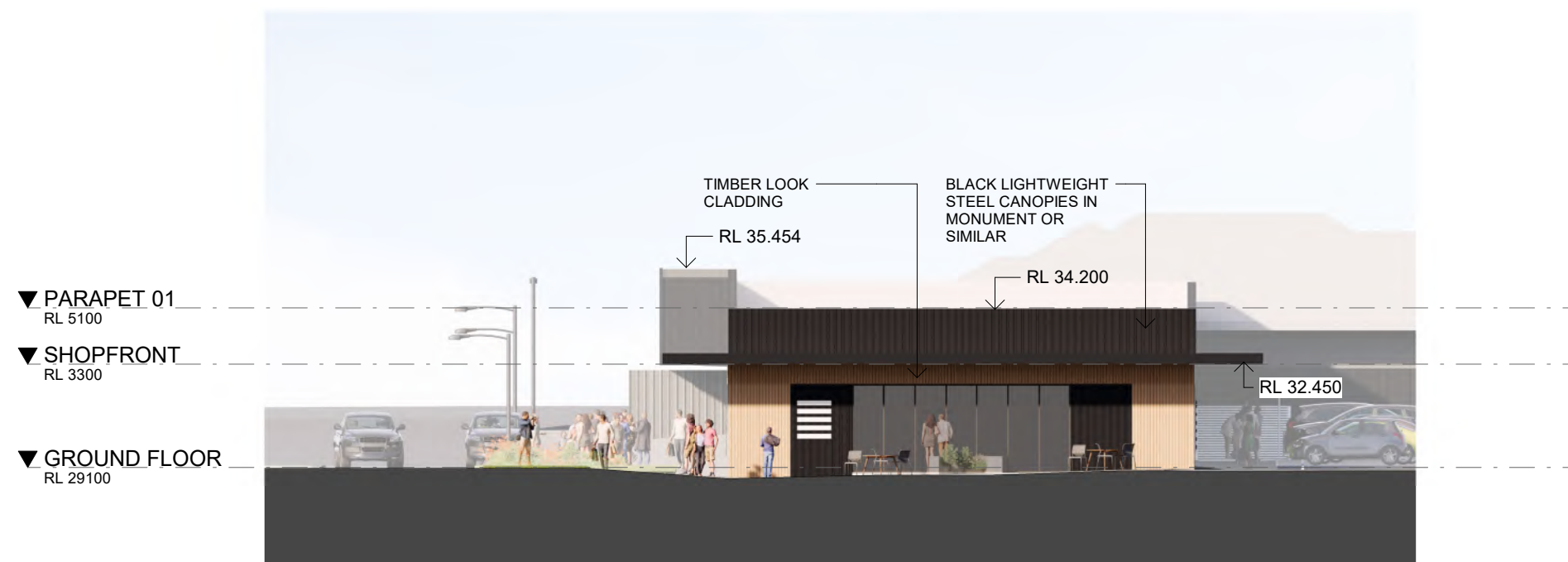


1 MEDICAL TENANCY SECTION
SD201 1 : 50

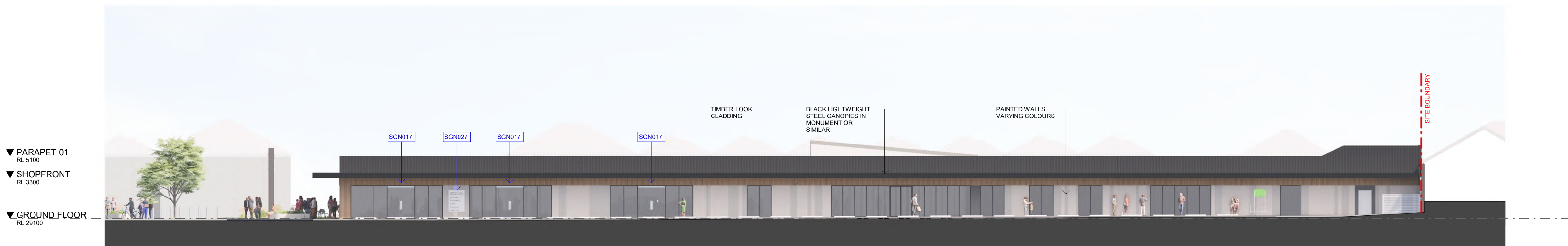
MASTER KEY PLAN:



1 MEDICAL CENTRE ELEVATION NORTH
1 : 200

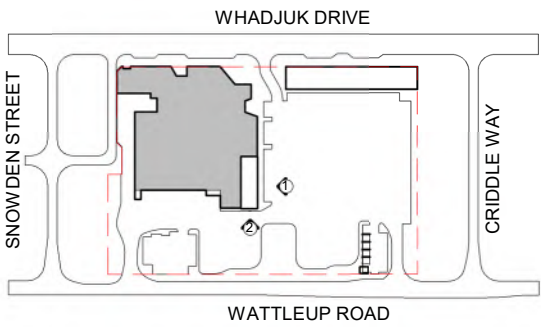


2 MEDICAL CENTRE ELEVATION WEST
1 : 200



3 MEDICAL CENTRE ELEVATION SOUTH
1 : 200

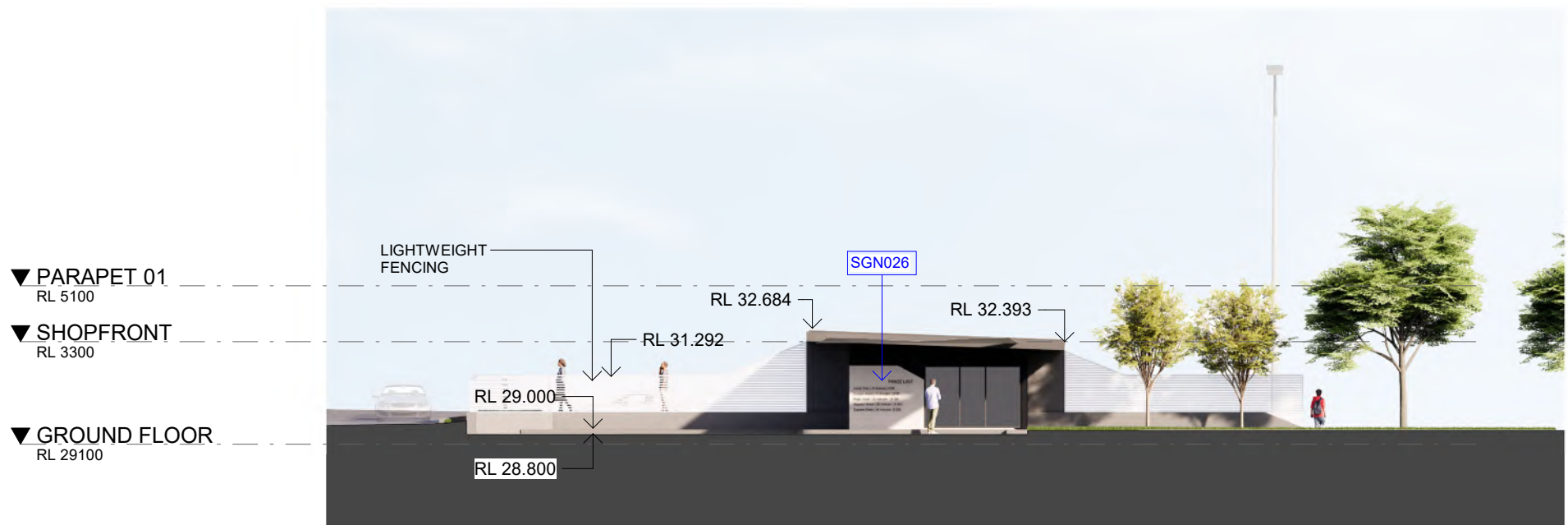
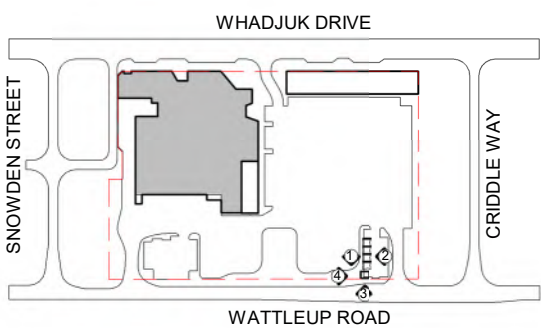
MASTER KEY PLAN:



1 RETAIL EXTENSION EAST ELEVATION
1 : 200



2 RETAIL EXTENSION SOUTH ELEVATION
1 : 200



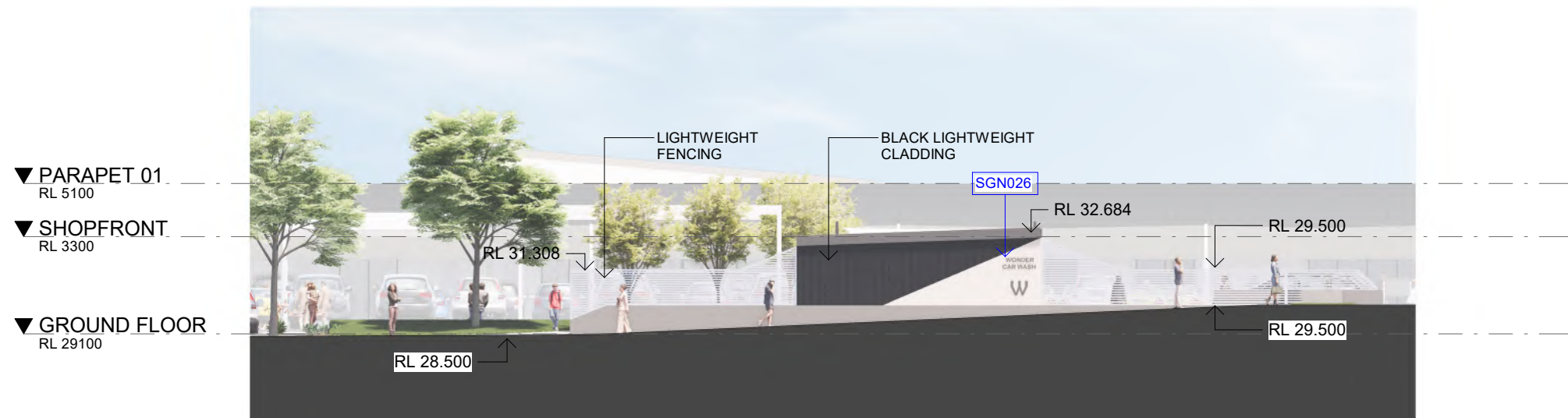
1 CARWASH ELEVATION NORTH
1 : 200



2 CARWASH ELEVATION
1 : 200

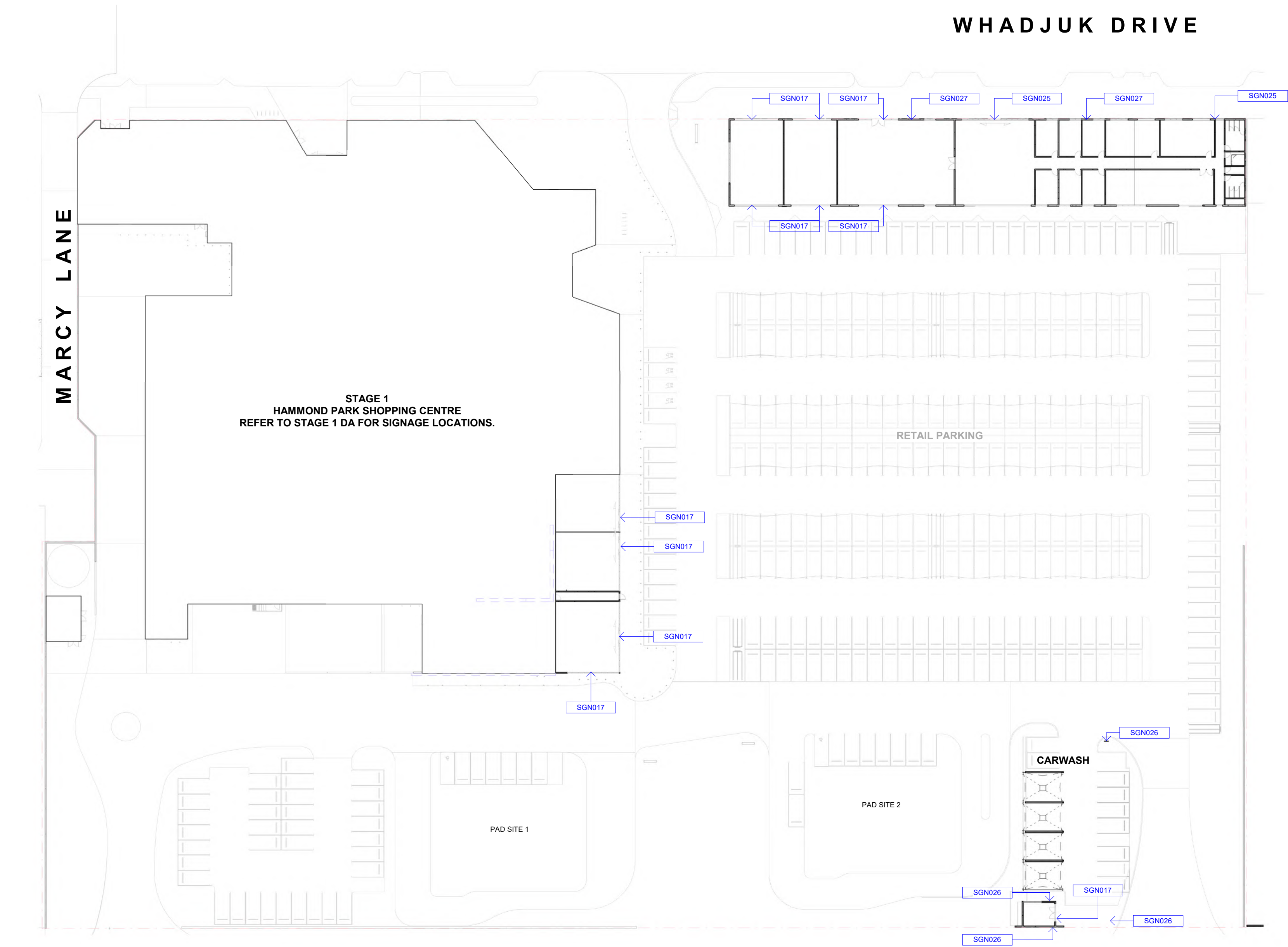


4 CARWASH ELEVATION 03
1 : 200



3 CARWASH ELEVATION 02
1 : 200

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN017		INDICATIVE TYPICAL TENANCY SHOPFRONT SIGNAGE PANEL (LED BACKLIT)	550mm HIGH x 2000mm WIDE
SGN025		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME (LED BACKLIT)	1100mm HIGH x 7050mm WIDE
SGN026		<i>NOT IN SCOPE SIGNAGE FOR CAR WASH TENANCY</i>	<i>SIZING IS INDICATIVE NOT IN SCOPE SIGNAGE FOR CAR WASH TENANCY</i>
SGN027		MEDICAL CENTRE WAY FINDING - LIST OF TENANCIES (LED BACKLIT)	1770mm HIGH X 1500mm WIDE



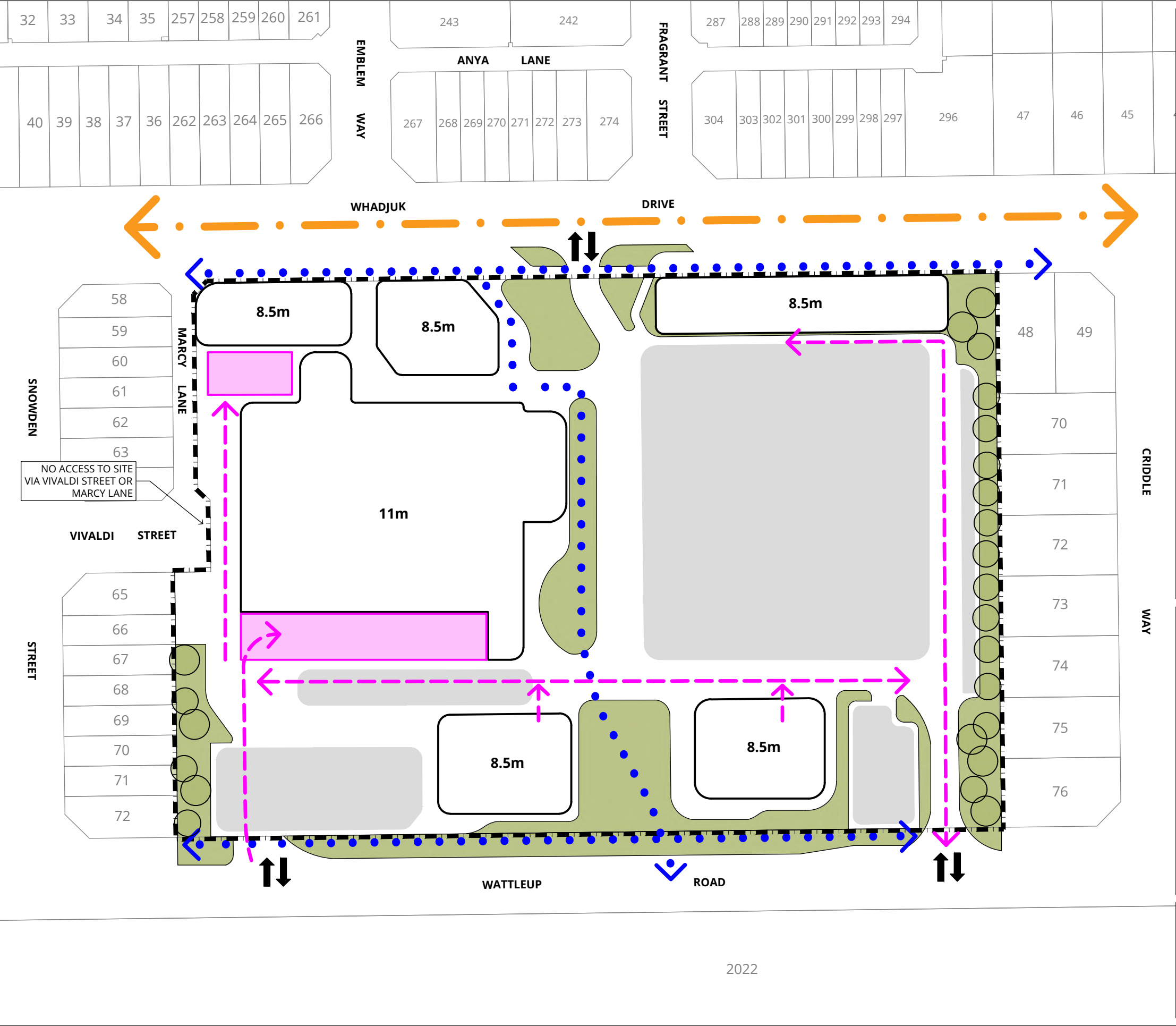
SIGNAGE LOCATION PLAN

Signage Legend	
SGN001	SIGNAGE CODE. REFER TO ARCHITECTURE DRAWING A920 SIGNAGE SCHEDULE FOR DETAILS



ATTACHMENT 3

Local Development Plan



PROVISIONS

This Local Development Plan (LDP) applies to Lots 9053 and 9043 Wattleup Road, and Lot 305 Whadjuk Drive, being the Neighbourhood Centre within the Wattle Rise Estate, Hammond Park. Unless otherwise varied or defined on this LDP, all development shall be in accordance with the City of Cockburn Town Planning Scheme No. 3 and adopted Local Planning Policies, and the approved Local Structure Plan (SPN 0543).

1. Parking and vehicular access is to be generally located as identified on this LDP.
2. Landscaping is to be provided generally as depicted on this LDP. A Landscape Master Plan shall be prepared at the Development Application stage.
3. A minimum 4.0m wide landscaping strip is to be provided along the eastern and western boundary, where directly abutting residential lots, generally in the location shown on the LDP.
4. Buildings are permitted to a maximum height of 11 meters for the primary building and reduced to a maximum of 8.5m where fronting Whadjuk Drive and Wattleup Road, and where in closer proximity to adjoining residential development. Maximum building heights are to be applied generally as identified on the Local Development Plan. Building heights exclude signage, air conditioning, plant and equipment.
5. Access and traffic management is to be addressed at Development Application stage through the preparation of a Traffic Impact Assessment.
6. Buildings are to be set back a minimum of 6 metres from residential lot boundaries, increasing to a minimum of 14 metres where building heights increase to 11 metres.

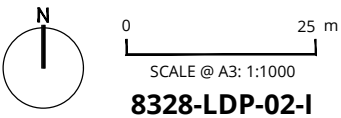
LEGEND

- LOTS SUBJECT TO THIS LDP
- BUILDING LOCATION
- PROPOSED LANDSCAPING (HARD AND SOFT)
- PARKING ZONE
- LOADING & SERVICE AREA
- NEIGHBOURHOOD CENTRE MAIN STREET
- KEY PEDESTRIAN LINK
- INDICATIVE SERVICE DELIVERY ROUTE
- SITE ACCESS (VEHICLE)
- PROPOSED BUILDING HEIGHT (EXCLUDES SIGNAGE, AIR CONDITIONING, PLANT AND EQUIPMENT)

NOTE:

Proposed landscaping, parking, building footprints, service areas and delivery routes are subject to detailed design as part of any future Development Application(s), however shall be located generally as identified on this LDP.

LOCAL DEVELOPMENT PLAN
LOTS 9053 AND 9043 WATTLEUP ROAD, AND LOT 305 WHADJUK DRIVE
HAMMOND PARK



DRAWN: JS
DATE CREATED: 2023.07.06
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE
This document may not be reproduced without the written consent of Rowe Group. All areas and dimensions are subject to survey.





ATTACHMENT 4

Environmental Noise Assessment

Environmental Noise Assessment - Medical Centre & Car Wash

Hammond Park Shopping Centre

Reference: 20075601-11B

Prepared for:
Aigle Royal Group

Reference: 20075601-11B

Lloyd George Acoustics Pty Ltd

ABN: 79 125 812 544

PO Box 717

Hillarys WA 6923

www.lgacoustics.com.au

Contacts	General	Terry George	Matt Moyle	Matt Nolan
E:	info@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au	matt.nolan@lgacoustics.com.au
P:	9401 7770	0400 414 197	0412 611 330	0448 912 604
Contacts	Rob Connolly	Hao Tran	Dave Perry	James Leader
E:	rob@lgacoustics.com.au	hao@lgacoustics.com.au	dave@lgacoustics.com.au	james@lgacoustics.com.au
P:	0410 107 440	0438 481 207	0410 468 203	0449 165 803

This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
1-Dec-25	0	Issued to Client	Terry George	Rob Connolly
15-Jan-26	A	Minor wording change	Terry George	-
7-Apr-26	B	Minor change to site plan (Medical Centre)	Terry George	-

CONTENTS

1. INTRODUCTION.....	1
2. CRITERIA.....	2
2.1. Regulations 7, 8 & 9.....	2
2.2. Regulation 14A	6
3. METHODOLOGY	7
3.1. Meteorological Conditions	7
3.2. Topographical Data.....	7
3.3. Ground Absorption.....	9
3.4. Source Sound Levels	10
4. RESULTS	11
5. ASSESSMENT.....	13
6. RECOMMENDATIONS	13

List of Tables

Table 2-1: Adjustments Where Characteristics Cannot Be Removed	2
Table 2-2: Baseline Assigned Levels	3
Table 2-3 Assigned Levels.....	4
Table 3-1: Modelling Meteorological Conditions.....	7
Table 3-2: Source Sound Power Levels, dB.....	10
Table 4-1: Predicted Noise Levels, dB L_{A10}	11
Table 5-1: Daytime (7.00am to 7.00pm) Monday to Saturday Assessment, dB(A).....	13

List of Figures

Figure 1-1: Site Plan	1
Figure 2-1: Overview of Noise Sensitive Premises	5
Figure 3-1: Overview of Noise Model	8
Figure 3-2: Proposed Noise Walls (Previous Site Plan)	9
Figure 4-1: Noise Contour Plot	12

Appendices

Appendix A – Terminology	14
--------------------------------	----

1. INTRODUCTION

Lloyd George Acoustics was engaged by Aigle Royal Group to undertake an environmental noise assessment for a proposed minor extension, car wash and medical centre at Hammond Park Shopping Centre - refer *Figure 1-1*. Lloyd George Acoustics has been previously involved¹ in the shopping centre (currently under construction) and completed a similar assessment for the larger site for Development Application purposes, such that this report uses the same methodology. Subsequent work² was also undertaken following detailed design of mechanical plant for the shopping centre, such that this work is also incorporated.

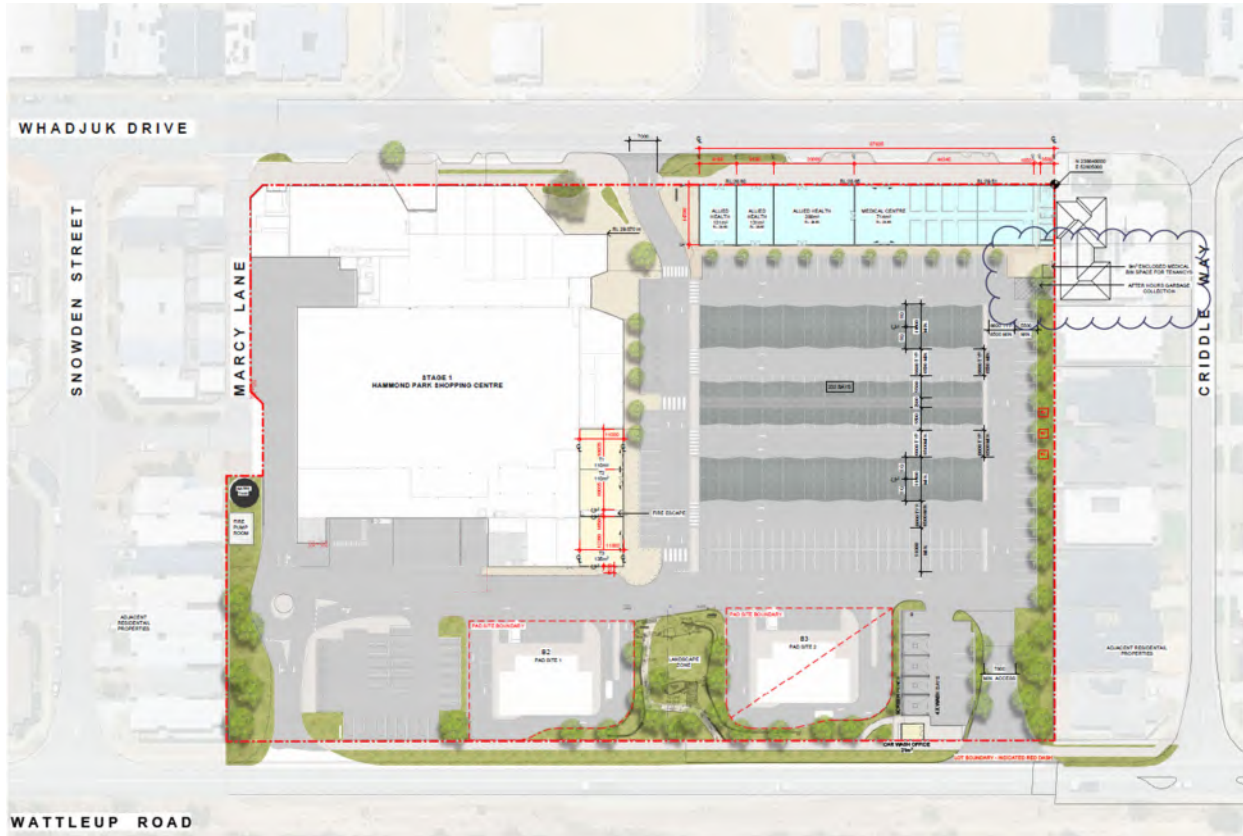


Figure 1-1: Site Plan

With regard to noise emissions, consideration is given to noise from generic mechanical plant for the medical centre and the proposed 4x self-serve bays for the car wash and assessed at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix A contains a description of some of the terminology used throughout this report.

¹ *Environmental Noise Assessment, Proposed Hammond Park Shopping Centre, Hammond Park; Reference: 20075601-011, 24-Jan-24*

² *Mechanical Plant Environmental Noise Assessment, Lots 9043 & 9053 Wattleup Road and Lot 305 Whadjuk Drive, Hammond Park Shopping Centre; Reference: 20075601-05B, 21-Jun-24*

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

“7. Prescribed standard for noise emissions

- (1) Noise emitted from any premises or public place when received at other premises –*
 - (a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*
 - (b) must be free of –*
 - (i) tonality; and*
 - (ii) impulsiveness; and*
 - (iii) modulation,*
- when assessed under regulation 9.*
- (2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

Tonality, impulsiveness and modulation are defined in regulation 9 (refer Appendix A). Under regulation 9(3), “Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -

- (a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and*
- (b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] ... are made to the noise emission as measured at the point of reception.”*

Table 2-1: Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in Table 2-2. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to “steady-state” noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2: Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF) is taken from the earlier reports, ranging between 2-4 dB. *Table 2-3* shows the assigned levels including the influencing factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
+2 dB IF R2, R3, R5 Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF R1, R4 Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59

Locations R1 to R5 are shown in *Figure 2-1*.



Figure 2-1: Overview of Noise Sensitive Premises

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as “a period of time of not less than 15 minutes, and not exceeding 4 hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission”. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 14A

“14A. Waste Collection and Other Works

(1) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

- (a) The works are carried out in the quietest reasonable and practicable manner; and*
- (b) The equipment used to carry out the works is the quietest reasonably available;*

class 1 works means specified works carried out between -

- (a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or*
- (b) 0900 hours and 1900 hours on a Sunday or public holiday.*

specified works means -

- (a) The collection of waste; or*
- (b) The cleaning of a road or the drains for a road; or*
- (c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;”*

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613-2 algorithms selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was based on a combination of Landgate data on file and survey data provided by the Client. This was combined with the proposed development to create a 3-Dimensional noise model as shown in *Figure 3-1*. A 1-metre high parapet is assumed to exist to the Medical Centre and Retail Extension.

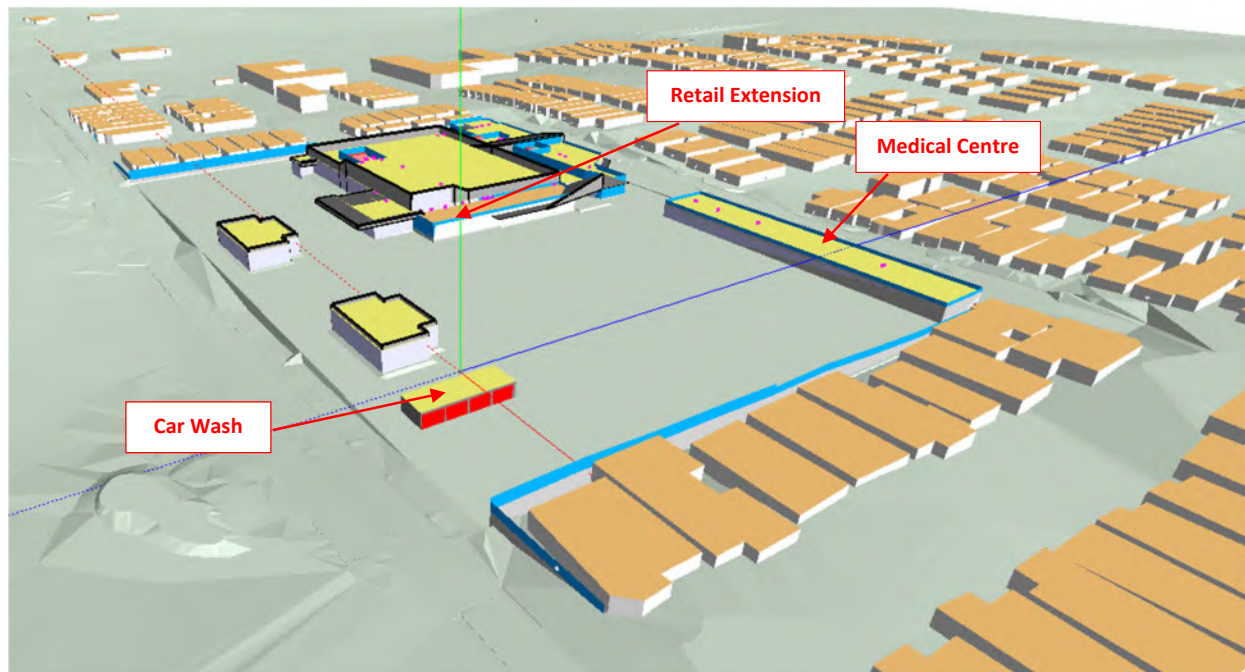


Figure 3-1: Overview of Noise Model

Some important items to note are:

- The site level is generally lower than the surrounding residences;
- Residences to the northwest of the site on Snowden Street have access from Marcy Lane, such that their garages form a barrier to the alfresco area and habitable areas of the dwelling, with some small gaps between garages.
- From earlier analysis, boundary noise walls are proposed on part of the east side and all of the west side of the development, as shown in *Figure 3-2*. On the southwest side, the proposed wall is 3.0 metres high, to the northwest, the proposed wall is 2.4 metres high and to the southeast the proposed wall is also 2.4 metres high.
- All proposed wall heights are relative to the finished floor levels of the residences.
- Any proposed noise walls are to be constructed of a solid material with no gaps and having a minimum surface mass of 15 kg/m².
- Where the wall is to be constructed on the development side and there is a retaining wall, the noise wall can float above the ground. The overlap from top of retaining wall to bottom of noise wall must be minimum 3 times the gap between the two. For example, if the retaining wall is 1.0-metre high and the noise wall is constructed 200mm from the retaining wall, the noise wall must start 600mm below the top of the retaining wall as a minimum, such that a 400mm gap would exist between the bottom of noise wall and the ground.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*, noting these are for the new proposal only, although the noise model does include previous noise sources from the L₁₀ scenarios.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
CU- (RZA100C2V1) – Proposed Tenancy T1	72	69	64	61	57	53	50	41	63
CU- (RZA100C2V1) – Proposed Tenancy T2	72	69	64	61	57	53	50	41	63
CU- (RZA100C2V1) – Proposed Tenancy T3	72	69	64	61	57	53	50	41	63
CU- (RZA100C2V1) – Proposed Tenancy Allied Health 1 (131 m ²)	72	69	64	61	57	53	50	41	63
CU- (RZA100C2V1) – Proposed Tenancy Allied Health 2 (131 m ²)	72	69	64	61	57	53	50	41	63
CU-B1.2 (RXYQ10BYM) – Proposed Tenancy Allied Health 3 (288 m ²)	81	74	71	67	61	53	48	40	68
CU-B1.9 (RXYQ12BYM) – Proposed Tenancy Medical Centre (714 m ²) x2	83	77	73	69	65	57	51	43	71
Car Wash Self Serve Bay (4 off)	87	85	87	85	82	90	87	83	94

The following is noted in relation to *Table 3-2*:

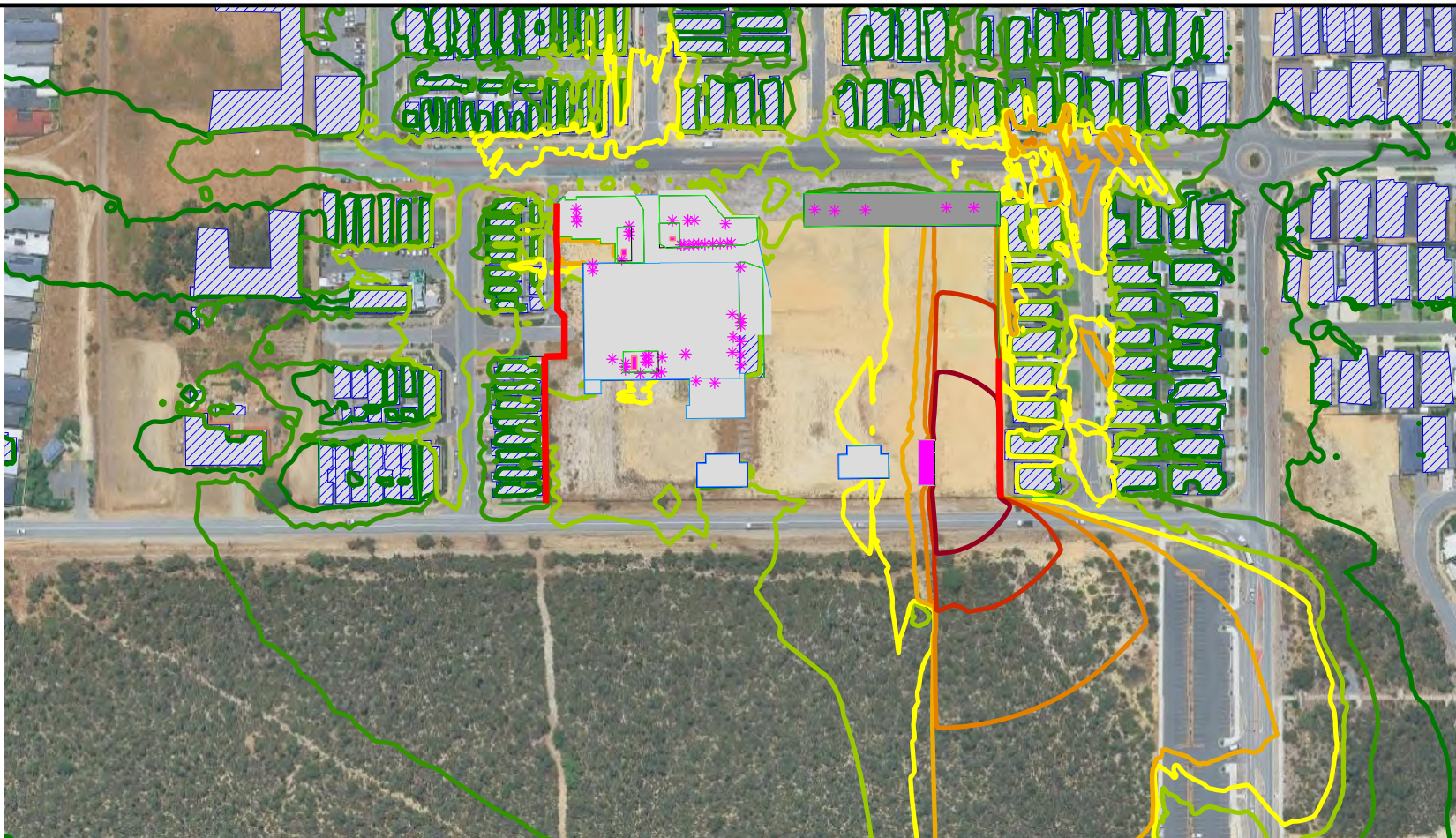
- Mechanical plant is yet to be designed so the above are indicative only;
- All sources are assumed to be daytime only;
- All sources are assumed to be present for 10% of a RAP and therefore assessed against the L₁₀;
- All mechanical plant is located on the roof of the building, nominally 0.5m to 1.0m above roof level.

4. RESULTS

Table 4-1 provides the predicted worst-case noise levels at each residential grouping, for all plant operating simultaneously with Figure 4-1 providing a noise contour plot.

Table 4-1: Predicted Noise Levels, dB L_{A10}

Receiver	Existing Plant	New Retail	Medical	Car Wash	Total
R1 (West) – Snowden Street	35	0	4	21	35
R2 (West) Snowden Street	39	0	6	21	39
R3 (North) Whadjuk Drive	41	0	16	21	41
R4 (East) Criddle Way	29	11	22	47	47
R5 (Northeast) Whadjuk Drive	28	9	28	45	45



Proposed Shopping Centre - Hammond Park
With Car Wash, Medical Centre and Small Retail Extension
All Daytime Plant Operational with Mitigation

Ground Floor Noise Level Contours (1.5m AGL)

SoundPlan v8.2

ISO9613 Algorithms

7 April 2026



Lloyd George Acoustics
PO Box 717
Hillarys WA 6923
08 9401 7770

Length Scale 1:3000

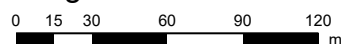


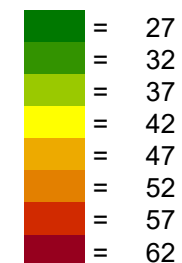
Figure 4-1

Signs and symbols

- * Noise Source
- Residential Building
- Commercial Building
- Boundary Noise Wall



Noise Level
dB, L_{A10}



5. ASSESSMENT

Table 5-1 assesses the overall noise level against the daytime, Monday to Saturday assigned levels. With the assessment being during the day when ambient noise is higher and a mix of multiple noise sources, no adjustments are applied for intrusive characteristics.

Table 5-1: Daytime (7.00am to 7.00pm) Monday to Saturday Assessment, dB(A)

Receiver	Predicted	Assigned Level	Assessment
R1 (West) – Snowden Street	35	49	<i>Complies</i>
R2 (West) Snowden Street	39	47	<i>Complies</i>
R3 (North) Whadjuk Drive	41	47	<i>Complies</i>
R4 (East) Criddle Way	47	49	<i>Complies</i>
R5 (Northeast) Whadjuk Drive	45	47	<i>Complies</i>

From Table 4-1, it can be seen that noise from the New Retail and Medical Centre are negligible in comparison to the Existing Plant. Whilst it is assumed this plant would be daytime only, compliance would be achieved at any time of day.

For the car wash, the predicted level is 47 dB L_{A10} during the daytime, 7.00am to 7.00pm Monday to Saturdays, compared with the assigned level of 49 dB L_{A10} . Outside of this time, the assigned level reduces by at least 5 dB, at which point the car wash would exceed. The predicted levels (and therefore recommendations to achieve compliance) may vary depending on the nature of the specific car wash proposal, including machinery used and noise attenuation measures incorporated.

6. RECOMMENDATIONS

With regard to new mechanical plant:

- All plant shall be vibration isolated to achieve minimum 95% isolation efficiency;
- All plant shall be selected taking noise levels into consideration, so that when comparing different models, the quieter units are selected;
- Selection of plant that can operate at low/variable speed during the night;
- Once plant is designed and selected, a final noise assessment is to be undertaken.

With regard to the car wash and based on the analysis in this report, this must be restricted to daytime use only, being 7.00am to 7.00pm, Mondays to Saturdays.

The garbage collection area on the eastern boundary is to comply with regulation 14A including collection to only occur between 7.00am and 7.00pm Mondays to Saturdays and 9.00am to 7.00pm on Sundays and public holidays.

Appendix A – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

- the presence in the noise emission of tonal characteristics where the difference between -
 - (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

- a variation in the emission of noise that —
 - (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and
 - (b) is present for at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

- a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

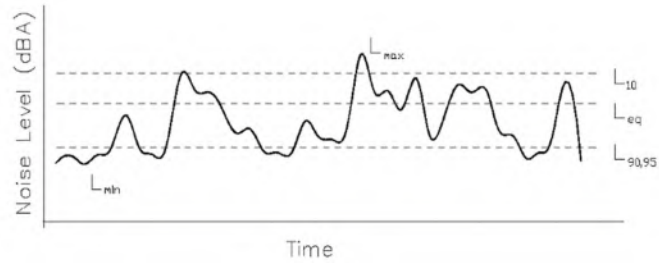
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

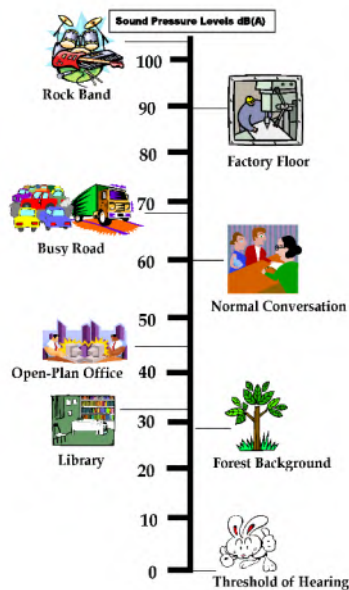
- Chart of Noise Level Descriptors



- Austrroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM	
AUSTRADS	
CLASS	LIGHT VEHICLES
1	SACOT Car, Van, Minivan, MPV, SUV, Light Truck, Motorcycle
2	SACOT - TOWING Trailer, Caravan, Boat
HEAVY VEHICLES	
3	TWO AXLE TRUCK OR BUS 12 wheel
4	THREE AXLE TRUCK OR BUS 12 wheel, 3 axle group
5	FOUR AXLE TRUCK 12 wheel, 3 axle group
6	THREE AXLE ARTICULATED 12 wheel, 3 axle group
7	FOUR AXLE ARTICULATED 12 wheel, 3 axle group
8	FIVE AXLE ARTICULATED 12 wheel, 3 axle group
9	SIX AXLE ARTICULATED 12 wheel, 3 axle group or 12 wheel, 3 axle group
LONG VEHICLES AND ROAD TRAINS	
10	SEMI-TRAILER TRUCK AND TRAILER 12 wheel, 3 axle group
11	DOUBLE ROAD TRAIN 12 wheel, 3 axle group
12	TRIPLE ROAD TRAIN 12 wheel, 3 axle group

- Typical Noise Levels





ATTACHMENT 5

Retail Impact Assessment Addendum



HAMMOND PARK SHOPPING CENTRE

Retail Impact Assessment

Prepared for Aigle Royal Property
August 2022 (Original)
November 2025 (Addendum)

ADDENDUM (NOV 2025)

Stage two of the Hammond Park Shopping Centre is proposed to include 1,609 sq.m GLA compared to the originally assessed 1,185 sq.m GLA.

The key changes include:

- Increase in medical and allied health floorspace (from 275 sq.m to 1,233 sq.m GLA);
- Decrease in shop retail floorspace (from 910 sq.m to 355 sq.m GLA); and
- Inclusion of car wash (21 sq.m GLA).

The original assessment (Aug 2022) included provision for a stage two development and demonstrated that there was significant unmet need to support this development. In particular, this assessment demonstrated that catchment population growth and associated retail demand would increase at a fast pace, with the notional retail gap increasing from 22,877 sq.m in 2022 to 32,438 sq.m in 2030 despite the second stage expansion.

Whilst the timeframe for the proposed stage two is proposed earlier than 2030 (as originally anticipated), the catchment and its population has been growing at a faster pace than anticipated.

Given the continued high demand for housing, land development activity has been higher than originally anticipated. According to the UDIA Urban Development Index, the September quarter was the highest level of lot sales in Perth on record. As a result, the trade area was expected to experience 1,524 lot sales between 2022 and 2027 and this is now expected to be 2,293 lot sales (50% higher than previously forecast).

The proposed shop retail floorspace within the amended stage two is supported by the original analysis (which assessed a much larger provision of 910 sq.m versus 355 sq.m).

Demand for medical and health services was not explicitly assessed within the original study however the catchment is anticipated to support significant demand for medical and allied health services (indicatively, a 20,000 person catchment supports demand for 12,800 sq.m of medical / allied health space based on Perth-wide floorspace benchmarks).

Overall, there is strong merit for the amended stage two development to meet the existing and growing need for retail, health and other services. Given the scale of need and moderate expansion, the proposed development is expected to deliver a range of direct and demonstrable benefits for the community (including increased employment) whilst maintaining a sustainable existing and planned activity centre hierarchy.

Moreover, the expansion (with a net lettable area of less than 1,500 sq.m) does not meet the major development threshold as per SPP 4.2 Activity Centres.

CONTENTS

Executive Summary	4
Introduction	5
Local Context	6
Trade Area Profile	11
Retail Need	19
Impact Assessment	27

EXECUTIVE SUMMARY

The analysis and findings outlined in this report demonstrate that there is a current and forecast need for convenience retail floorspace in the Hammond Park / Mandogalup area and the subject site is best placed to help meet this need whilst supporting the sustainability of the broader activity centre hierarchy.

The key retail need findings are summarised below.

- **A Rapidly Growing Population:** Housing stimulus measures and land supply availability are supporting high near-term population growth that is not being supported by a commensurate increase in retail / commercial amenities. Looking further forward, the trade area's population is expected to increase 67% over the next decade.
- **Increasing Retail Spend:** Annual retail expenditure generated by residents in the trade area is forecast to increase \$354 million (incl GST and inflation) in the main trade area from 2022 to 2037 due to high population growth and per capita retail expenditure increases.
- **Limited Retail Supply:** There has been limited expansion of retail floorspace in the trade area over recent years despite increasing population. In particular, the Hammond Park Activity Centre (the subject activity centre) has delivered significantly less retail than envisaged within the district structure plan (70 sq.m versus 5,000 sq.m NLA). Only 11% of supermarket retail expenditure generated by residents in the trade area is estimated to be captured by retailers in the trade area and this presents challenges regarding the liveability of the area, the level of local employment opportunities, limited competition and high need for additional travel for convenience shopping needs.

- **High and Increasing Retail Need:** There is a current undersupply of retail floorspace in the trade area (equivalent to shortfall of retail floorspace of ~22,900 sq.m GLA as of 2022) and this undersupply is expected to increase as the area continues to develop (equivalent to ~32,400 sq.m GLA as of 2030).

A retail impact assessment in line with State Planning Policy 4.2 (existing and draft policies) and the City of Cockburn's Local Commercial and Activity Centres Strategy demonstrates that there is strong merit in rezoning the subject site to commercial for the purposes of a supermarket-anchored development of approximately 6,670 sq.m (~5,000 to 5,500 sq.m NLA) – in line with floorspace envisaged within the Southern Suburbs District Structure Plan.

In particular, the proposed rezoning will ensure the subject centre can provide a neighbourhood level role and function as intended. The subject site is the only opportunity to ensure this centre can deliver this planned convenience retail function given other zoned sites have been developed for non-retail purposes or have limited scale to attract key tenants.

Whilst there will almost always inevitably be trading impacts from the provision of additional retail floorspace, there is a need to understand the extent to which these impacts influence the longer term sustainability of the retail network. There is also importantly a need to balance these turnover impacts with competition, consumer choice and short term employment benefits.

No impacts are expected to be detrimental to the sustainability of any individual centre however the undersupply of convenience retail is expected to lead to one-off centre turnover impacts of between -1.9% and -12.9%.

Importantly, the positive effect of market growth is expected to offset the one-off trading impacts over the short-term, with competitive centres expected to be trading back above pre-centre levels within 2-3 years.

It is important to note that these impacts are concentrated on a few centres given the lack of competition in the area and the proposal only represents a moderate increase in retail floorspace on the 5,000 sq.m NLA identified in the district structure plan for the area. As such, the net impact (i.e. above what is planned for the site) is considered negligible.

Furthermore, the proposed rezoning is expected to deliver a number of benefits to the community. Key positive impacts include:

- Increased consumer choice and liveability associated with the provision of additional retail and commercial amenities close to residents; and
- Increased employment opportunities in the short term through the construction phase and significant ongoing employment (293 direct and indirect ongoing jobs, which includes full-time, part-time and casual roles).

Overall, the proposed development is expected to deliver a significant range of direct and demonstrable benefits for the community whilst maintaining a sustainable existing and planned activity centre hierarchy.

INTRODUCTION

STUDY BACKGROUND AND PURPOSE

The Hammond Park / Mandogalup area is a fast-growing region in Perth's south west corridor. This area has and continues to experience strong population growth however retail amenities have not kept up with this growth.

In particular, the Hammond Park Activity Centre has been planned to accommodate 5,000 sq.m of floorspace as per the Southern Suburbs District Structure Plan however it currently accommodates a small café, health and childcare tenancies. Furthermore, there are site constraints on the ability of this centre to function as a neighbourhood centre.

In response to this lack of convenience shopping amenities, a proposal for a Structure Plan amendment for land located at Lot 305 Whadjuk Road and Lots 9042 & 9052 Wattleup Road, Hammond Park (subject site) has been prepared to support retail / commercial development within the Hammond Park Activity Centre.

To inform decision making, Urbis was engaged to prepare a retail need and sustainability assessment.

STUDY APPROACH

Recognising the requirements of SPP 4.2 Activity Centres for Perth and Peel, the draft SPP 4.2 Activity Centres and the City of Cockburn Local Commercial and Activity Centres Strategy, this study assessed:

- The outlook for retail demand and supply in the corridor;
- The forecast supply / undersupply of supermarket floorspace; and
- The impacts of a potential development mix in line with RSA requirements.

REPORT STRUCTURE

This report includes the following sections.

- **Local context** – overview of the proposed development and subject site and review of the current and future activity centre hierarchy and urban development context.
- **Trade area profile** – analysis of the attributes of the defined trade area.
- **Retail need** – analysis of the need for relevant shop retail uses.
- **Impact test** – analysis of the impact of the proposed rezoning on the sustainability of the activity centre hierarchy.

01

LOCAL CONTEXT



LOCAL CONTEXT | SITE / ACTIVITY CENTRE CONTEXT

Site Overview

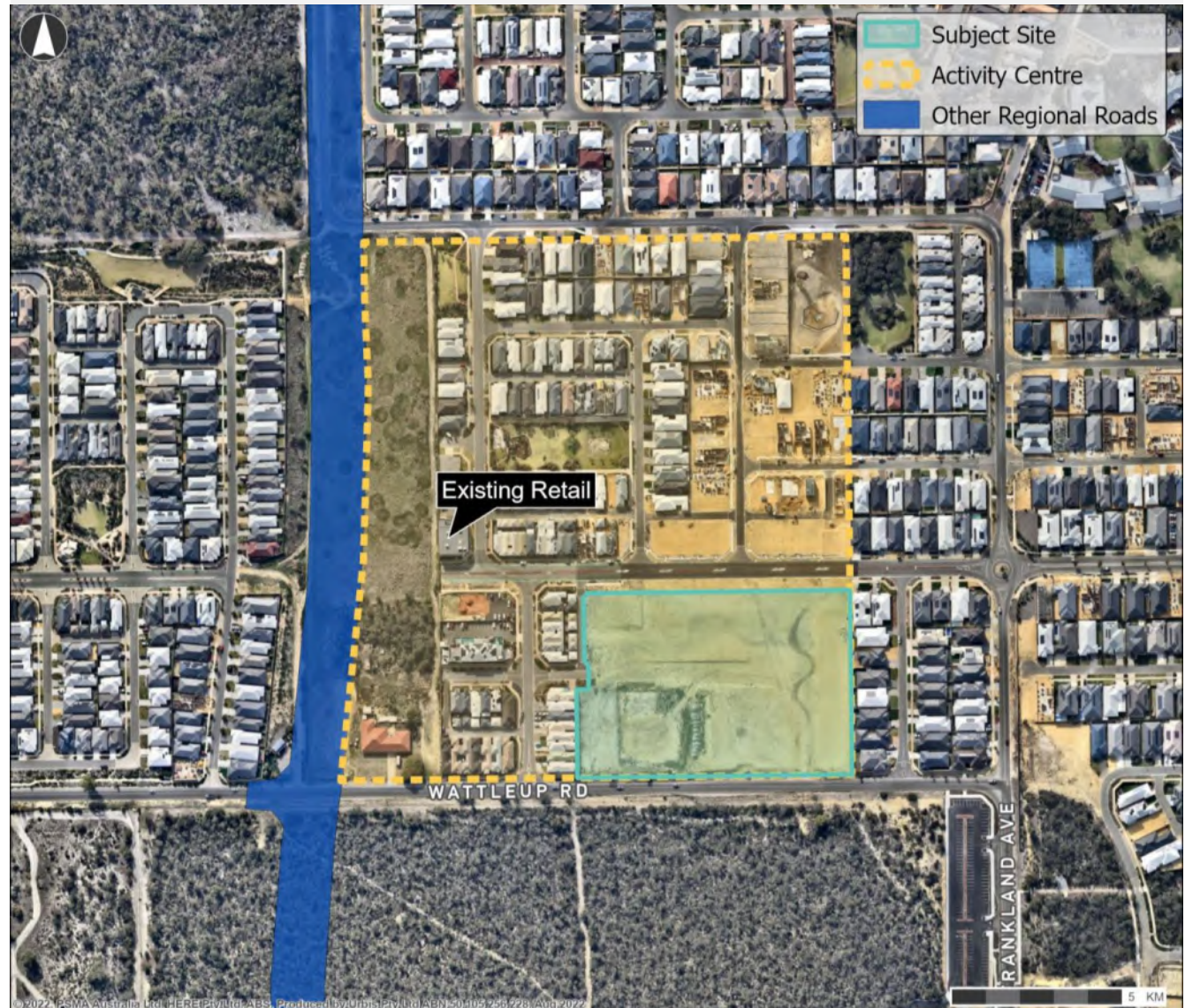
The Hammond Park Activity Centre is located at the southern edge of Hammond Park within the City of Cockburn.

This centre was defined as a neighbourhood centre within the Southern Suburbs District Structure Plan. This plan states that: *"The total retail/commercial floorspace is likely to be in the order of 5000 square metres. The centre will also provide opportunities for other (non-retail) small businesses and local employment, consistent with the aims of SPP 4.2."*

The City of Cockburn's Local Commercial and Activity Centres Strategy adopts an alternative classification of the centre (as a local centre) with no rationale given for the inconsistency with the structure plan.

Since adoption of the district structure plan, the suitability of the location at Whadjuk Drive and Hammond Road has been 'eroded' by the intrusion of residential land uses (subdivision) and the fragmentation of the area (further) into smaller commercial lots of insufficient size to support a contemporary neighbourhood centre. There is now an opportunity to provide a neighbourhood centre on the subject land which is in close proximity to the original centre location identified in the district structure plan. There are existing retail and commercial uses within the activity centre, including a small café, health services and childcare.

Hammond Park Activity Centre



Source: Urbis

LOCAL CONTEXT | PROPOSED CENTRE

Proposal Overview

An initial concept plan was developed as part of the rezoning application. This concept proposes a supermarket-anchored centre at the subject site.

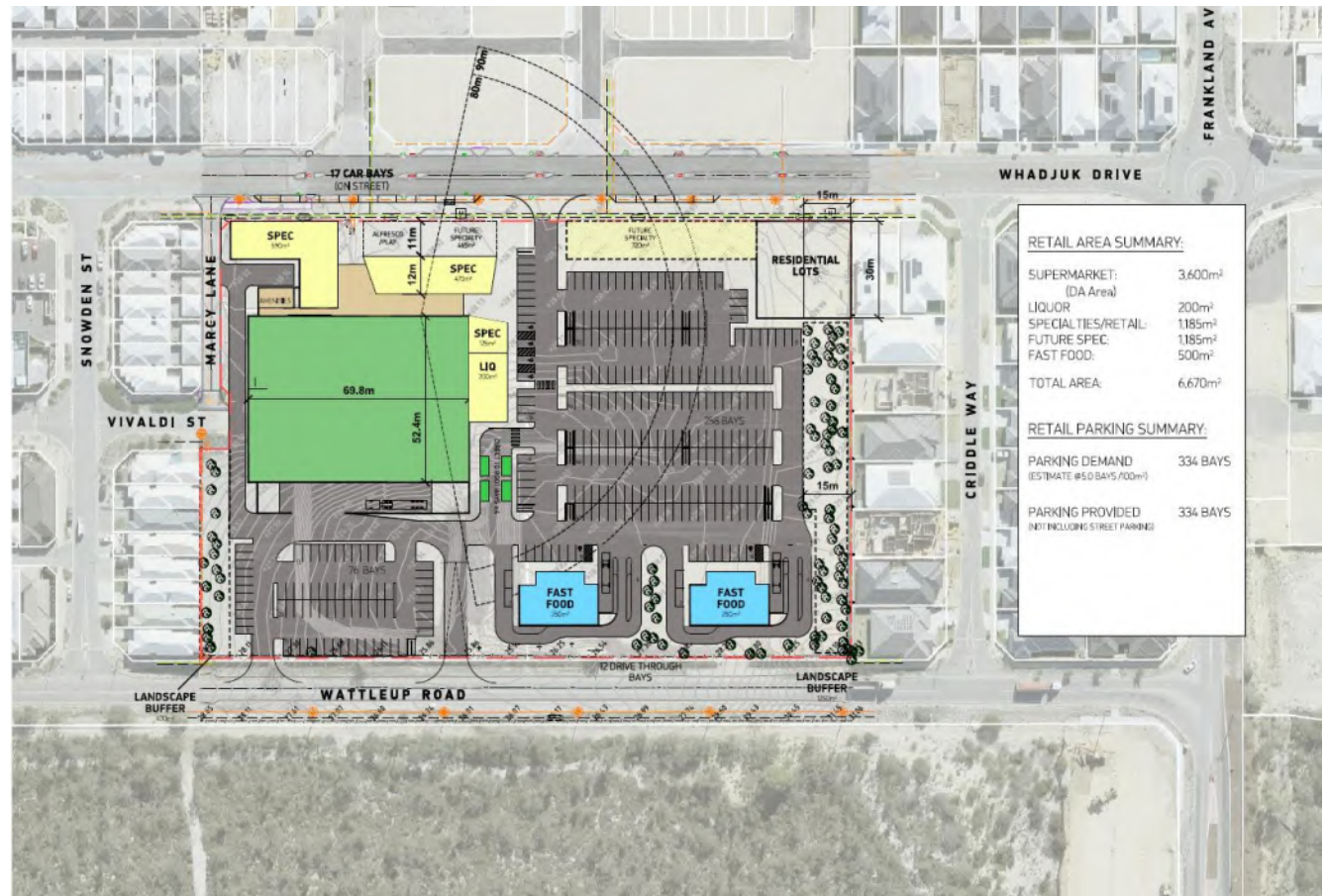
The proposed development plan includes provision for a full-line supermarket, pad site uses and circa 2,570 sq.m of specialty shops. Total gross leasable area is approximately 6,670 sq.m (approximately 5,000 to 5,500 sq.m NLA). The concept includes allowance to develop the specialty shops in stages.

Urbis has assumed that the centre will be developed in two phases.

- Stage one consisting of the supermarket (3,600 sq.m), liquor (200 sq.m) and specialties / retail (1,185 sq.m) with the first full year of operation being FY2025. This includes 275 sq.m of non-retail uses.
- Stage two consisting of the remaining specialties/retail (1,185 sq.m) with the first full year of operation being FY2030. This stage also includes 275 sq.m of non-retail uses.

The centre is to be oriented to Whadjuk Drive, with a mall entry and street fronting shops located along this local collector road. The centre would have good exposure and accessibility from key east-west thoroughfare Wattleup Road.

Proposed Development Masterplan



Source: Aigle Royal Property

LOCAL CONTEXT | RESIDENTIAL LAND RELEASES

Key Findings

The subject site is located within a fast-growing area with a number of active land developments.

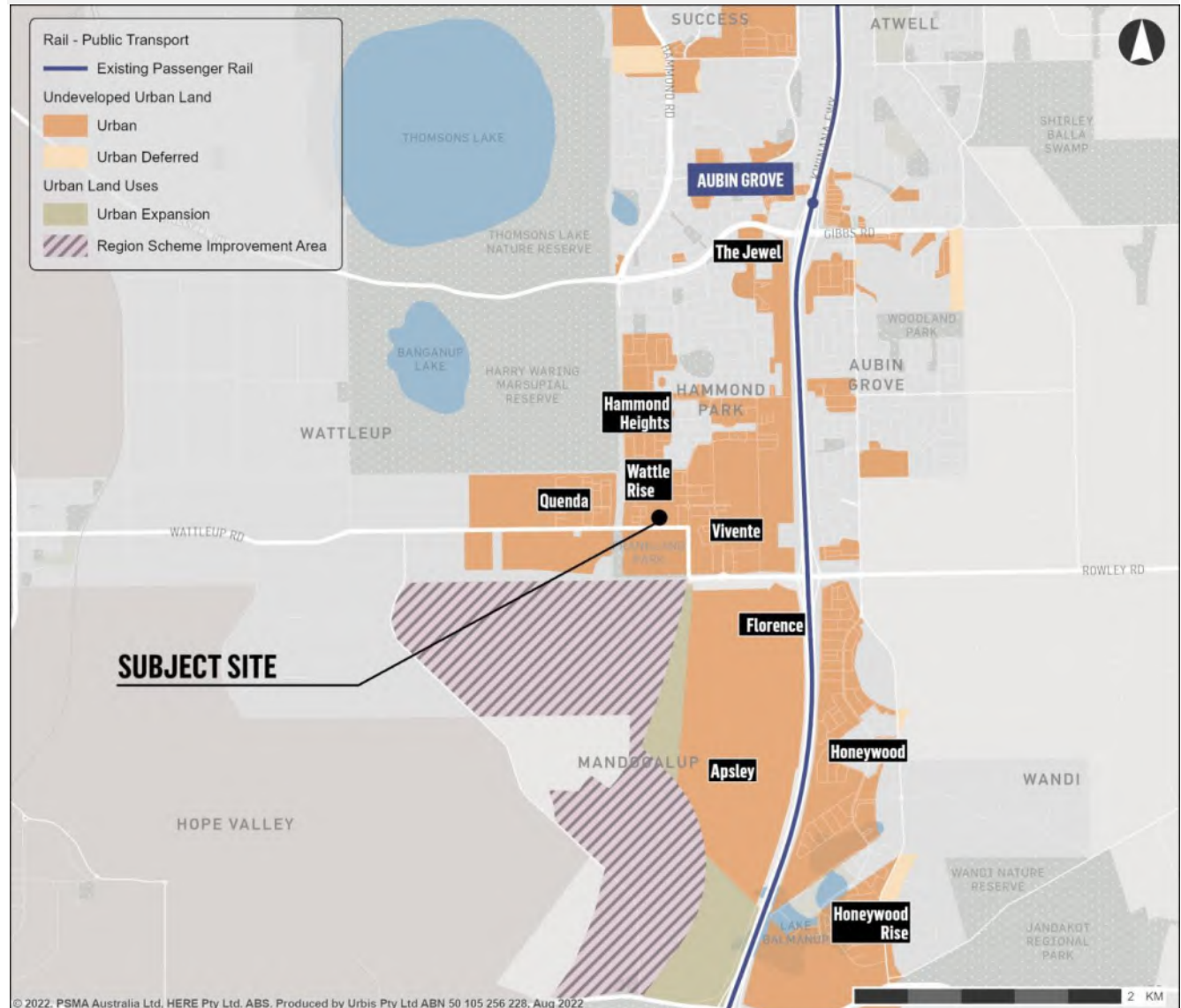
There are a number of active and future development areas within Hammond Park which are and will support population growth.

Additionally, the site is located close to the Apsley estate in Mandogalup which is located adjacent to Rowley Road. An adjacent estate known as Florence is launching in August 2022.

The subject site is also located near the Mandogalup Improvement Scheme area.

Detailed assumptions of land development timing are included in section two of this report.

Land Estates and Urban Zoned Areas



LOCAL CONTEXT | SITE ACCESSIBILITY

Key Findings

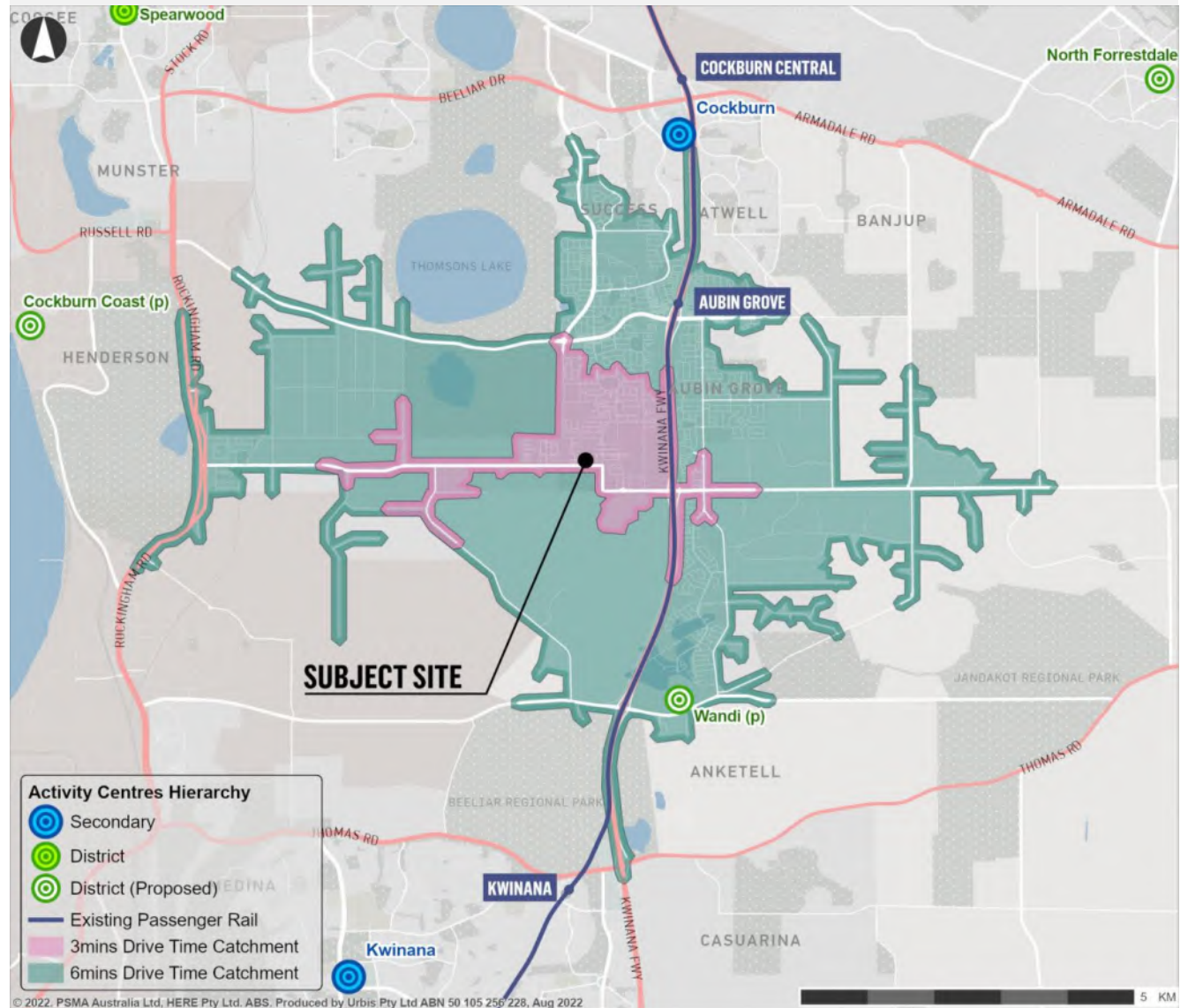
The subject site is conveniently accessible for a growing resident population in Hammond Park and Mandogalup.

The Kwinana Freeway is a natural barrier to the east, which creates a fairly captive catchment within 3-minute drive time to the west of the freeway.

Future road extensions will positively impact the accessibility of the site. This includes:

- Future extension of Rowley Road to the west, which will improve the accessibility of the site to the growth areas in Mandogalup and beyond; and
- Future extension of Hammond Road to the south, which will improve the north-south connection from Rowley Road to the subject site.

Drive-Time to Subject Site



Source: Urbis

02

TRADE AREA PROFILE



TRADE AREA PROFILE | DEFINED TRADE AREA

Key Findings

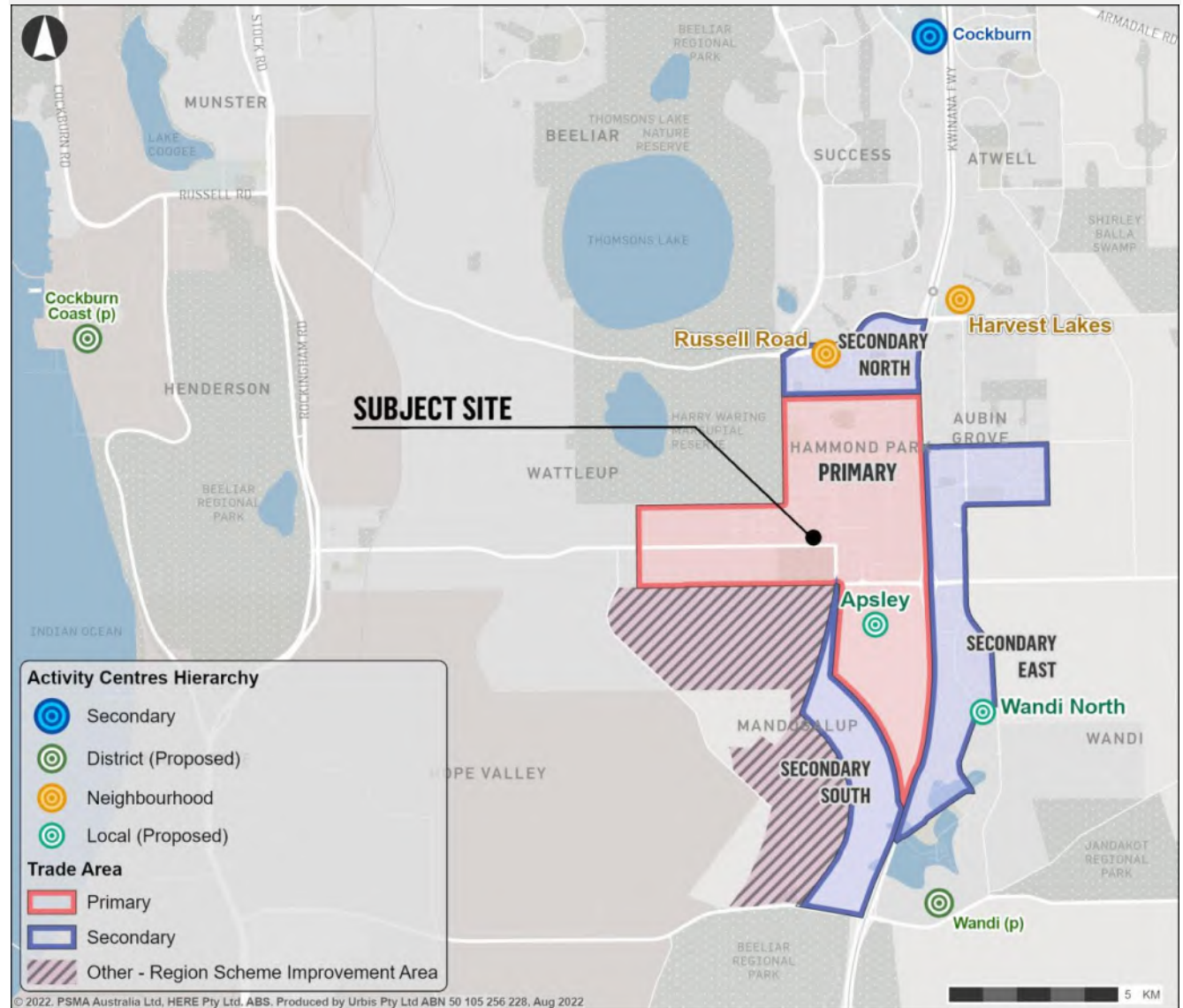
The defined trade area for the centre was based on:

- The surrounding activity centres and the activity centre hierarchy,
- The accessibility of the centre compared to other centres, and
- Urban development that will result in population growth.

Key trade area attributes are summarised below.

- The trade area includes a total of four sectors, including the primary, the secondary north, the secondary east and the secondary south.
- The primary trade area covers the majority of the suburb of Hammond Park and is defined with regard to the estate boundaries in the area. The primary sector is estimated to generate a large share of the market demand for this activity centre.
- The centre has relatively good access from the north, via Hammond Road, which will improve once this road is extended south.
- The Kwinana Freeway is a physical barrier constraining the catchment to the east. The secondary east catchment accounts for the urban development that is continuing in this area and drivetime to the subject site.
- The secondary south trade area includes the future land development in Mandogalup.

Trade Area, Hammond Park Activity Centre



Source: Urbis

TRADE AREA PROFILE | POPULATION OUTLOOK

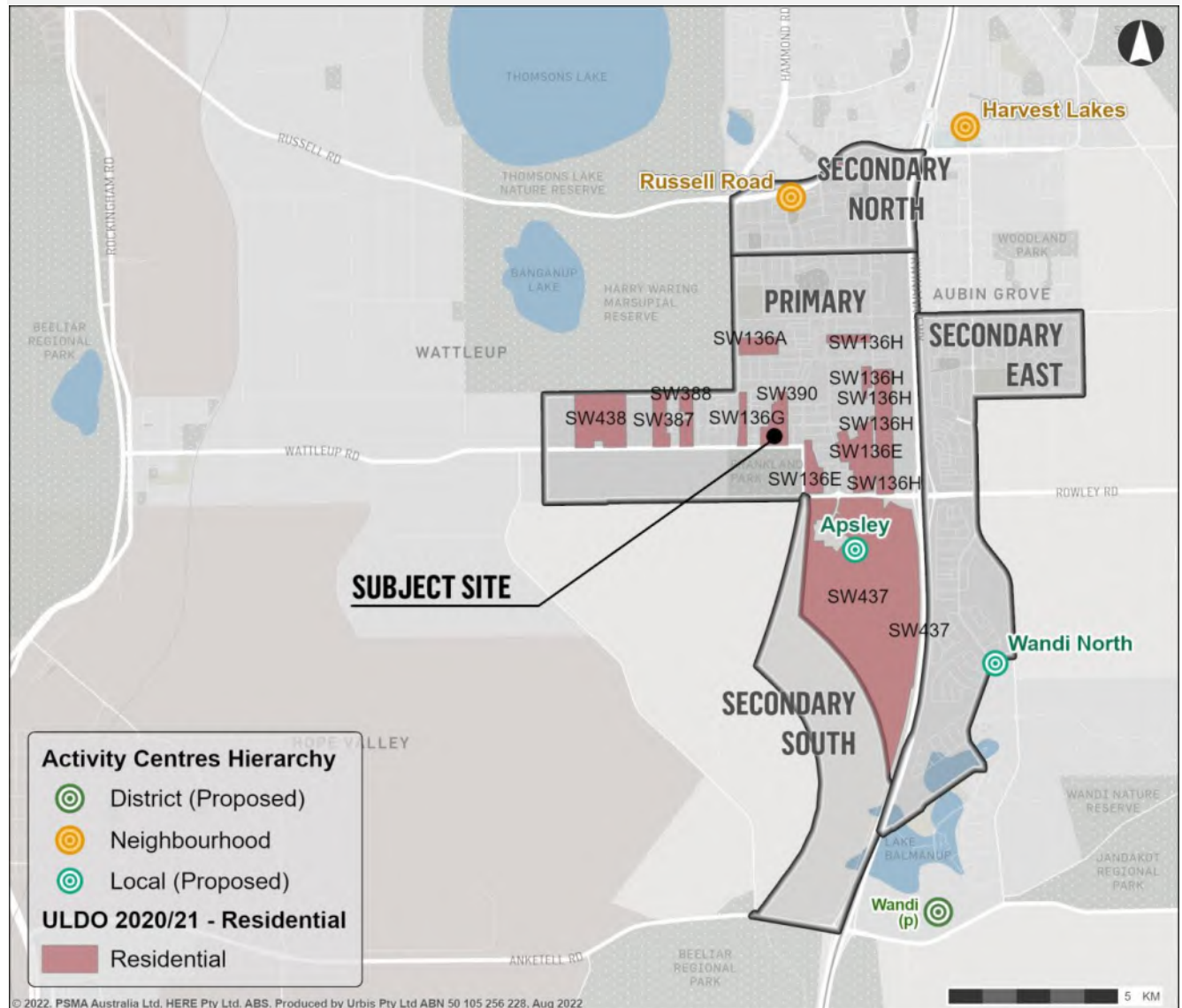
Key Findings

There are several areas identified by the Urban Land Development Outlook 2020/21 as current and future residential development in the short-, medium- and long-term.

There are additionally zoned areas that fall within the trade area. This includes urban and urban expansion areas within Mandogalup.

The Western Australian Planning Commission (WAPC) has released the draft land use scenarios for the Mandogalup Improvement Scheme area. One of these scenarios includes provision for 3,330 residential dwellings. Given a decision has yet to be made on the land uses for this area, no population growth was assumed as part of this assessment. As such, this assessment is potentially conservative in regard to the need for the proposed rezoning.

Urban Land Development Outlook 2020/21, Trade Area



Source: Urbis

TRADE AREA PROFILE | POPULATION OUTLOOK (CONT.)

Key Findings

The population forecasts in this report are based on a number of assumptions regarding the future urban development within the trade area. The forecasts are based on the expected rate of sales of residential lots in the area, with an allowance for a lag between lot sales and an increase in residents (and an allowance for unoccupied dwellings in line with averages for this area).

The estimated dwellings projections account for:

- DPLH's Urban Land Development Outlook which outlines timing and lot yield for future land releases;
- Historical sales rates and lots remaining from Landgate sales records; and
- Future urban land releases that are likely to occur based on urban zoned land under the sub-regional planning framework.

Urbis' assumed lot sales rates for known estates and those identified in the ULDO are provided in the table to the right.

In addition to the identified and future estates, the population forecasts in this report have considered additional urban or urban expansion zoned land that is located to the south of Rowley Road. It is expected that strong demand for lots in this region means that this land will be developed as residential once the current supply of lots in the area is exhausted.

Assumed Lot Sales Rates, Trade Area, 2022-2032

	Trade Area Sector	Estimated Dwellings (no.)		
		22-27	27-32	Total
Known Estates:				
Apsley	Primary	582	83	666
Florence	Primary	539	135	674
Hammond Heights	Primary	36	9	45
Honeywood	Secondary East	8	-	8
Quenda	Primary	18	-	18
The Jewel	Secondary North	21	5	26
Vivente	Primary	168	-	168
Wattle Rise	Primary	79	-	79
Future Estates (ULDO):				
Unconfirmed - SW438	Primary	-	187	187
Unconfirmed - SW388	Primary	40	27	67
Unconfirmed - SW136G	Primary	32	48	80
Unconfirmed - SW136H	Primary	-	200	200
Future Urban				
Urban	Secondary South	-	461	461
Urban Expansion	Secondary South	-	-	-
Total		1,524	1,155	2,678

Source: Urbis; DPLH; Landgate

TRADE AREA PROFILE | POPULATION OUTLOOK (CONT.)

Key Findings

Taking into account the lot sales assumptions, between 2021 and 2032, the main trade area is forecast to increase by 8,850 people from 13,170 to 22,020. This represents average annual growth of 4.8% pa and aggregate growth of 67%.

Resident Population, Trade Area, 2021-2032

	Population (no.)				Annual Population Growth (%)		Annual Population Growth (no.)	
	2021	2022	2027	2032	22-27	27-32	22-27	27-32
Primary:								
Primary Trade Area	4,970	5,320	9,980	12,730	13.4%	9.1%	932	550
Secondary:								
North	2,170	2,170	2,220	2,250	0.5%	0.3%	10	6
South	0	0	0	950	n/a	n/a	0	190
East	6,030	6,030	6,080	6,080	0.2%	0.0%	10	0
Secondary Trade Area	8,210	8,210	8,300	9,290	0.2%	2.3%	18	198
Total Trade Area	13,170	13,530	18,280	22,020	6.2%	3.8%	950	748

1. Data provided as at June.
Source: Australian Bureau of Statistics (ABS); Urbis

TRADE AREA PROFILE | RESIDENT DEMOGRAPHIC PROFILE

Key Findings

The socio-economic attributes and potential retail expenditure of trade area residents have been estimated based on the characteristics and spending patterns of existing residents in the trade area, e.g. largely those in the secondary north and secondary east sectors. This is to allow for the fact that there is a small population base in the primary as the area is still developing. The residents in the secondary trade area are regarded to provide a good proxy for the future residents of the trade area.

The level of future expenditure and retail demand in the trade area will be influenced by the socio-economic profile of current and future residents.

Based on data from the 2021 Census of Population and Housing, the demographics of the catchment area reflect the outer suburban nature of the area with a high representation of young families and larger households.

Of note, the average per capita and household incomes in the trade area are above average, however a greater proportion of dwellings are owned with a mortgage. This will have an impact on the spending patterns of these households as their income available for discretionary spending is constrained by mortgage payments.

Key Socio-Economic Attributes, Trade Area, Census 2021

	TRADE AREA	GREATER PERTH
 Average Age	30.4	38.6
 0 – 14	26.7%	18.9%
 25 – 39	30.3%	22.1%
 65+	5.0%	15.8%
 Born Overseas	38.3%	38%
 Average Household Size	2.8	2.5
 Families with Children <15 yrs	67.5%	40%
 Couples with No Children	18.6%	37.6%
 Owned Outright	13.0%	29%
 Owned with a Mortgage	60.0%	43%
 Renting	27.5%	27%
 Live in Semi-Detached and Units	12.4%	14%
 Average Household Income	\$145,400	\$125,900
 Average Per Capita Income	\$67,000	\$60,400

Source: ABS Census 2021

TRADE AREA PROFILE | RESIDENT SPENDING PROFILE

Key Findings

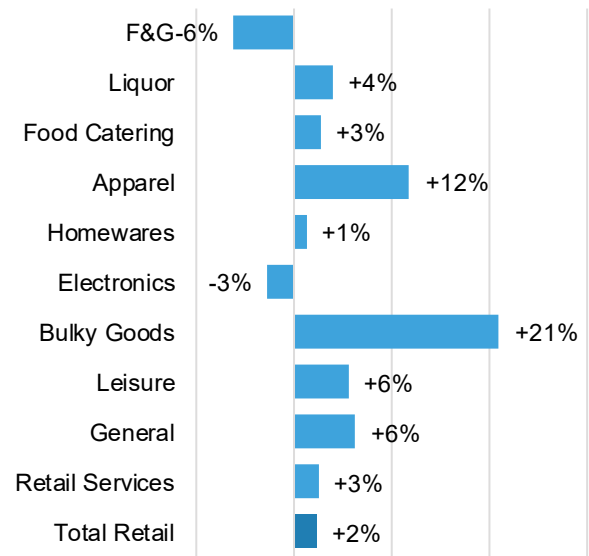
The retail spending level for the Hammond Park Activity Centre trade area is estimated at 2% above the Perth average. Spending levels on all product group categories except electronics and food and groceries (F&G) are also above the Perth average.

The spending patterns are indicative of the socio-demographic profile of the area, being young families and first home buyers, with significantly higher than average spend on bulky goods.

The retail spending market was estimated using MarketInfo – a micro-simulation model developed by MDS Market Data Systems Pty Ltd. This model is based on information from the ABS' Household Expenditure Survey (HES), the Census of Population and Housing and other information sources that provide up-to-date information on changes in spending behaviour and/or income levels (e.g. Australian National Accounts, Australian Taxation Statistics, etc.). MarketInfo is used widely by stakeholders in the retail industry and by other consultants preparing Retail Sustainability Assessments/Economic Impact Assessments.

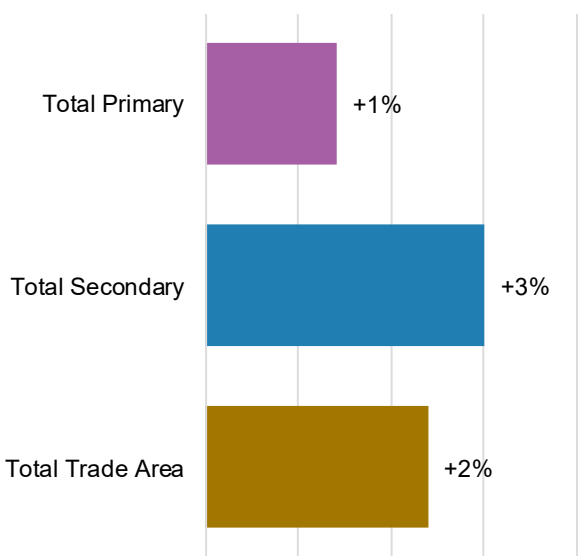
The model uses micro-simulation techniques to combine propensity to spend on particular commodities with the socio-economic characteristics of individuals to derive spending per capita estimates on a small area basis (i.e. the Statistical Area 1 level).

Spending Variation from Perth Average by Product Group (%), Trade Area, 2022



1. Data provided for the year ending June 2022 including GST.
Source: MarketInfo; Urbis

Spending Variation from Perth Average (%), Trade Area, 2022



1. Data provided for the year ending June 2022 including GST.
Source: MarketInfo; Urbis

TRADE AREA PROFILE | TRADE AREA RETAIL EXPENDITURE

Key Findings

The main trade area is estimated to generate approximately \$592 million in retail expenditure (incl. GST and inflation) by 2037.

The forecast growth in retail expenditure by trade area residents incorporates the following:

- Forecast population growth outlined above;
- Retail spend per capita growth; and
- The forecasts include retail price inflation and GST.

Due to its location in one of Perth's most active growth areas, retail spending in the trade area is forecast to increase significantly over the study period. The increase of \$354 million (incl GST and inflation) in total retail expenditure in the main trade area from 2022 to 2037 is largely attributable to strong population growth.

The strongest population growth in the primary trade area is forecast to support an increase of \$225 million (incl. GST, incl inflation) in total retail expenditure, which is a 248% increase over the period 2022-2037.

The forecast retail expenditure shows substantial increases in the market for food and groceries (+\$137 million (incl GST, incl. inflation) in the total trade area) over this period inline with the increases in total retail expenditure.

The strong growth in the retail expenditure market has important implications for the retail need in the area, particularly as it is driven by an increasing population.

Forecast Retail Expenditure, Trade Area (\$ million, incl. GST, incl. inflation), 2022-37

Forecast Expenditure (\$M)							Annual Growth	= Pop Growth	+ Real Per Capita Growth	+ Retail Price Inflation
F&G	Liquor	F&B	Apparel	Other Non-Food	Total Retail					
Primary Trade Area:										
2022	33	5	11	9	32	91				
2027	71	10	22	18	64	185	15.3%	13.2%	0.2%	1.7%
2032	104	15	34	26	95	274	8.2%	5.7%	1.0%	1.3%
2037	120	17	40	29	110	316	2.9%	0.6%	1.1%	1.3%
Secondary Trade Area:										
2022	53	8	18	15	53	147				
2027	61	9	19	16	57	163	2.1%	0.2%	0.2%	1.7%
2032	75	11	24	19	70	199	4.1%	1.8%	1.0%	1.3%
2037	104	15	35	25	98	276	6.8%	4.4%	1.0%	1.3%
Total Trade Area:										
2022	87	13	29	24	86	238				
2027	132	19	41	34	121	348	7.9%	6.0%	0.1%	1.7%
2032	179	26	58	45	165	473	6.3%	3.9%	1.0%	1.3%
2037	224	32	74	54	208	592	4.6%	2.2%	1.0%	1.3%

1. Data provided for the year ending June including GST and including inflation.

Source: MarketInfo; Australian Bureau of Statistics (ABS); Urbis

03

RETAIL NEED



RETAIL NEED | ACTIVITY CENTRES HIERARCHY

Key Findings

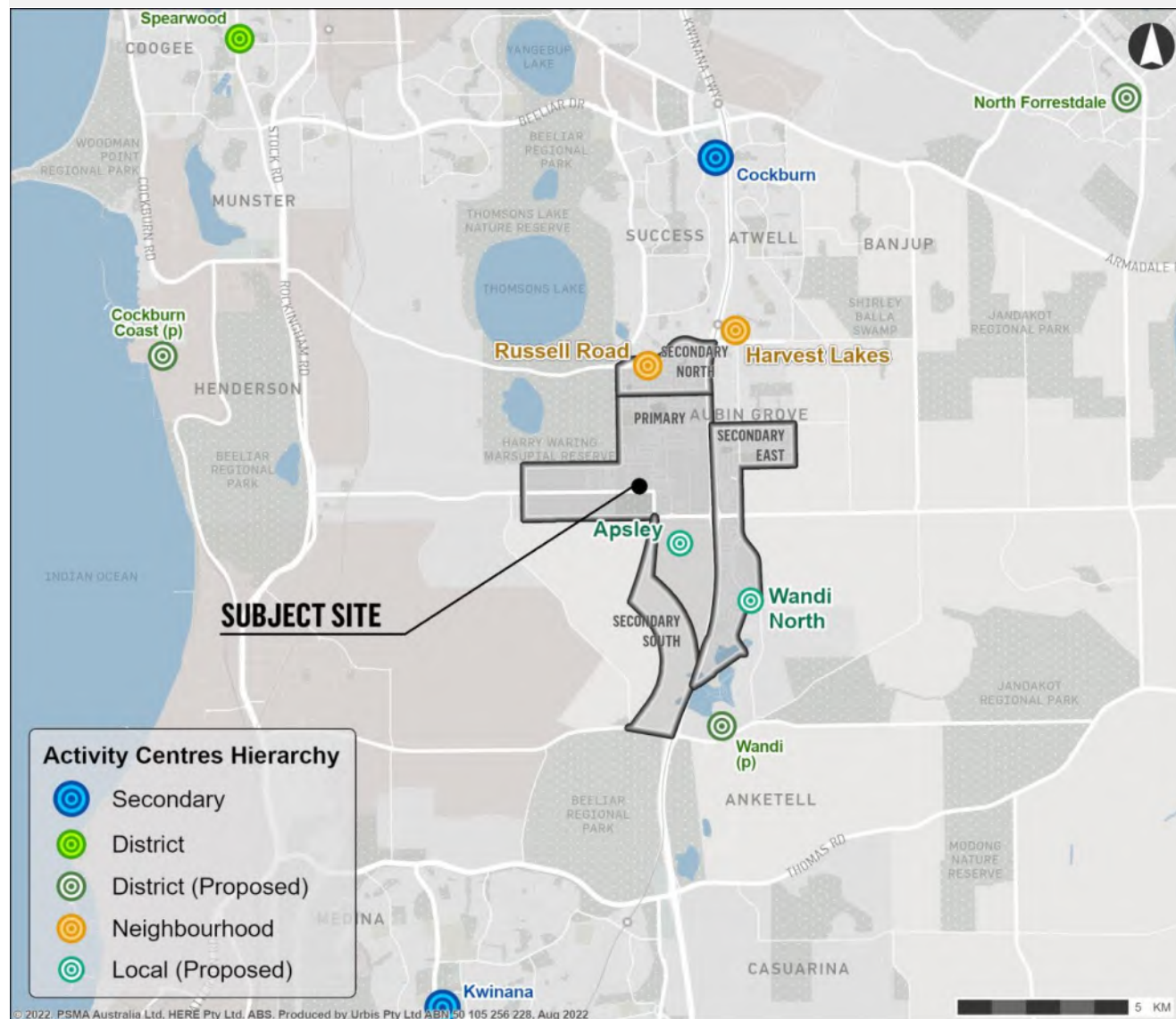
There are a number of existing and proposed centres within the trade area and higher order centres located outside the trade area.

The trade area is currently serviced by the **Cockburn Activity Centre** as the closest secondary centre. Cockburn has three supermarkets (Coles, Woolworths and Aldi). This higher order centre will support the discretionary retail needs of the trade area. Cockburn is a relatively large secondary centre at approximately 58,400 sq.m retail GLA.

There are two **neighbourhood centres** within or in close proximity to the trade area – **Harvest Lakes** (anchored by a Woolworths) and **Russell Road** (anchored by Park Hive IGA). These centres include retail uses such as food catering and retail services that support the daily / weekly needs of residents.

Also within the trade area is the **Lyon Road Local Centre**, with IGA Xpress Aubin Grove. This centre is expected to service mostly the secondary east of the subject centre's trade area. Local centres such as this service the day-to-day convenience retail needs of the catchment.

Activity Centres, Existing and Emerging



Source: Urbis

n.b. only higher order centres outside the trade area are illustrated.

RETAIL NEED | ACTIVITY CENTRES HIERARCHY (CONT.)

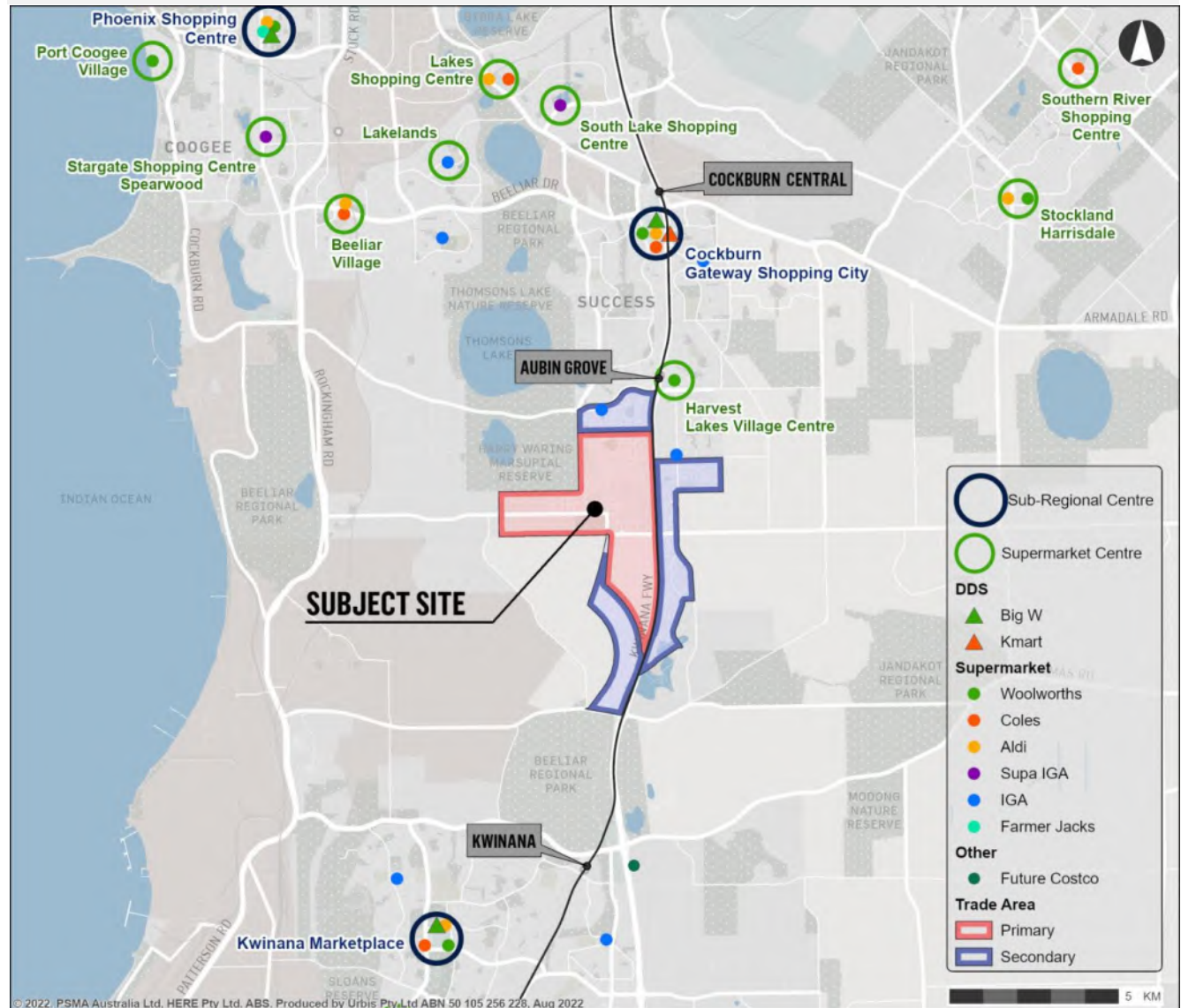
Key Findings

Currently, there is no full-line supermarket within the trade area for the Hammond Park Activity Centre. The closest existing full-line supermarket relative to the subject site is the Woolworths at Harvest Lakes Village.

The higher order retail needs of the trade area are currently met by Cockburn Gateway Shopping Centre, which is anchored by three supermarkets and two DDS'.

There is limited existing retail supply south of the subject site.

Retail Supply, Existing



Source: Urbis

RETAIL NEED | ACTIVITY CENTRES HIERARCHY (CONT.)

Existing Activity Centres, Trade Area and Surrounds			
ACTIVITY CENTRE	TRADE AREA	ESTIMATED FLOORSPACE (GLA SQ.M)	DESCRIPTION
SECONDARY CENTRES:			
Cockburn	Beyond	Retail: 58,400 sq.m ¹ Supermarket: 10,800 sq.m ²	▪ Anchored by Coles, Woolworths and Aldi ▪ Two DDS: Kmart and Big W ▪ Undergoing significant development (+\$1billion) over next 20 years
NEIGHBOURHOOD CENTRES:			
Harvest Lakes	Beyond	Retail: 5,160 sq.m ³ Supermarket: 3,600 sq.m ³	▪ Anchored by Woolworths
Russell Road	Secondary North	Retail: 2,130 sq.m ³ Supermarket: 800 sq.m ³	▪ Anchored by The Hive IGA
LOCAL CENTRES:			
Lyon Road	Beyond	Retail: 775 sq.m ³ Supermarket: 350 sq.m ³	▪ Small supermarket centre anchored by IGA Xpress

Source: Urbis, Property Council of Australia, Perron Group

¹The retail floorspace for the Cockburn Activity Centre relies on PCA's Shopping Centres Online data in combination with DPLH's Land Use and Employment Survey.

² The floorspace estimate relies on PCA's Shopping Centres Online

³Urbis has estimated retail and supermarket floorspace based on a visual inspection and roof measurements.

RETAIL NEED | ACTIVITY CENTRES HIERARCHY (CONT.)

Key Findings

In addition to the existing activity centres within the trade area, the Cockburn Local Commercial & Activities Centres Strategy 2012 (CLCACS) and Kwinana Local Commercial & Activity Centres Strategy 2013 (KLCACS) make provision for additional centres that may develop as population growth in the Cities increases the need for retail. Future centres are provisional on market conditions being favourable to induce development and secure tenants.

The Apsley Local Centre is provisioned for in the approved West Mandogalup Local Structure Plan (WMLSP) within the Apsley estate. The WMLSP refers to a third party report that suggests 750 sq. m of retail floorspace is required to service residents in Mandogalup in terms of convenience retail. A small supermarket (approx. 500sq.m) is expected to develop at this site to service the convenience needs of the surrounding population as it develops, as indicated in the WMLSP.

The Wandi Local Centre is provisioned for in Satterley's Honeywood estate. Satterley's website states that the City of Kwinana is investigating a 2,523sq.m site in the estate to be zoned as a future local centre.

Like the Apsley Local Centre, this local centre is not thought to be of a sufficient scale to develop a full-line supermarket.

The Wandi District Centre provisioned for in the KLCACS is considered unlikely to develop to the full scale that was provisioned. This is due to changes to traffic conditions and land uses in the area with the future development of Anketell Road to service the future Kwinana Port.

Future Activity Centres, Trade Area and Surrounds

ACTIVITY CENTRE	TRADE AREA	ESTIMATED COMPLETION DATE	ESTIMATED FLOORSPACE (GLA SQ. M)	DESCRIPTION
DISTRICT CENTRES:				
Wandi District Centre	Beyond	2030	Retail: 4,500 sq.m ¹ Supermarket: 3,500 sq.m ¹	- This activity centre is unlikely to develop to the full capacity that KLCACS provisioned for in 2013 due to a change in use of the surrounds. In particular, the development of Anketell Road as a major freight route to the future Kwinana Port impedes access to the centre. - It is expected that a single full-line supermarket with peripheral retail specialities will develop by 2030.
LOCAL CENTRES:				
Apsley Local Centre	Primary	2028	Retail: 750 sq.m ² Supermarket: 500 sq.m ³	- This centre is provisioned for in the WMLSP in the Apsley estate. 750 sq. m of retail floorspace is expected to develop on this site. - A full-line supermarket is not considered viable on this site.
Wandi Local Centre	Secondary East	2032	Retail: 1,000 sq.m ⁴ Supermarket: 750 sq.m ³	- This centre is provisioned for within Satterley's Honeywood estate. - It is expected that approx. 1,000sq.m of retail floorspace will be supported on the site.

Source: Urbis, City of Kwinana, City of Cockburn, Qube, Satterley

1 Urbis has assumed that the proposed district centre will not develop to full capacity due to factors stated above. Urbis has assumed a first stage of development of 4,500 sq.m could be supported in 2030 as a result of growth in the market. A 3,500 sq.m full-line supermarket is assumed to be appropriate for the market at that time.

2 The retail floorspace of 750 sq.m is assumed based on the retail assessment undertaken in the WMLSP.

3 Urbis has assumed a supermarket floorspace in both local centres based on the total retail floorspace available in the centres and the intended function of local centres.

4 Urbis has assumed a retail floorspace of 1,000 sq.m based on information publicly available from Satterley regarding the possible future commercial centre in the Honeywood estate Stage 5A. The site provisioned for this centre is reported as 2,532 sq.m.

RETAIL NEED | SUPERMARKET NEED

Key Findings

There are currently no full-line supermarkets located in the Hammond Park Activity Centre trade area. The closest existing full-line supermarket is a **3,600 sq.m Woolworths located at Harvest Lakes Village**.

Residents have access to other smaller supermarkets in lower order centres in **The Park Hive IGA** and **IGA Xpress Aubin Grove**. These supermarkets have a combined GLA of 1,150 sq.m.

Cockburn Gateway is the closest secondary centre and is anchored by three supermarkets, **Coles, Woolworths, and Aldi, totalling GLA of 10,840 sq.m.** As a secondary centre, Cockburn Gateway services the discretionary retail needs of the catchment and is approx. 5km from the subject site.

In addition to the existing supermarkets in the region, there are three centres that could develop supermarkets over the medium-term. None of these centres currently has development applications pending or approved for activity at the sites. These centres are noted below.

- The **Wandi District Centre**, as previously discussed in section two of this report, is not expected to support the level of retail initially provisioned by the City of Kwinana for this centre. This report assumes a full-line supermarket will develop at the site in the medium term.
- The **Apsley Local Centre** within Qube's Apsley Estate. The commercial site provisioned in the Mandogalup West Local Structure Plan is not large enough to support a full-line supermarket. This local centre could develop with a small independent supermarket.
- The **Wandi Local Centre** within Satterley's Honeywood Estate. Likewise with the Apsley Local Centre, this site is expected to only be suitable for a small independent supermarket.

The planned opening of a 14,000 sq.m, **Costco** in during FY23 in Casuarina is expected to provide competition for F&G spending within the trade area. The Costco is currently under construction at the intersection of Thomas Road and Kwinana Freeway, which is 6 kms from the subject site (nearly equivalent distance to Cockburn Gateway).

Supermarket Market, Existing and Future

CENTRE	TRADE AREA	ANCHORS	SUPERMARKET GLA (SQ. M)	LIFE STAGE
SECONDARY CENTRES:				
Cockburn Gateway	Beyond	Coles, Woolworths, Aldi	10,840	Established
DISTRICT CENTRES:				
Wandi District Centre	Beyond	N/A	N/A	Future
NEIGHBOURHOOD CENTRES:				
The Park Hive	Secondary North	IGA	~800	Established
Harvest Lakes Village Centre	Beyond	Woolworths	3,600	Established
LOCAL CENTRES:				
IGA Xpress Aubin Grove	Beyond	IGA Xpress	~350	Established
Apsley Local Centre	Primary	N/A	N/A	Future
Wandi Local Centre	Secondary East	N/A	N/A	Future

Source: Urbis, Property Council of Australia

n.b. Urbis has estimated the floorspace of the Park Hive IGA and IGA Xpress based on a visual inspection and measurement of roof area.

RETAIL NEED | SUPERMARKET NEED (CONT.)

Key Findings

This report assessed the need for additional supermarket floorspace within the trade area through per capita floorspace benchmarking.

There is currently an estimated 2,600 sq.m of supermarket floorspace (The Hive IGA at 800 sq.m and 50% of Woolworths at Harvest Lakes on the boundary) servicing the total trade area of 13,531 residents.

At the Greater Perth benchmark of 37.9 sq.m per 100 residents, the total trade area could currently support 5,128 sq.m of supermarket floorspace resulting in a significant shortfall of supermarket floorspace of ~2,530 sq.m of GLA.

The total trade area for the Hammond Park Activity Centre is forecast to experience strong population growth over the next ten years which results in this shortfall of floorspace increasing.

The proposed development within the Hammond Park Activity Centre includes an additional 3,600 sq.m of supermarket floorspace. This additional floorspace in 2025 would bring the provision of supermarket floorspace within the catchment in-line with the regional benchmark to meet the needs of the resident population.

By 2032, the trade area could potentially support 8,344 sq.m of floorspace. Inclusive of the subject development this results in a need for an additional 2,140 sq.m of supermarket floorspace. This is sufficient to support the development of smaller, independent grocers at the Apsley and Wandri Local Centres.

Supermarket Floorspace Provisioning, Total Trade Area, 2022-2032

Year	Total Trade Area Population (No.)	Supermarket Floorspace (Sq.m)	Supportable Floorspace	Supermarket Need
			Reg. B'Mark at 37.9 sq.m per 100 residents (Sq.m)	Trade Area Surplus (-) / Need (+) (Sq.m)
2022	13,531	2,600	5,128	2,528
2023	14,429	2,600	5,469	2,869
2024	15,216	2,600	5,767	3,167
2025	16,476	6,200	6,245	45
2026	17,410	6,200	6,598	398
2027	18,281	6,200	6,928	728
2028	19,152	6,200	7,259	1,059
2029	19,994	6,200	7,578	1,378
2030	20,534	6,200	7,782	1,582
2031	21,299	6,200	8,072	1,872
2032	22,015	6,200	8,344	2,144

Source: URAIS

RETAIL NEED | TOTAL RETAIL NEED

Key Findings

There is currently approximately 4,780 sq.m of total retail floorspace within the total trade area, including 70sq.m of food catering floorspace in the Hammond Park Activity Centre.

With a population of 13,170, this represents a total retail floorspace per capita of 0.37 sq.m, which is well below the benchmark of 2.1 sq.m per capita.

The proposed development within the Hammond Park Activity Centre includes an additional 3,600 sq.m of supermarket floorspace and 1,110 sq.m of other retail floorspace in the first stage of development, which is expected to occur in 2025. By 2025, the 16,480 residents of the total trade area would be expected to support 34,608 sq.m of total retail floorspace at benchmark per capita provisioning.

The additional total retail floorspace provided by stage one of the development represents only 14% of the total catchment demand. This equates to 68% of the net change in floorspace demand from 2022 to 2025.

Given that there are only lower order centres within the catchment, higher order floorspace that caters to the additional retail demand will be provided outside of the catchment. A review of floorspace commonly associated with supermarket centres shows a leverage rate of 36% implying that in 2025, the trade area could support 6,200 sq.m of supermarket floorspace and an additional 2,230 sq.m of other retail floorspace.

Retail Floorspace Provisioning, Total Trade Area, 2022-2030

	Unit	Existing Trade Area	Existing Trade Area Floorspace + Proposed Development Stage One	Existing Trade Area Floorspace + Proposed Development Stage One & Two
		Floorspace	2025	2030
Total Retail Floorspace Benchmark per Capita (sq.m per capita)	sq.m per capita	2022	2.1	
Population	no.	13,170	16,480	20,530
Total Retail Floorspace at Benchmark (sq.m)	sq.m	27,657	34,608	43,113
Supermarket Floorspace (sq.m)	sq.m	2,600	6,200	6,200
Other Retail Floorspace (sq.m)	sq.m	2,180	3,290	4,475
Total Retail Floorspace	sq.m	4,780	9,490	10,675
<i>Trade Area Surplus (-) / Need (+) from Benchmark</i>	<i>sq.m</i>	<i>22,877</i>	<i>25,118</i>	<i>32,438</i>

Source: Urbis

04

IMPACT TEST



IMPACT TEST | APPROACH AND METHODOLOGY

Trading impacts are an integral component of a retail sustainability assessments. Trading impact assessments help to inform whether the potential benefit to the local community through the increase in retail floorspace from the proposed development is greater than the potential impact of additional floorspace on the long term sustainability of other existing and planned centres in the hierarchy.

Trading impact assessments involve the development of base case forecast turnover levels (i.e. forecast turnover for existing and future developments under the scenario that the proposed development is not operating). These forecasts are then compared against a 'development scenario' (i.e. forecast turnover for existing and future developments under the scenario that the proposed development is operating). The development scenario is compared to the base case scenario in order to estimate the potential change to turnover levels if the proposed development is approved.

An impact assessment is expected to provide an indication of the trading environment and average trading conditions within which retailers operate, and implications for likely turnover declines or gains on average for the retailers involved. Because an impact assessment forecasts how groups of people are likely to alter their shopping behaviour in response to a given change in the competitive environment, it is not possible to estimate individual retailer impacts or each group of retailers in each location.

Therefore, in any impact assessment of this type it is not possible to estimate impacts on any specific individual retailer. The impact on any one individual retailer or any small group of retailers in a given

location would depend on many factors (e.g. retailer profitability), some of which are within their control. The actions which each of these retailers take will determine the eventual impact on each, and furthermore the actions which they each take will also determine the eventual impact on the other retailers involved.

All of these factors need to be kept in mind when considering the likely impact of any relocation and expansion of a retailer within the existing retail network. Existing retailers are not passive participants but rather will play a major role in the eventual impact which they will experience.

Shopper behaviour is influenced by a range of factors. Decisions made regarding where to shop are based on a number of judgements, including relative accessibility, availability of particular retailers, convenience, variety, carparking and others. As a result, residents like to spread their purchases across a wide variety of shopping centres and areas and use the full range of facilities available to satisfy their needs.

The method of analysis used to assess the impacts on individual centres from a retail development is based on a 'competitive usage' model. This model is based on the principle that if shoppers choose to direct some of their retail expenditure to the subject development proposal, then they will reduce their expenditure at other centres in a similar proportion to their usage of each centre or location (reflected by each centre's market share from the various trade area sectors). In assessing the potential impacts on other centres in the hierarchy we have adopted a 'turnover allocation approach'.

The assessment of impacts on specific retail centres

requires an estimate of the existing turnover and level of usage of centres in the trade area and beyond. The model estimates the degree to which various shopping locations within and beyond the trade area are used for retail shopping, by allocating a proportion of turnover to each trade area sector (i.e. source of sales). These estimates result in market share calculations for each competitive centre, and thereby form the basis of which the impact of the proposed retail development is distributed to all other centres used by residents of the trade area for retail shopping. This is commonly referred to as the 'one-off' impact.

It is also relevant to consider the dollar impacts in relation to the turnover that would potentially be generated by these and other shopping centres over the intervening period. The impact analysis therefore details the turnover change, or net impact, which is expected for each centre/location, expressed as a reduction in turnover and as a percentage of the turnover level for each centre between 2022 and 2028 for the proposed development.

For the purposes of this report "economic impact" on specific centres is defined as the indicative change in retail turnover at various shopping centres resulting from the introduction of new competition in the form of a new or expanded/refurbished shopping centre.

The reduction in turnover usually relates to a reduced turnover volume from that applicable if the status quo had been maintained (i.e. if the centre's competitive circumstances remained unchanged). However this analysis includes the cumulative impacts of the proposed development on existing centres and the impacts of the Casuarina Costco development.

IMPACT TEST | CENTRE TURNOVER

Key Findings

The proposed development adds a total of 6,170 sq.m of GLA over two phases (excluding PAD sites).

- **Stage one** consisting of the supermarket (3,600 sq.m), liquor (200 sq.m) and specialties/retail (1,185 sq.m) with the first full year of operation being FY2025.
- **Stage two** consisting of the remaining specialties/retail (1,185 sq.m) with the first full year of operation being FY2030.

Not all of this floorspace will be retail with an estimated 550 sq.m of non-retail floorspace (total for Phase 1 and Phase 2). This analysis has not considered the external, pad-site fast food which is not categorised as Shop Retail.

To determine an appropriate forecast turnover for the development, this study made the following assumptions.

- FY2025 is the first full year of centre operations, in line with the per capita floorspace provisioning need detailed on page 24.
- Trade area population and spending growth as outlined in this report.
- The F&G (Food and Groceries) market for the trade area is forecast to be at \$117 million in 2025 (Constant 2022 dollars) with ~77% of F&G spending directed to supermarkets.
- Significant leakage of supermarket spending from the current trade area (approximately 90%) prior to the opening of the development. This leakage is directed towards Harvest Lakes, Cockburn Gateway and the under construction Costco in addition to various other centres beyond the trade area and online. This is expected to increase to 41% retention following the opening of Phase 1 of the development.
- The supermarket to capture approximately 25% of trade area supermarket spending (34% from the primary and 18% from the combined secondary trade area) in FY2025.
- The supermarket to attract 15% of its turnover from beyond and an additional 6% of non F&G spending.

Based on these assumptions, a 3,600 sq.m supermarket at the subject site could achieve turnover of \$32.9 million (\$9,151 per sq.m) in year 1 rising to \$45.1 million (12,522 per sq.m) in 2030.

Supermarket Turnover Potential, Hammond Park Activity Centre, 2022-2030 (\$M, 2022, incl. GST)

	Subject Site Supermarket		
	2022	2025	2030
Trade Area Population:			
Primary Trade Area	5,325	8,208	12,201
Secondary Trade Area	8,206	8,269	8,333
Total Trade Area	13,531	16,476	20,534
Trade Area Food & Grocery (F&G) Spending:			
Primary Trade Area	33	63	84
Secondary Trade Area	53	55	61
Total Trade Area	87	117	145
Proposed Supermarket Market Share of F&G:			
Primary Trade Area	0.0%	33.8%	32.6%
Secondary Trade Area	0.0%	17.7%	18.4%
Total Trade Area	0.0%	25.4%	26.7%
Proposed Supermarket Turnover (\$M):			
F&G Turnover from Trade Area		26.3	36.0
F&G Turnover from Beyond Trade Area		4.6	6.4
Total F&G Turnover		31.0	42.4
General Merchandise Turnover		2.0	2.7
Total Supermarket Turnover (\$2022)		32.9	45.1
Proposed Supermarket GLA		3,600	3,600
Average Trading Level (\$ psm)		9,151	12,522

Source: Urbis

IMPACT TEST | CENTRE TURNOVER (CONT.)

Key Findings

To estimate the turnover performance of retail specialties at the subject site, this report reviewed leverage ratios between retail specialties and supermarket turnover for supermarket centres and the average trading level ratio between supermarkets and retail specialties in the Urbis Shopping Centre Benchmarks.

In summary, total retail turnover is estimated at \$41.5 million in the first year of trading with retail specialties accounting for \$8.6 million of turnover.

The table to the bottom right presents estimated market shares based on our forecast turnover for the first full year of centre trading in FY25.

These estimates are based on:

- Total centre turnover, inclusive of the existing café of \$41.5 million (\$8,687 per sq.m out of 4,780 sq.m of retail GLA) in Phase One.
- 85% of turnover originating from within the trade area and 15% from beyond.
- This market share is considered reasonable considering the significant share of retail floorspace within the trade area provided by the centre (an estimated 65% of total retail floorspace).

Centre Turnover Potential Phase 1, FY2025 (Incl. GST and 2022\$)

	Existing	Development	Hammond Park Activity Centre		
	GLA (sq.m)	GLA (sq.m)	GLA (sq.m)	MAT (\$M)	ATL (\$ per sq.m)
Majors:					
Proposed Supermarket	0	+3,600	3,600	32.9	9,151
Retail Specialty Shops:					
Food Specialties ¹	70	+600	670	6.1	9,134
Non-Food Specialties	0	+510	510	2.5	4,827
Total Retail Specialties	0	+1,110	1,180	8.6	7,273
Total Retail	70	+4,710	4,780	41.5	8,687
Non-Retail:					
Non Reporting Specialties	0	+275	275		
Non-Retail Non-Shopfront	1,000	+0	1,000		
External	1,000	+500	1,500		
Total Non-Retail	2,000	+775	2,775		
Total Activity Centre	2,070	+5,485	7,555		

Note. Data provided for the year ending June in fully-established terms, including GST and inflation.

1. Inclusive of existing Food Catering Offer

Source: Aigle Royal; Urbis

Subject Site – Phase 1, Market Share, FY2025

	Turnover Total Retail	% of Turnover Total Retail	Market Shares (%) - FY25 Total Retail
Turnover (\$M):			
Hammond Park Activity Centre	41.5		41.5
Primary:			
Primary Trade Area	22.5	54.1%	17.0%
Secondary:			
Secondary North	3.6	8.7%	9.5%
Secondary East	9.2	22.2%	8.5%
Secondary Trade Area	12.8	30.9%	8.8%
Total Trade Area	35.3	85.0%	12.7%

1. Data provided for the year ending June 2025 including GST and inflation.

Source: Aigle Royal; Urbis

IMPACT TEST | RETAIL SUPPLY PERFORMANCE ASSUMPTIONS

Key Findings

The turnover of each relevant impacted centre has been estimated using a combination of available published data from the Property Council's survey of shopping centres (Shopping Centres Online) and from annual reports.

Where published data was not available, Urbis retail benchmarks were used to generate a turnover volume consistent with other centres with same components (e.g. single supermarket based centres, single DDS based centres).

The turnover per square metre of GLA does not necessarily imply whether a centre is trading well given it is influenced by the tenancy mix. However, relevant centres are, on average, seen to be trading above Australian benchmark levels. Thus, the impact of the proposed expansion is considered to be less significant than it would for a lower performing centre.

Centre Turnover Assumptions

	Current (2022)		
	Est. Retail GLA (sq.m)	Est. Retail Turnover (\$M)	Turnover per sq.m of GLA (\$)
Secondary Centres:			
Cockburn Activity Centre	58,369	475.7	8,150
Neighbourhood Centres:			
Harvest Lakes Activity Centre	5,160	66.8	12,952
Russell Road Activity Centre	2,130	24.4	11,466
Local Centres:			
Lyon Road Activity Centre	775	9.1	11,710

Source: Urbis Shopping Centre Benchmarks, PCA
n.b. Urbis has estimated retail turnover with reference to Urbis' Shopping Centre Benchmarks, a visual inspection of the centres, and publicly available data, including PCA's Shopping Centres Online. These estimates are expected to be reasonable given the data available.

IMPACT TEST | RETAIL TURNOVER IMPACT FINDINGS

Key Findings

Whilst there will almost always inevitably be trading impacts from the provision of additional retail floorspace, there is a need to understand the extent to which these impacts influence the longer term sustainability of the retail network. There is also importantly a need to balance these turnover impacts with competition, consumer choice and short term employment benefits.

Overall, no impacts are expected to be detrimental to the sustainability of any individual centre however the undersupply of convenience retail is expected to lead to one-off centre turnover impacts of between -1.9% and -12.9%.

Importantly, the positive effect of market growth is expected to mostly offset the one-off trading impacts over the short-term with key centres expected to be trading back above pre-centre levels within 2-3 years.

Estimated Impacts on Competing Centres

	GLA (sq.m)	Retail Turnover (\$2022M)			Impact (2025)		Retail Turnover (\$2022M)	
		2022	'Before Impact' (2025)	'Post Impact' (2025)	(\$M)	(%)	2028 (\$M)	Var'n to 2022
Existing Centres:								
Harvest Lakes Village Centre	5,160	66.8	67.7	59.0	-8.7	-12.9%	68.6	+2.7%
The Park Hive IGA	2,130	24.4	25.6	22.4	-3.2	-12.6%	26.9	+10.3%
IGA Xpress Aubin Grove	775	9.1	9.4	9.0	-0.4	-4.0%	10.1	+11.6%
Cockburn Activity Centre	58,369	475.7	495.9	484.5	-11.3	-2.3%	555.4	+16.8%
Proposed Centres:								
Costco Casaurina			186.5	182.9	-3.6	-1.9%	210.5	
Other Centres					-13.6			
Total Impact					-40.8			

n.b. GLA rounded to nearest 5 sq.m
Note: Costco turnover includes wholesale trade.

IMPACT TEST | CENTRE HIERARCHY CONSIDERATIONS

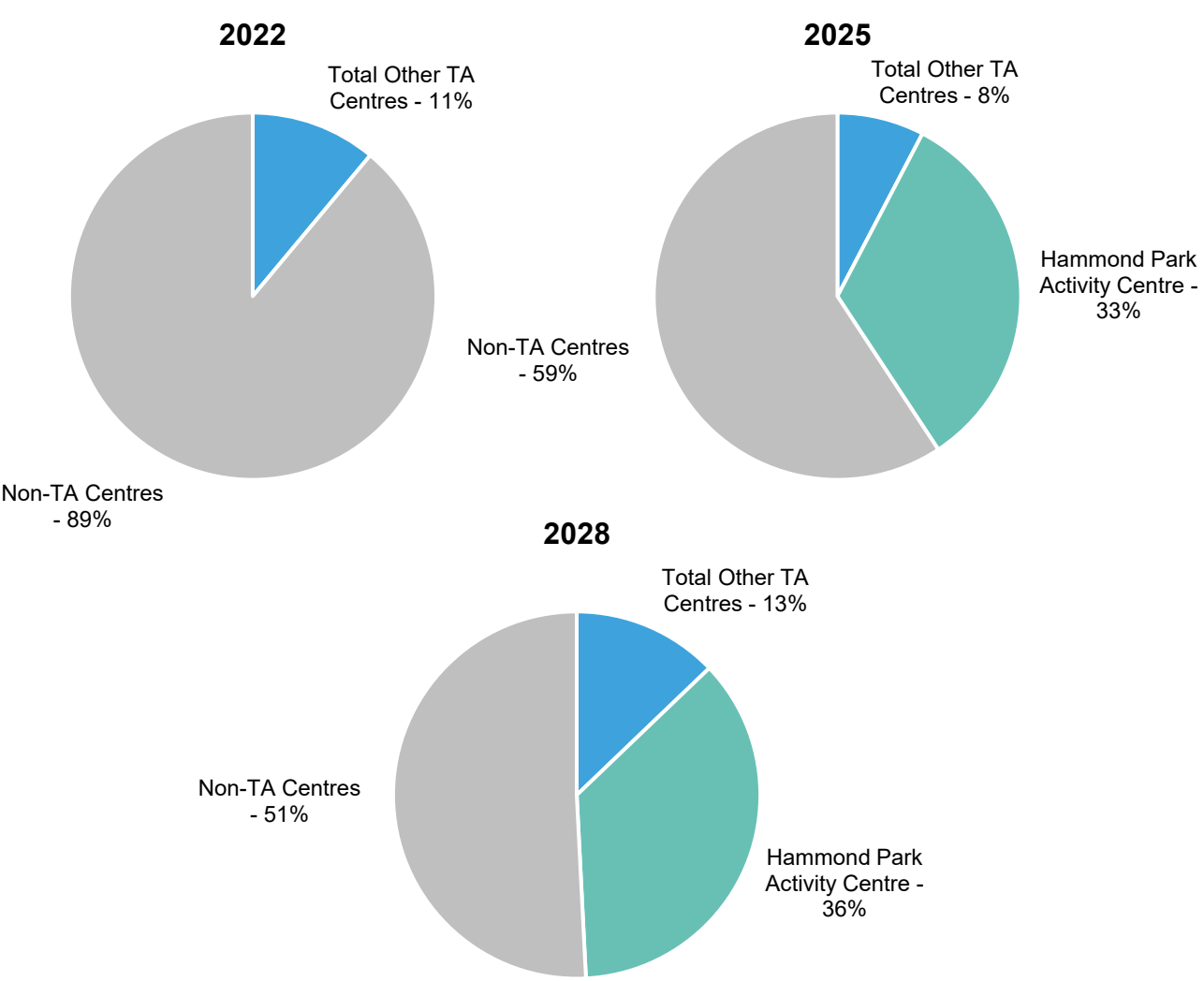
Key Findings

In line with SPP 4.2, this report assessed the potential loss of services in the wider area. In order to ensure there was no potential loss of services and the identified centre hierarchy was not undermined, the proposed rezoning was assessed in the context of the balance of demand available to other activity centres in the region.

In terms of total retail floorspace demand, approximately 89% of supermarket retail floorspace is currently serviced by centres outside of the trade area. This level of leakage is expected to decline to 59% following the development of the proposed centre.

With the development of planned centres, this level of spending leakage is likely to decrease to 51% by 2028.

Allocation of Supermarket Retail Floorspace Demand by Centre



Source: Urbis, Marketinfo

IMPACT TEST | ECONOMIC AND COMMUNITY BENEFITS

Key Findings

This study used REMPLAN modelling to supplement Urbis' in-house knowledge to quantify the potential employment and economic benefits likely to be generated by the development. These benefits will accrue during both the construction phase and on an ongoing operation basis. The methodology is explained further in the appendix.

The total construction cost (including professional fees) for the proposed development is estimated to be \$15.0 million including GST, with an estimated 12-month construction period. Urbis has estimated the construction cost based on a review of similar supermarket centre construction projects. This cost and the following benefits relate to the total proposed development (i.e. stage one and stage two of development).

The proposed development will generate a requirement for ongoing employment at the subject site. In addition, the project will also generate a sizeable short term employment boost during the construction of the centre. Through the creation of new construction and ongoing jobs, further employment benefits will be realised through economic multiplier effects.

The investment in the proposed Hammond Park Activity Centre development will have direct and indirect benefits for the Hammond Park and broader WA economy. The Gross Value Added (GVA) by the proposed development is summarised in the tables to the right for both the construction and operational phases.

During the construction phase, the project is estimated to support:

- 51 direct and indirect full-time equivalent (FTE) job years; and
- \$9.3 million direct and indirect GVA to the Hammond Park and WA economy.

During the operational phase, the proposed centre has the potential to support:

- 293 direct and indirect jobs, which includes full-time, part-time and casual roles; and
- \$31.8 million in direct and indirect GVA per annum.

The mix of employment that is generated by the development can cater to the needs of the family-focused demographic of Hammond Park and the wider catchment.

Construction Phase Benefits

	Benefits		
	Direct Effect	Supply-Chain Effect	Total Effect
Category:			
Direct Economic Activity (\$M)	15.0	15.8	30.8
Employment (FTE)	21	30	51
Gross Value Added (\$M)	3.6	5.7	9.3

Operation Phase Benefits

	Benefits		
	Direct Effect	Supply-Chain Effect	Total Effect
Category:			
Direct Economic Activity (\$M)	38.7	19.3	58.0
Employment (Jobs)	253	40	293
Gross Value Added (\$M)	23.1	8.7	31.8

n.b. FTE = full-time equivalent job years

See definitions in appendix for further information

Urbis has estimated the direct economic impact (construction cost) for the construction phase based on a review of similar supermarket centre construction projects in the Perth metropolitan area.

IMPACT TEST | ECONOMIC AND COMMUNITY BENEFITS (CONT.)

Key Findings

Overall, the estimated turnover impacts for other activity centres are not considered sufficient enough to warrant refusal of the development given the positive impacts likely to eventuate due to the development. These positive impacts include:

- **Increased consumer choice** associated with the provision of additional retail, including a full-line supermarket;
- **The activation of a strategic site** which has remained un-developed;
- **Increased employment opportunities** in the short term through the construction phase and considerable ongoing employment;
- **Trading Impacts** that will not undermine the activity centre hierarchy for the broader area; and
- **Community engagement** through the provision of additional socialisation spaces and the opportunity for non-retail uses to develop within the centre.

Net Community Benefit Assessment Findings

IMPACT	ASSESSMENT FINDINGS
Increased Consumer Choice	▪ The proposed retail centre will provide for brand new retail outlets and formats which align closely to retail spending trends and needs. ▪ The introduction of a full-line supermarket will be the first within the trade area, meaning that residents will no longer have to travel beyond the trade area to access a full-line supermarket. ▪ The centre will provide increased choice and price competition to the local community.
Activation of Strategic Site	▪ The development site is considered the only appropriate site for a retail development to service the Hammond Park community. Activating this strategic site will benefit the local community with a neighbourhood centre developing within the activity centre hierarchy to meet the needs of the growing population.
Increased Employment Opportunities	▪ The construction of the development and the ongoing operation will generate additional employment opportunities for the local community. ▪ Retail centres are also important providers of employment for young workers and workers re-entering the workforce which is highly relevant for this trade area, which has seen and will continue to see a demographic shift towards young families with children that will mature to working age over the next 15 years.
Trading Impacts	▪ Currently, retail leakage is relatively high in the trade area, with a large proportion of spending going to other centres in the corridor. The development will support a reduction in this level of leakage without compromising the potential development in other centres. There is estimated to be a substantial volume of leakage that will be accommodated in centres outside of the trade area following the development of the subject centre and planned centres in the trade area.
Community Engagement	▪ There is an opportunity for non-retail uses to develop on the site which will support increased community engagement. This could include small scale such medical and population based commercial space occupying a portion of the specialty space.

05

APPENDIX



METHODOLOGY

The REMPLAN Methodology

Analysis presented here uses REMPLAN economic modelling to assess current and potential economic impacts. REMPLAN provides a modelling tool that is accepted and used by various government bodies in Australia. It uses an Input-Output model that captures inter-industry relationships within an economy, based on the ABS 2016/17 National Input Output Tables (I/O Tables). It can assess the area-specific direct and flow-on implications across industry sectors in terms of employment, wages and salaries, output and value-added, allowing for analysis of impacts at the State of Western Australia level.

Key points regarding the workings or terminology of the model are as follows:

- REMPLAN uses either the value of investment or employment generation as the primary input. For this analysis, the value of total upfront investment has been used as the key input to assess the benefits of the construction phase.
- Outputs from the model include employment generated through the project and economic Gross Value Added (GVA) at the State level.
- Outputs from the model include employment generated through the project at both the local and the state level.
- Employment generated is calculated over the life of the construction phase; or in terms of the on-going operations, total on-going jobs generated.
- Both the direct and indirect employment are modelled:
 - *Direct* refers to the effect felt within the industry as a result of the investment. For example, the construction phase will directly result in the creation of construction jobs.
 - *Indirect* effects are those felt within industries that supply goods to the industries directly affected.
- It should be noted that the results presented in this report are estimates only based on the existing state of economic activity in the area. Due to the static nature of input-output modelling, they have the potential to overstate the actual effects. The approach Urbis adopts in accounting for this is presented adjacent. Nonetheless, the analysis still reflects the fact that employment growth will be positive for the State and the local area.

Reporting of Impact Modelling Results

Urbis have adopted a conservative approach to estimating and reporting economic and employment benefits using the REMPLAN modelling tool so as to not overstate the likely effects. Key areas where Urbis' approach is designed to not overstate the effects include:

- While REMPLAN defines the supply chain linkages between local industries and allows the assessment of multiplier effects as a result of a direct input into an industry, the nature of the ABS I/O Tables and indeed the set-up of the model suggests there is likely some double-counting therefore overstatement of the flow-on effects.
- More specifically, REMPLAN defines 'Indirect Effect' as consisting of both the 'Supply-chain Effect' and 'Consumption Effect'. However, Urbis believe that the consumption effect (i.e. workers with more income spend elsewhere in the economy) has already been counted to an extent as part of the supply-chain effect in the modelling process and is a more tenuous link to the direct effects. As such, Urbis have only excluded consumption effect from benefit reporting and consider supply-chain effect as the only indirect effect generated from the direct input.
- Construction-related jobs are reported as FTE jobs for the period of one year, rather than the number of workers who might work on a site over the construction period which building contractors might report. For example, a project might have 200 workers on-site over the course of a two-year construction, but that may only equate to say 50 FTE jobs per year. Each trade is not onsite for the whole time (e.g. plumbers, joiners, painters etc. all come on site at different stages). Therefore, FTE for one year accounts for the total hours required by workers over the year and avoids the potential to overstate or misinterpret job figures that relate to part time workers. It also allows for direct comparison of jobs with different construction timeframes, as the jobs accrue each year over the length of construction.
- Wherever applicable, Urbis have chosen to report *Gross Value Added (GVA)* rather than '*Output*' as the economic benefit of a certain development project or activity, as it is considered a more accurate, albeit conservative, estimate of benefit which excludes items such as tax and subsidies which are included in '*Output*'.

DEFINITIONS & ASSUMPTIONS

Definitions

Construction cost is the estimated investment value for the project over the anticipated delivery period, measured in constant 2021 dollar (i.e. excluding inflation) including GST.

Gross Value Added or **GVA** is a measure of the value of goods and services produced in an area, industry or sector of an economy during a certain period of time. In this case, GVA represents the total economic contribution of the investment in the project. GVA is measured in constant 2022 dollars (i.e. excluding inflation) including GST.

Construction job years is a measurement of the volume of output required to support a construction job for a 12 month period.

Data Sources

Costs and Timeframes – review of Cordell Connect.

Assumptions

Average workspace ratios for this analysis have been taken from the results of the Perth Land Use and Employment Survey published in 2017. The relevant ratios used for this analysis by each component are the WASLUC and PLUC Codes as per the following:

Component	Ratio	PLUC Code / WASLUC Code
Supermarket	29.1	Shop / Retail – Supermarkets and Grocers
Liquor	40.9	Shop / Retail – Liquor –Retail
Retail specialties	27.6	Shop / Retail
Non-retail	66.4	Health / Welfare / Community Services
Pad sites	11.3	Shop / Retail – Takeaway Food

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, has and continues to cause considerable business uncertainty which in turn materially impacts market conditions and the Australian and world economies more broadly.

The uncertainty has and is continuing to impact the Australian real estate market and business operations. The full extent of the impact on the real estate market and more broadly on the Australian economy and how long that impact will last is not known and it is not possible to accurately and definitively predict. Some business sectors, such as the retail, hotel and tourism sectors, have reported material impacts on trading performance. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The data and information that informs and supports the Report Content is current as at the date of this report and (unless otherwise specifically stated in the Report) does not necessarily reflect the full impact of the COVID-19 Outbreak on the Australian economy,

the asset(s) and any associated business operations to which the report relates. It is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event and the various programs and initiatives governments have adopted in attempting to address its impact. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong has been, and may be further, materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a longer lasting impact than we have assumed. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Where we have sought to address the impact of the COVID-19 Outbreak in the Report, we have had to make estimates, assumptions, conclusions and judgements that (unless otherwise specifically stated in the Report) are not directly supported by available and reliable data and information. Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.

This report is dated **August 2022** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Aigle Royal Property** (Instructing Party) for the purpose of a **Retail Impact Assessment** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

The population forecasts and Residential Development Forecast (estate outlines) in this report have been sourced in their entirety or in part from .id (informed decisions) www.id.com.au .id and its licensors are the sole and exclusive owners of all the rights, titles and interest subsisting in the part of the report where .id or other content providers are identified. Some of the .id sourced content is a derivative of ABS Data, which data can be accessed from the website of the Australian Bureau of Statistics at www.abs.gov.au and licensed on terms published on the ABS website.

Urbis staff responsible for this report were:

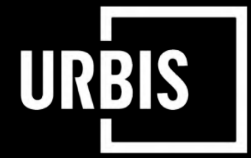
Director	Tim Connoley
Associate Director	Craig Tunstall
Research Analyst	Katherine Rayner
Project code	P0041262
Report number	Version 2

© Urbis Pty Ltd

ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.





ATTACHMENT 6

Transport Technical Memorandum

Technical Memorandum

Subject	Hammond Park Shopping Centre Amendments		
Client	Aigle Royal	Project No.	PTG/03759
Date	07/04/2026	Revision	D
Prepared by	LL	Discipline	Traffic and Transport
Reviewed by	AW	Office	Perth

1.1 Background

PTG has been commissioned by Aigle Royal Developments to prepare a technical memorandum to compare the trip generation and parking requirement impacts associated with a potential amendment to the proposed site layout for the Hammond Park shopping Centre.

This technical memorandum reviews the proposed amended site plan with the approved site plan (as documented in the *Wattleup Road Neighbourhood Centre, Hammond Park TIA*, dated 25 July 2023 prepared by Uloth & Associates) and quantifies the additional trip generation, changes to the parking requirements and potential impacts associated. **Figure 1** shows the Site location.

Figure 1 Site Location



Source: Uloth & Associates TIA dated 25 July 2023

Technical Memorandum

1.2 Land Use Details

Figure 2 shows the amended plan with the additional land use details, dated 19 March 2026, while Figure 3 shows the approved DA site plan as per the Wattleup Road Neighbourhood Centre, Hammond Park TIA, dated 25 July 2023 prepared by Uloth & Associates approved TIA.

Figure 2 Amended Site Plan



Figure 3 Approved DA Site Plan (As per TIA)



Technical Memorandum

The proposed amended neighbourhood centre comprises of Medical Centre, Retail and Car Wash. A breakdown of the proposed additional land uses is provided below:

- » Medical Centre – 1,264 sqm
- » Retail – 355 sqm
- » Car Wash – 21 sqm (4 wash bays)

2 TRIP GENERATION

The approved TIA included an allowance of a future expansion comprising of 1,000 sqm of additional retail floor space. Under the proposed amendment, this future expansion has been revised to 355 sqm of retail floor space, along with a 1,233 sqm medical centre and a 4-bay car wash. For the Retail and Medical Centre land uses, the trip generation rates from the ITE Trip Generation Manual (11th Edition) were applied.

For the Car Wash, a first-principals approach was adopted whereby it was conservatively assumed that each car wash bay would be used 2x each in the AM peak hour and 6x each in the PM peak hour. A trip generation estimate based on the amended land use details has been carried out as shown in **Table 1** while **Table 2** shows the trip distribution rates. The estimated trips generated by the Site are detailed in **Table 3**.

Table 1 Trip Generation Rates

Land Use	Source	Trip Generation Rate	
		AM Peak	PM Peak
Medical Centre	ITE 630	3.70 per 100 sqm	4.54 per 100 sqm
Retail	ITE 820	3.09 per 100 sqm	4.40 per 100 sqm
Car Wash	First Principle	Average 10 minutes per wash (PM peak)	

Table 2 Trip Distribution Rates

Land Use	Source	Trip Distribution Rates			
		AM (In)	AM(Out)	PM (In)	PM (Out)
Medical Centre	ITE 630	60%	40%	46%	54%
Retail	ITE 820	50%	50%	54%	46%
Car Wash	First Principle	50%	50%	50%	50%

Table 3 Total Trip Generation

Land Use	Yield	AM Peak (Trips)		PM Peak (Trips)	
		IN	OUT	IN	OUT
Medical Centre	1,264 sqm GFA	28	19	26	31
Retail	355 sqm GFA	5	5	8	7
Car Wash	4 wash bays	8	8	24	24
Total Trips (one-way)		41	32	58	62
Total Trips (two-way)		73		120	

Technical Memorandum

The approved TIA assumed 1,000sqm of additional retail floor space, which was estimated to generate approximately 45 trips during the AM peak hour and 123 trips during the PM peak hour. Based on the revised site layout, the modified land-use yields are estimated to generate 73 trips in the AM peak hour (representing an increase of 28 trips/hr) and 120 trips in the PM peak hour (representing a decrease of 5 trips/hr). **Table 4** shows the net trips as part of the amended land uses

Table 4 Net Trip Generation

Land Use	AM Peak (Trips)		PM Peak (Trips)	
	IN	OUT	IN	OUT
Total Initial DA (TIA)	238	186	395	400
Additional 1000sqm as per TIA	28	17	60	63
New Trips	41	32	58	62
Net Difference	13	15	-2	-1
Total (two-way)	28		-3	

Although the AM peak shows a net increase of 28 trips, when distributed across the site's three access points, the resulting traffic impacts associated with the 28 trips/hr overall is considered minor or negligible.

Technical Memorandum

3 PARKING PROVISION

Table 3 of the *City of Cockburn TPS 3* outlines the car, bicycle, and delivery bay parking requirements for commercial land uses. The assessment of parking is undertaken by calculating and adding together the minimum requirement of each individual land use components of a proposed development and does not factor in reciprocity between uses. The current parking requirements have been included in TPS 3 since its gazettal on 20 December 2002.

In assessing the parking requirements for the site, consideration should be given to the original assessment of the Stage 1 development, and the revised provision incorporating the proposed Stage 2 development. It should be noted that the original assessment of parking demand for the Stage 1 development, specifically the tenancies within the main 'Shopping Centre' building, was premised on a 'worst-case scenario', utilising the 'Shop' land use standard, noting that the precise composition of land uses had not been defined and was subject to change depending on leasing arrangements. A summary of this assessment is outlined in **Table 5**.

Table 5 TPS 3 Stage 1 Parking Assessment

Component	Standard		Requirement	Approved provision
Shopping Centre (5,404m ² GLA)	Car Parking Bays	1 : 14m ² NLA for 5,000m ² -10,000m ² GLA	386 car bays	370 car bays (360 bays on-site) 10 delivery bays 39 bicycle racks (as per condition 14 of the approval)
	Delivery Bays	1 : 1,000m ² NLA	6 delivery bays	
	Bicycle Racks	1 : 200m ² NLA	27 bicycle racks	
Fast Food Outlets (600m ² GLA)	Car Parking Bays	1 : 15m ² GLA	40 car bays	
	Delivery Bays	1 : Service/Storage Area	2 delivery bays	
	Bicycle Racks	1 : 50m ² GLA	12 bicycle racks	
Total	Car Parking Bays		426 car bays	
	Delivery Bays		8 delivery bays	
	Bicycle Racks		39 bicycle racks	

As indicated in **Table 5**, the approved Stage 1 development involved a shortfall of 56 car bays, a surplus of two (2) delivery bays, and compliant bicycle rack provision.

A revised assessment of the TPS 3 parking requirements, incorporating both Stages 1 and 2 developments, is outlined in **Table 6**.

Technical Memorandum

Table 6 TPS 3 Stage 1 & 2 Parking Assessment

Component	Standard		Revised Requirement	Revised provision
Shopping Centre (5,739m ² GLA)	Car Parking Bays	1: 14m ² NLA for 5,000m ² -10,000m ² GLA	410 car bays	369 car bays (359 bays on-site) 8 delivery bays 49 bicycle racks (to be conditioned)
	Delivery Bays	1: 1,000m ² NLA	6 delivery bays	
	Bicycle Racks	1: 200m ² NLA	27 bicycle racks	
Fast Food Outlets (600m ² GLA)	Car Parking Bays	1: 15m ² GLA	40 car bays	
	Delivery Bays	1: Service/Storage Area	2 delivery bays	
	Bicycle Racks	1: 50m ² GLA	12 bicycle racks	
Medical Centre (1,233m ² GLA)	Car Parking Bays	5: 1 Consulting Room 1: 15m ² GLA	60 car bays (assumes 12 Consulting Rooms)	
	Bicycle Racks	1: 400m ² GLA employees 1: 200m ² GLA visitors	10 bicycle racks	
Motor Vehicle Wash (4 Wash Bays)	Car Parking Bays	1: 1 wash bay 1: 15m ² NLA	6 car bays	
Total	Car Parking Bays		516 car bays	
	Delivery Bays		8 delivery bays	
	Bicycle Racks		49 bicycle racks	

As indicated above, the proposed development includes a 147-car parking bay shortfall, with delivery bay and bicycle rack provision proposed to be compliant with TPS 3 requirements (subject to conditions for bicycle rack provision).

In terms of the proposed car parking shortfall, due regard should be given to the WAPC's Planning Manual – Non-Residential Car Parking Rates in Perth and Peel ('Planning Manual') which recommends a different standard to that of TPS 3 requirements. An assessment of the proposal against the Planning Manual is provided in **Table 7**.

Technical Memorandum

Table 7 WAPC Planning Manual Parking Assessment

Land Use	Standard	Requirement	Provision
Shop (5,739m ² floor area)	Minimum 1 space per 50m ² floor area Maximum 1 space per 20m ² floor area	Minimum 115 car bays Maximum 287 car bays	369 car bays
Fast Food Outlet (Assume 300m ² public floorspace)	Minimum 1 space per 50m ² of public floorspace Maximum 1 space per 10m ² of public floorspace	Minimum 6 car bays Maximum 30 car bays	
Medical Centre (Assume 16 practitioners)	Minimum 2 spaces per practitioner Maximum 4 spaces per practitioner	Minimum 24 car bays Maximum 48 car bays	
Total	Car Parking Bays	Minimum 145 car bays Maximum 365 car bays	

In accordance with the Planning Manual, the proposed development provides 224 car bays surplus to the recommended minimum requirement and exceeds the recommended maximum requirement.

Overall, the proposed parking provision for the overall development of the site (both Stages 1 and 2) is considered appropriate, noting that:

- » Customers attending the site will likely visit multiple tenancies in one trip, thereby reducing the actual demand for car parking.
- » The peak periods of different uses within a shopping centre development often vary.
- » The design of the proposed development, with its frontage and access provided from the Whadjuk Drive 'main street', and that of the surrounding residential neighbourhood, is conducive to walking and cycling to the centre, which will assist in reducing car parking demand.
- » Additional or surplus car parking would represent an undesirable outcome from a design perspective and would undermine mode shift in the neighbourhood.
- » The car parking standard in TPS 3 is clearly excessive and not reflective of contemporary planning practice. There is a significant variance between the TPS 3 and WAPC Planning Manual standards, and in the case of this development, with the TPS 3 requirement exceeding the maximum parking requirement identified under the WAPC's Planning Manual.

For the above reasons, the proposed parking provision is considered appropriate to accommodate the proposed development of the site.