



**AMENDMENT NO.8**

**TO THE**

**EAST WANNEROO CELL 9 – EAST LANDSDALE**

**AGREED STRUCTURE PLAN NO.57**

**Structure Plan Ref: WANN/\***

RECORD OF AMENDMENTS MADE TO THE EAST WANNEROO CELL 9 – EAST LANDSDALE

AGREED STRUCTURE PLAN NO.57

Amendment No.	Summary of the Amendment	Date approved by WAPC
8	<p>To amend Clause 12.3.6 to refer specifically to the northern Commercial site and including a new Clause 12.3.7 to refer specifically to the southern Commercial site and to incorporate specific Commercial Design Provisions for the southern Commercial Site, to recode portions of Lot 154 and 155 Alexander Drive from R20-R30 to Commercial, and to include Lot 154 and 155 Alexander Drive in the Residential Coding Plan.</p>	

**AMENDMENT NO.8 TO THE  
EAST WANNEROO CELL 9 – EAST LANDSDALE AGREED STRUCTURE PLAN  
NO.57**

The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby amends the above Agreed Structure Plan by:

1. Amending Clause 12.3.6 to refer specifically to the northern Commercial site and including a new Clause 12.3.7 to refer specifically to the southern Commercial site and to incorporate specific Commercial Design Provisions for the southern Commercial Site, to recode portions of Lot 154 and 155 Alexander Drive from R20-R30 to Commercial, and to include Lot 154 and 155 Alexander Drive in the Residential Coding Plan.

## Part 1. Statutory Planning Section

- (a) Amend the LSP 57 Structure Plan by amending the heading of Clause 12.3.6 by adding the words “- Northern Site” to the heading and including a new Clause 12.3.7 to refer specifically to the southern Commercial site and to include specific provisions relating to the development of the southern commercial zoned site.

### 12.3.6 Commercial Design Provisions – Northern Site

### 12.3.7 Commercial Design Provisions – Southern Site

The Commercial zoned site located on Alexander Drive, corner Landsdale Road shall be designed to minimise radiofrequency interference to the Perth International Telecommunications Centre, in consultation with Telstra prior to the City determining a development application for the site and shall comply with the following:

- a) A 3 metre wide landscape strip shall be provided on the lot, adjacent to the Alexander Drive frontage, to be planted with trees at a minimum of 7.5 metre intervals between the centre line of the trunk of each tree with species being in accordance with Figure 1: Alexander Drive species and densities (Telstra compliant trees and planting size) of Part 1 – Statutory section of the East Wanneroo Cell 9 – East Landsdale Local Structure Plan No 57.
- b) No direct vehicle access from Alexander Drive to the Commercial zone.
- c) Not more than 1 row of car parking bays shall be provided between Alexander Drive landscaping and the future buildings, with a limited number of bays in a second row being allowed directly in front of the eastern elevation of each building that faces Alexander Drive.
- d) Other than carparking permitted under c) above, carparking shall be located:
  - i. to the west of the buildings adjoining Alexander Drive; and/or
  - ii. between the buildings; and/or
  - iii. to the south of the buildings.
- e) All glazing on the eastern elevation of buildings fronting Alexander Drive and the northern elevation of buildings fronting the road to the north of the Commercial zone shall be treated with RF shielding window film.
- f) Be designed with buildings that have a roof pitch of at least 10 degrees or be designed such that the pitch of the roof faces away from PITC.
- g) Any Residential development undertaken in the Commercial zone is to comply with the provisions of Section 12.1 – Residential Precinct.

- (b) Amend the LSP 57 Structure Plan by recoding portions of Lots 154 and 155 Alexander Drive from R20-30 to Commercial and removing the road alignment representations from Lots 154 and 155 Alexander Drive.

PROPOSED STRUCTURE PLAN



- (c) Amend the LSP 57 Residential Coding Plan by depicting the R20-30 representation on Lot 154 and 155 Alexander Drive and removing the road alignment representations from Lots 154 and 155 Alexander Drive.

PROPOSED RESIDENTIAL CODING PLAN



- (d) Amend the LSP 57 Zoning Plan by recoding portions of Lots 154 and 155 Alexander Drive from R20-30 to Commercial and removing the road alignment representations from Lots 154 and 155 Alexander Drive.

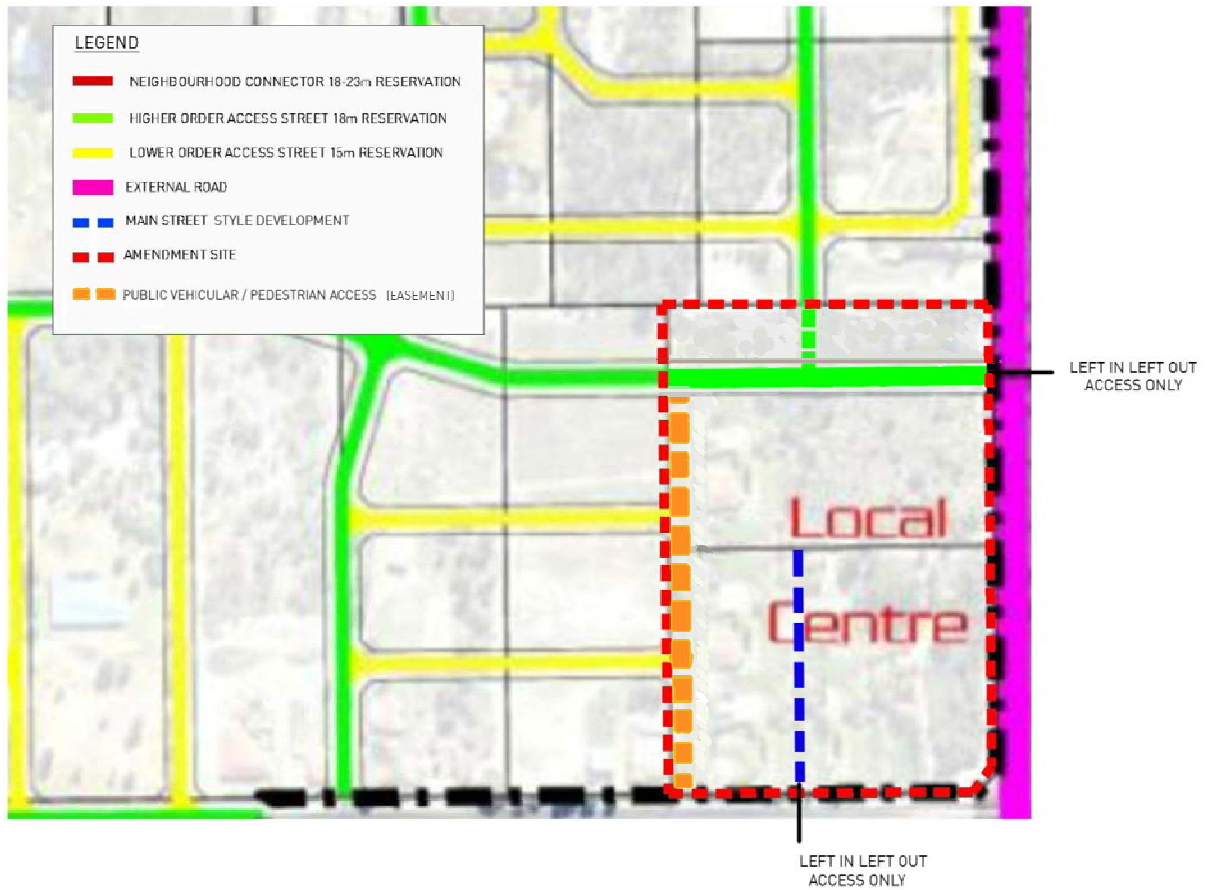
### PROPOSED ZONING PLAN





- (e) Amend the LSP 57 Road Hierarchy Plan by removing the road alignment representations, incorporating public vehicular and pedestrian access representations and repositioning the access alignment on the western boundary of Lots 154 and 155 Alexander Drive.

### PROPOSED ROAD HIERARCHY PLAN





- (f) Amend the LSP 57 Public Open Space Plan by removing the road alignment representations from Lots 154 and 155 Alexander Drive.

PROPOSED PUBLIC OPEN SPACE PLAN



This Structure Plan Amendment is prepared under the provisions of the City of Wanneroo  
District Planning Scheme No. 2

IT IS CERTIFIED THAT THIS STRUCTURE PLAN AMENDMENT NO.8 TO THE EAST  
WANNEROO CELL 9 – EAST LANDSDALE AGREED STRUCTURE PLAN NO.57

WAS APPROVED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 24 of the  
*Planning and Development Act 2005* for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry

# PART 2 - EXPLANATORY REPORT

## AMENDMENT NO.8 TO THE

### EAST WANNEROO CELL 9 – EAST LANDSDALE AGREED STRUCTURE PLAN NO.57

#### **Background**

In June 2009 the Council of the City of Wanneroo adopted draft Local Structure Plan Number 57 (LSP 57) and forwarded it to the Western Australian Planning Commission (WAPC) for final approval. In August 2010, the WAPC advised the City that it resolved to adopt LSP 57 subject to a number of modifications however at its meeting of 16 November, 2010, Council resolved not to agree to some of the modifications sought by the WAPC.

At its meeting of 26 June 2012, Council again considered LSP 57 and resolved to support the modifications required by the WAPC in addition to the inclusion of additional provisions. The WAPC considered the modified draft LSP 57 at its meeting of 12 February, 2013. At that meeting the WAPC adopted the modified draft LSP 57 however it also introduced a new modification by including Commercial Design Provisions as follows:

#### *12.3.6 Commercial Design Provisions*

*“Vehicular Access and parking areas being located on the western side of the Commercial zoned sites to minimize radio-frequency interference to the Perth International Telecommunications Centre, in consultation with Telstra.”*

The additional modification required by the WAPC had been included without consultation with the City or affected landowners. The wording of the modification was considered to be unreasonably restrictive and as such at its meeting of 30 April, 2013, Council resolved to insert the words “Where practicable....” in front of the words “...parking areas....”.

The City forwarded the modified LSP 57 to the WAPC on 13 June 2013 however in correspondence dated 22 July 2013 the WAPC advised that it resolved not to adopt or certify LSP 57 as it was not modified exactly as required by the WAPC. The City subsequently resolved to re-advertise the modified draft LSP 57 by writing to the owners of the Commercial zoned land. Since that time there has been considerable liaison between the owner of the southern Commercial site and representatives from Telstra, the WAPC and the City. The outcome of this liaison has resulted in agreement to the inclusion of revised wording for Clause 12.3.6 which is the subject of this amendment to LSP 57.

#### **Detail**

Telstra and the owner of the southern Commercial site have agreed to the following amendment:

#### **Existing Structure Plan**

#### *12.3.6 Commercial Design Provisions*

*Vehicular Access and parking areas being located on the western side of the Commercial zoned sites to minimize radio-frequency interference to the Perth International Telecommunications Centre, in consultation with Telstra.*

## **Proposed Structure Plan**

### *12.3.6 Commercial Design Provisions – Northern Site*

*Vehicular Access and parking areas being located on the western side of the Commercial zoned sites to minimize radio-frequency interference to the Perth International Telecommunications Centre, in consultation with Telstra.*

### *12.3.7 Commercial Design Provisions – Southern Site*

*The Commercial zoned site located on Alexander Drive, corner Landsdale Road shall be designed to minimise radiofrequency interference to the Perth International Telecommunications Centre, in consultation with Telstra prior to the City determining a development application for the site and shall comply with the following:*

*a) A 3 metre wide landscape strip shall be provided on the lot, adjacent to the Alexander Drive frontage, to be planted with trees at a minimum of 7.5 metre intervals between the centre line of the trunk of each tree with species being in accordance with Figure 1: Alexander Drive species and densities (Telstra compliant trees and planting size) of Part 1 – Statutory section of the East Wanneroo Cell 9 – East Landsdale Local Structure Plan No 57.*

*b) No direct vehicle access from Alexander Drive to the Commercial zone.*

*c) Not more than 1 row of car parking bays shall be provided between Alexander Drive landscaping and the future buildings, with a limited number of bays in a second row being allowed directly in front of the eastern elevation of each building that faces Alexander Drive.*

*d) Other than carparking permitted under c) above, carparking shall be located:*  
*i. to the west of the buildings adjoining to Alexander Drive; and/or*  
*ii. between the buildings; and/or*  
*iii. to the south of the buildings.*

*e) All glazing on the eastern elevation of buildings fronting Alexander Drive and the northern elevation of buildings fronting the road to the north of the Commercial zone shall be treated with RF shielding window film.*

*f) Be designed with buildings that have a roof pitch of at least 10 degrees or be designed such that the pitch of the roof faces away from PITC.*

*Proposed Structure Plan*

*g) Any Residential development undertaken in the Commercial zone is to comply with the provisions of Section 12.1 – Residential Precinct.*

The amendment specifically reflects an agreement reached between Telstra and the owner of the southern Commercial zoned site.

In addition to the text modification, the amendment seeks a plan modification to facilitate a 'rounding off' of the Commercial site by recoding some land currently identified as R20-R30 Commercial. In doing so the amendment also seeks to create greater flexibility for the design layout within the Commercial site by removing reference to some of the public roads within the

Commercial site. Importantly the continuation of Sedano Glade would remain as a public road in recognition of its function as a Higher Order Access Street and bus route.

The amendment also proposes to include the entire Commercial site as R20/30 in the Residential Coding plan given that residential development is possible in the Commercial zone and a residential coding is required to provide statutory control and guidance should residential development be proposed in the Commercial zoned area.

The original Structure Plan also included a Commercial area at the northern extent of the Structure Plan on the corner of Alexander Driver and Gnangara Road. The northern Commercial area was removed through Amendment Number 7 and was included in the Residential Precinct. The 'rounding off' of the southern Commercial zone will partly offset the loss in Commercial land provision in the Structure plan resulting from Amendment Number 7.



**EXISTING STRUCTURE PLAN**



**PROPOSED STRUCTURE PLAN**





### EXISTING RESIDENTIAL CODING



### PROPOSED RESIDENTIAL CODING

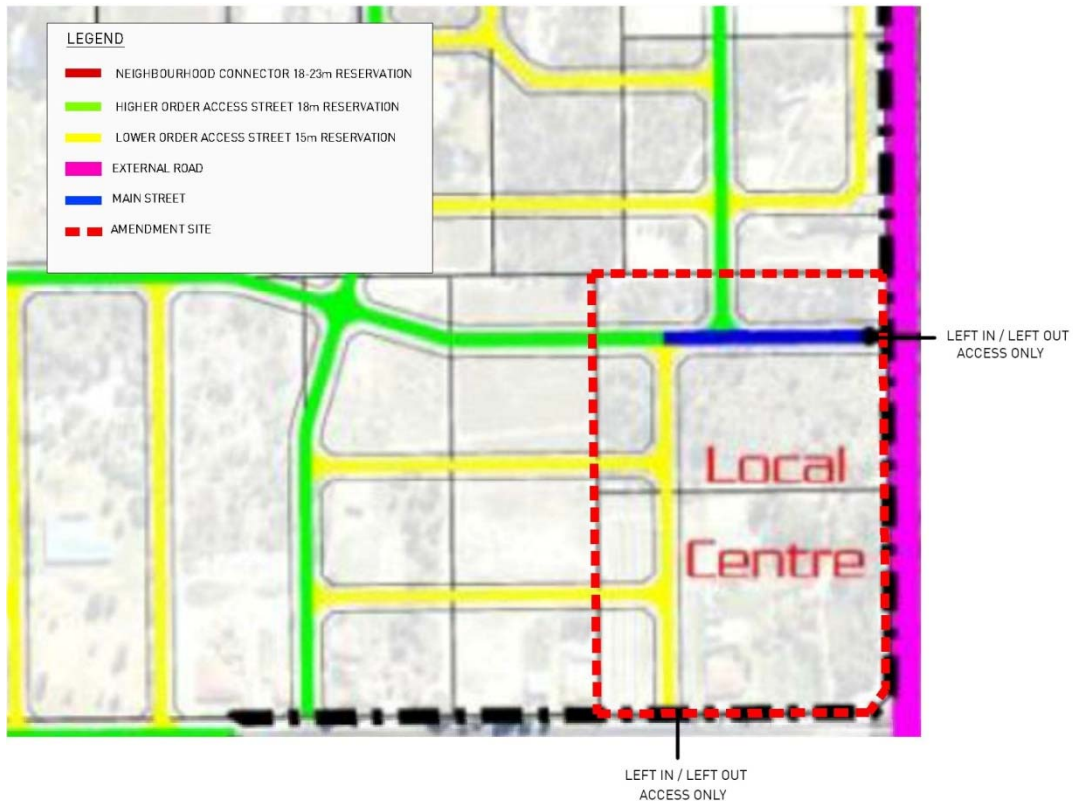




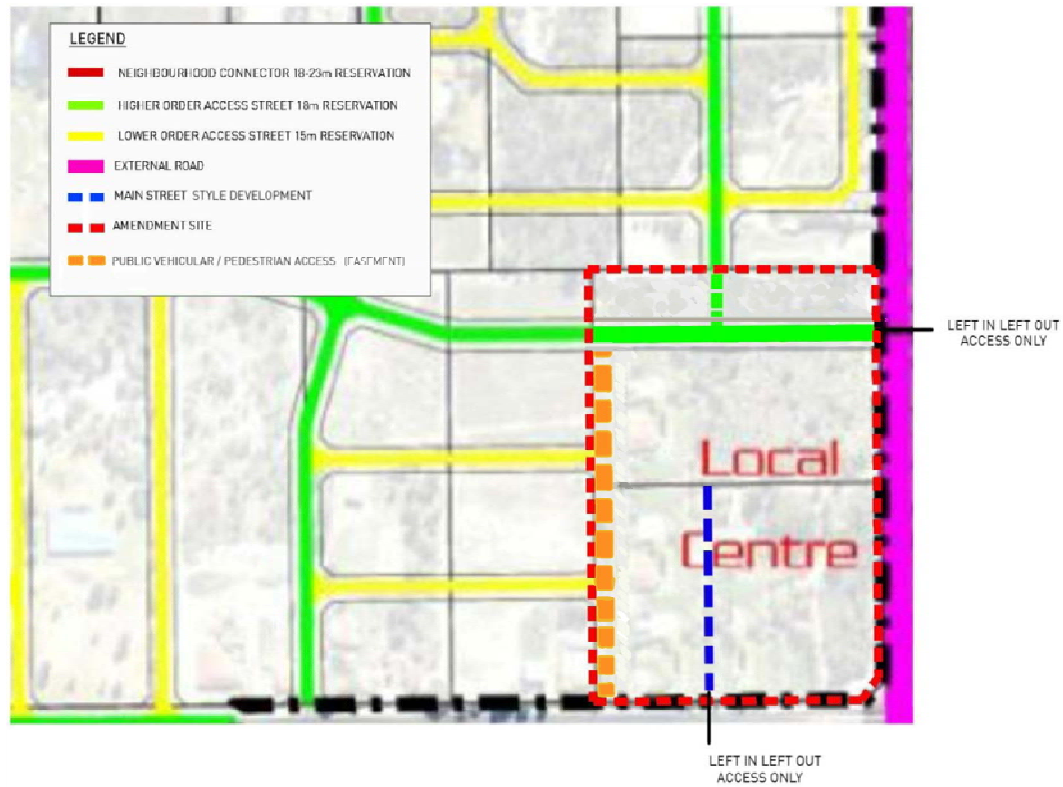
**EXISTING PUBLIC OPEN SPACE PLAN**



**PROPOSED PUBLIC OPEN SPACE PLAN**



**EXISTING ROAD HEIRARCHY PLAN**



**PROPOSED ROAD HEIRARCHY PLAN**

## **Comment**

The wording proposed for inclusion in LSP 57 by the WAPC at its meeting of 12 February, 2013 was prepared without consultation with the affected landowners. The wording was overly restrictive and hence requires alteration to facilitate the creation of a more suitable planning framework to guide future Commercial development.

The proposed revised wording relative to the southern Commercial zoned site reflects agreement between the landowner and Telstra. It also establishes a planning framework that can facilitate the future development of a functional commercial development.

Given the above, it is considered the proposed amendment to LSP 57 represents the most appropriate and reasonable resolution to the creation of a framework for development of the southern Commercial zoned site which is acceptable to all of the affected stakeholders.

The original Structure Plan also included a Commercial area at the northern extent of the Structure Plan on the corner of Alexander Drive and Gnangara Road. The northern Commercial area was removed through Amendment Number 7 and was included in the Residential Precinct. The 'rounding off' of the southern Commercial zone will partly offset the loss in Commercial land provision in the Structure Plan resulting from Amendment Number 7.

The proposed plan modification allows greater flexibility for the Commercial site to include non-retail uses. A preliminary concept layout for the Commercial site has been prepared and is included in Attachment 1.

Lot 155 is owned by an entity that is related to the ownership entity of Lot 154. As such development of the centre will occur in a coordinated manner without competing interests in relation to tenancy mix or land use configuration. The ownership group is motivated to develop a facility providing the full range of services that are desirable in a local activity centre and as such in addition to retail activities, it is intended that the site will provide medical, veterinary, child care and office land use activities. These uses are intended to be positioned at the northern end of the Commercial site to allow for a transition of development intensity from the residential uses further to the north. The additional Commercial coded land will allow for these non-retail uses to be provided in an integrated manner. This approach will assist in achieving one of the primary objectives for the Activity Centre being:

To establish an accessible and amenable Activity Centre to serve the commercial, social and employment needs of the community and act as a focus point for community activity and interaction.

The ability for the Commercial site to be developed in an integrated manner as a result of the related ownership structure facilitates the ability for greater efficiency in design and movement through the site. It is noted that the recent approval of subdivision on Lot 172 to the north of Lot 155 has resulted in the connecting road being positioned differently to the alignment identified on the LSP. The new position of the connecting road will need to be accommodated through the detailed design of the Commercial centre. As a result of the change in the location of the road on Lot 172, further consideration has been undertaken in relation to the tenure and flexibility for the movement network within the Commercial site.

It is intended that the Commercial site will be developed with a series of designated public vehicular and pedestrian access ways that will be protected through easements to the benefit of the City of Wanneroo. The approach of using vehicular and pedestrian access ways within a

commercial centre is a common approach that allows services between buildings to remain in the care and control of the commercial centre. The use of private internal access ways with easements securing access enables greater flexibility in design and in particular will facilitate the ability to implement water sensitive drainage systems. The use of access ways that remain in the ownership of the commercial centre also has the effect of requiring that maintenance of the access ways remains as the responsibility of the commercial centre owner.

The position of the key access ways is depicted on the LSP amendment proposal and follows the general movement network already depicted on the LSP. The approach of protecting strategic connections through the use of easements to the benefit of the City of Wanneroo will ensure that the City service vehicles (e.g. rubbish collection vehicles) can maintain legal access in those areas.

It is noted that Sedano Glade is to be constructed and dedicated as a public road. This recognises the function of Sedano Glade as a Higher Order Access Street and bus route.

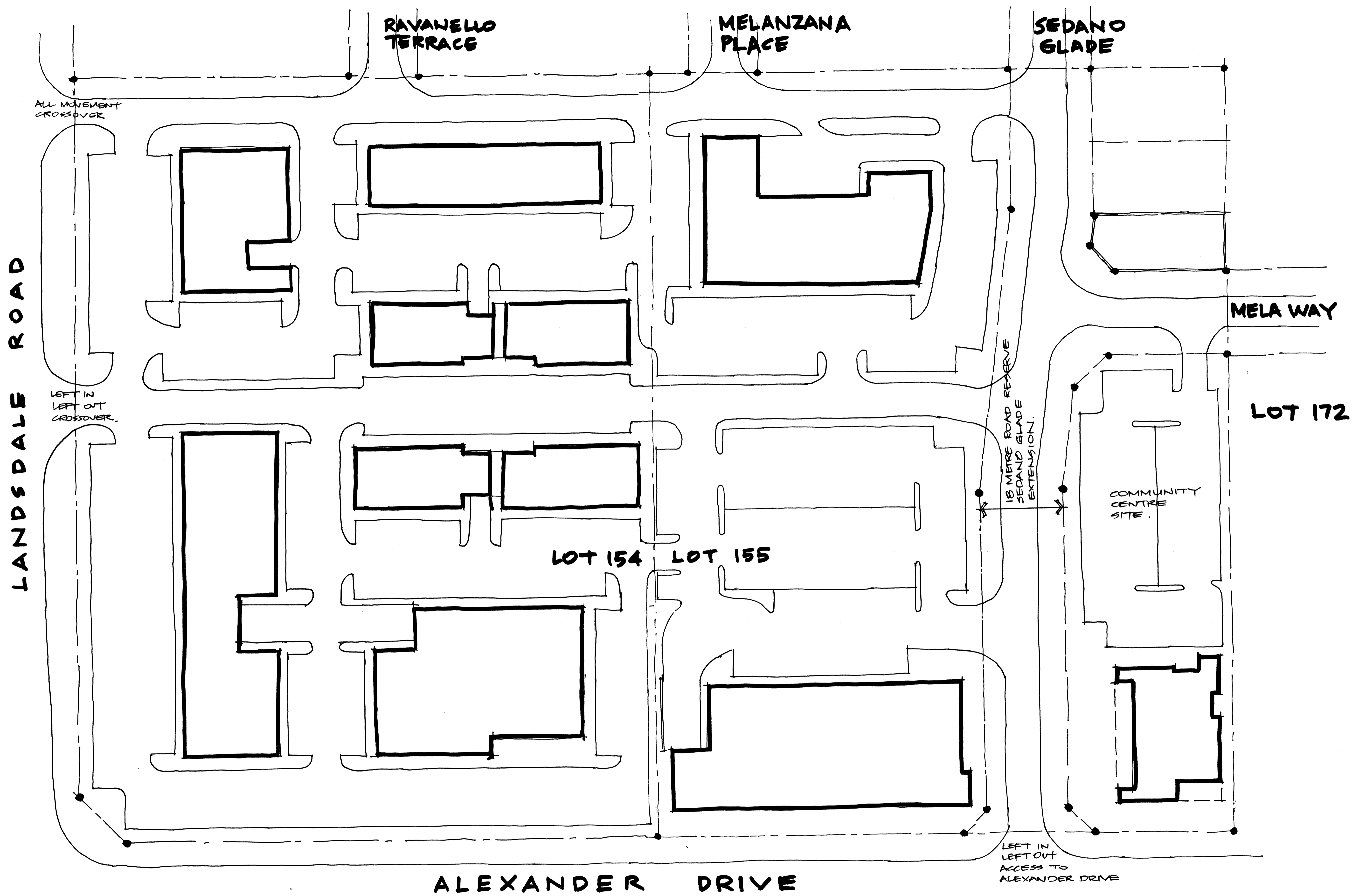
A traffic assessment has been prepared by Transcore and is included in Attachment 2.

As part of the investigation for the future development of the Commercial site, considerable assessment has been undertaken with regard to access onto Landsdale Road. This is particularly relevant given the section of Landsdale Road adjoining the subject site includes a crest where visibility for on-coming traffic is compromised. It is therefore proposed that the alignment for the north/south access easement will be repositioned to the western boundary of lots 154 and 155 where a safer full movement access point onto Landsdale Road can be achieved. A secondary left in-left out only access point will be positioned generally in line with the existing dwelling on lot 154 which will provide access to the future internal main street. This access arrangement together with the left in-left out access on Alexander Drive in the northern portion of Lot 155 will service the Commercial centre.

The LSP currently depicts a "Main Street" in an east/west alignment accessed off Alexander Drive. It is intended that development in a "Main Street" style will be established in a north/south alignment leading from the left-in/left-out access off Landsdale Road. This location of the "Main Street" style development aligns with the location of the more intensive development on the site and allows greater ability to accommodate the development requirements of Telstra.

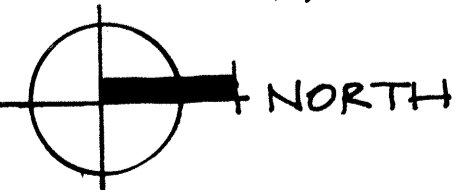
**ATTACHMENT 1 – Preliminary Concept Plan**





**OVERALL SITE PLAN**

SCALE approx 1:400 @ A1..



*Hindley*  
14.

**HA**  
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**NOTE**  
BUILDING FOOTPRINTS  
ACCESS & CARPARKING  
CONCEPTUAL AND SUBJECT  
TO DESIGN DEVELOPMENT  
AND SPECIFIC USES.

**PROPOSED CENTRE DEVELOPMENT ZONE  
LOTS 154 & 155  
CNR ALEXANDER DRIVE & LANDSDALE ROAD  
EAST LANDSDALE**

REVISION B 11/4/16  
LAYOUT OF LOT 155  
MODIFIED TO  
ACCOMMODATE  
COMMUNITY CENTRE SITE.

PLAN NUMBER.  
**INFO-1. REV B**

**ATTACHMENT 2 – Traffic Report (Transcore October 2014)**





Lots 154&155 Corner Alexander Dr &  
Lansdale Road  
Traffic Report

PREPARED FOR:  
Rowe Group

October 2014

## Document history and status

Author	Revision	Approved by	Date approved	Revision type
M Rasouli	r01	B Bordbar	15/10/2014	Draft
M Rasouli	r01	B Bordbar	29/10/2014	Final

**File name:** t14.172.mr.r01a.docx

**Author:** Mohammad Rasouli

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**Client:** Rowe Group

**Project:** Lots 154&155 Corner Alexander Dr & Lansdale Road

**Document revision:** r01

**Project number:** t14.172

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# 1.0 Introduction

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This traffic report has been prepared by Transcore on behalf of Rowe Group with regard to the proposed Amendment to the East Landsdale Structure Plan with specific regard to the commercial development on Lots 154 and 155 located at the north-west corner of the Alexander Drive and Landsdale Road intersection (subject site) in East Landsdale.

In May 2008 Riley Consulting prepared a traffic report for “East Landsdale Structure Plan”. A copy of the Structure Plan road hierarchy is provided in Appendix A of this report. The traffic modelling and analysis undertaken in this report was based on 4,000m<sup>2</sup> NLA for a proposed local centre at the corner of Alexander Drive and Landsdale Road.

As part of the proposed Structure Plan Amendment, Hindley & Associates have prepared a concept plan for both Lots 154 and 155 to accommodate about 7,000m<sup>2</sup> NLA of retail and commercial land uses. Accordingly, Transcore has been requested to prepare a traffic report with regard to the proposed Structure Plan Amendment and increased floor area for the Centre.

This traffic report evaluates the additional traffic generation of the subject site and will review the proposed road hierarchy of the surrounding roads (in particular Landsdale Road and Sedano Glade). In addition, the following items will also be investigated:

- Intersection layout of Sedano Glade/ Alexander Drive;
- Development access intersections on Landsdale Road; and,
- The status and standard of the internal access roads including the section of Sedano Glade within the northern part of the development.

## 2.0 Existing Situation

The subject site entails Lots 154 and 155 which is located at the north-west corner of the Alexander Drive and Landsdale Road intersection in East Landsdale, as shown in **Figure 1**. The subject site is currently vacant land with one residential dwelling within the southern portion. The existing property entails one formal and one informal crossover on Landsdale Road about 100m and 80m away from the Alexander Drive intersection respectively.



**Figure 1: Subject Site Location**

**Landsdale Road** in the vicinity of the subject site is constructed as a rural standard road with 6m pavement and 1m shoulders on both sides. Immediately to the west of the subject site the pavement width increases to about 7.2m for the section fronting the proposed residential development and then reduces again to about 6m further west. Landsdale Road has a posted speed limit of 60km/h in this vicinity. According

to the information obtained from the City of Wanneroo, Landsdale Road west of Alexander Drive carried about 1176vpd in July 2013.

Landsdale Road intersects with Alexander Drive at a channelized T-intersection with turn pockets on Alexander Drive. Based on advice from the Department of Planning, this intersection is likely to be upgraded to traffic signal control sometime in the future as a result of traffic growth on Alexander Drive.

**Alexander Drive** is constructed to dual divided carriageway standard with a wide (about 12m) median in the vicinity of the subject site. Alexander Drive is classified as a "District Distributor A" road under the Main Road WA functional road hierarchy document. This road is also classified as "Other Regional Road (Blue Road)" in the Metropolitan Regional Scheme. According to the information obtained from Main Roads WA SCATS data, Alexander Drive carried about 20,000vpd south of Gnangara Road in 2013.





The proposed Local Centre will be connected to Alexander Drive by Landsdale Road and Sedano Glade. The intersection of Landsdale Road/ Alexander Drive is likely to be upgraded to traffic signals in the future and the proposed intersection of Sedano Glade/ Alexander Drive would operate as a left in/ left out intersection.

The proposed Local Centre would have 2 access crossovers on Landsdale Road and Sedano Glade. The access crossovers on Sedano Glade will operate as full movement and would need to be constructed as a simple T-intersection. The eastern access crossover on Landsdale Road is proposed to be left in/ left out due to its proximity to the intersection of Landsdale Road/ Alexander Drive. The western access crossover on Landsdale Road would operate as full movement and would need to be constructed as a simple T-intersection.

According to the Structure Plan, Mela Way from the north will connect to Sedano Glade and will provide a direct connection to the proposed residential dwellings to the north of the Local Centre. It is recommended that a minimum 20m staggered distance be provided between Mela Way and the proposed Road B within the Local Centre (refer Figure 3) to satisfy Liveable Neighbourhoods (LN) requirements.

## 4.0 Traffic Assessment

### 4.1 Traffic generation and distribution

The document “Guide to Traffic Generating Developments, Roads and Traffic Authority (RTA) of New South Wales” (2002) was used to establish the applicable traffic generation rate for the proposed Local Centre. The trip rate used is 121 trips per 100m<sup>2</sup> NLA. This trip rate is consistent with that outlined in the Riley Consulting traffic report.

According to the Riley Consulting report, the original 4,000m<sup>2</sup> Local Centre would generate about 4,840 trips per day. The proposed 7,000m<sup>2</sup> NLA for the Local Centre as per the Structure Plan Amendment for lots 154 and 155 would generate about 8,470vpd. Therefore the net traffic increase due to the additional 3,000m<sup>2</sup> NLA would result in about 3,630vpd or 363vph additional traffic on the surrounding road network.

The additional 3,630vpd has been distributed to the surrounding road network in accordance with the assumptions documented in the Riley Consulting report. **Figure 3** illustrates the distribution of the additional daily traffic on the surrounding roads.



Figure 3: Distribution of Additional Daily Traffic (net traffic increase)

## 4.2 Traffic Flow Forecasts and Proposed Road Hierarchy

**Table 1** summarises the existing and projected daily traffic volumes on the surrounding roads. Projected daily traffic volumes are reported for the 4,000m<sup>2</sup> NLA (from Riley Consulting report) and the proposed 7,000m<sup>2</sup> NLA for the Local Centre on lots 154 and 155.

**Table 1: Daily Traffic volumes on Surrounding Roads**

Roads	Existing (vpd)	4,000m <sup>2</sup> NLA Local Centre Option (vpd)	Additional Traffic (vpd)	Total 7,000m <sup>2</sup> NLA Local Centre Option (vpd)
Lansdale Rd (west of Alexander Drive)	1,176	2,610	900	3,510
Sedano Glade (West of Alexander Drive)	NA	1,450	800	2,250
Mela Way	NA	1,000	1,000	2,000

According to the projected traffic volumes, Sedano Glade and Mela Way would carry less than 3,000vpd and therefore are appropriate to be classified as “Access Street B” in accordance with LN guidelines as indicated in the proposed road hierarchy plan for the East Lansdale Structure Plan. Accordingly, the original proposed 18m road reserve would still be adequate to accommodate the additional traffic generated by the proposed Structure Plan Amendment.

Sedano Glade is planned to be a bus route and therefore requires a 7.2m carriageway width. The existing sections of this road have already been constructed to a 7.2m carriageway width standard and it is proposed that the same standard carriageway width be constructed through Lot 155 and the proposed Local Centre.

The Structure Plan proposes a “Higher Order Access Street” classification for Lansdale Road. However, due to its function and the projected traffic volumes it would be more appropriate if this road is classified as “Neighbourhood Connector A” road. The existing 20m road reservation of this road would be able to accommodate the projected traffic volumes and the proposed new classification without the construction of any street parking.

Access Ways A and B within Lot 154 and 155 are projected to carry less than 1,000vpd and therefore would function similar to a “Access Street D” road in accordance with LN guidelines. However, in this instance and as these roads are not proposed as public roads, a road reserve of 10m including 6m carriageway and 2m pedestrian path on both sides should be sufficient for the proposed Access Ways. Short section of Mela Way between the northern site boundary and future extension of Sedano Glade is also classified as Access Way with similar road reserve as Access Ways A and B. These Access Ways are proposed as private roads with

access easements in favour of the Local Authority and the public. Due to location, projected traffic volumes and function, these roads can operate as private roads. The intersection of the proposed Access Ways with the surrounding public roads needs to be designed in accordance with the relevant standards. The detail of these intersections will be reviewed during the detailed design stages of the project.

## 5.0 Conclusions

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This report has assessed the impact of the proposed Amendment to East Lansdale Structure Plan resulting in commercial development over the entire Lots 154 and 155 and increase in the Local Centre floor area from 4,000 m<sup>2</sup> NLA to 7,000 m<sup>2</sup> NLA.

The result of the traffic modelling and analysis indicates that the proposed changes to the Structure Plan will have an insignificant impact on the operation of the surrounding road network. All roads in the vicinity of the Local Centre, except Lansdale Road, can function with the same road hierarchy classification recommended for the Structure Plan.

Lansdale Road is classified as “Higher Order Access Street” in the East Lansdale Structure Plan. Considering the projected traffic volumes and the functionality of this road, it would be more appropriate if this road is classified as “Neighbourhood Connector A”. The existing road reservation 20m would be adequate to accommodate the future traffic volumes and functionality of Lansdale Road.

The proposed intersection of Sedano Glade/ Alexander Drive is proposed to be left in/ left out as per the Structure Plan.

The access intersection of Road B and Lansdale Road is proposed to be left in/ left out due to its proximity to the intersection of Alexander Drive/ Lansdale Road. The access intersection of Road A and Lansdale Road is proposed a full movement simple T-intersection.

Access Ways A and B as well as a short section of Mela Way between the northern site boundary and future extension of Sedano Glade are proposed to function as private roads with access easements in favour of the Local Authority and the public. Due to location, projected traffic volumes and function, these roads can operate as private roads.



Appendix A: Proposed Road Hierarchy for East Landsdale Structure Plan

