

DYNAMIC PLANNING AND DEVELOPMENTS

**AMENDMENT TO AGREED STRUCTURE PLAN NO. 7
EAST WANNEROO CELL 5**

**LOT 119 (NO. 390) KINGSWAY, LANDSDALE
(CORNER RANGEVIEW ROAD)**



STONERIDGE

What futures are built on

Project No. 855

July 2018

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1.0 INTRODUCTION

Dynamic Planning and Developments act on behalf of Stoneridge Nominees Pty Ltd, the proponent of Lot 119 (No. 390) Kingsway, Landsdale (herein referred to as the 'subject site'). The following report has been prepared in support of an Amendment to the Agreed Local Structure Plan No. 7 (herein referred to as the 'Structure Plan'), which is also known as East Wanneroo Cell 5. The proposed Amendment seeks to allow a 'Medical Centre' and 'Pharmacy' to be considered as a 'D' (discretionary) use within the subject site. The following report shall discuss various issues pertinent to the proposal including:

- Existing and surrounding land uses;
- Zoning details;
- Strategic planning considerations;
- Statutory planning considerations; and
- Proposal details.

As further described in succeeding sections of the report, the proposed Structure Plan Amendment is consistent with the relevant statutory and strategic planning considerations applied by the relevant planning authorities. Furthermore, the proposed Amendment shall achieve a sustainable development outcome for the subject site, which will cater for the day-to-day needs of the surrounding locality and create further employment opportunities for the area.

As such, it is respectfully requested that Council resolve to initiate an amendment to the Agreed Structure Plan No. 7 – East Wanneroo Cell 5.

2.0 SITE DETAILS

2.1 Legal Description

Lot 119 Kingsway, Landsdale is legally described as "*lot 119 on Diagram 25161*" and is wholly contained on Volume XX, Folio XX. The site has an approximate area of 20234sqm.

Appendix 1 contains a copy of the Certificate of Title pertaining to the subject site.

2.2 Regional Context

The subject site is located in the suburb of Landsdale, within the municipality of the City of Wanneroo. The subject site is located approximately 15 kilometres north of the Perth Central Business District, and approximately 11 kilometres south-east of the Joondalup City Centre.

As well as being provided direct frontage to both Kingsway and Rangeview Road, the subject site is located within proximity of Mirrabooka Avenue, Hepburn Avenue, Alexander Drive and Gnangara Road, all of which afford an ease of access to the regional road network of the wider metropolitan area.

Figure 1 depicts the subject site's regional context.

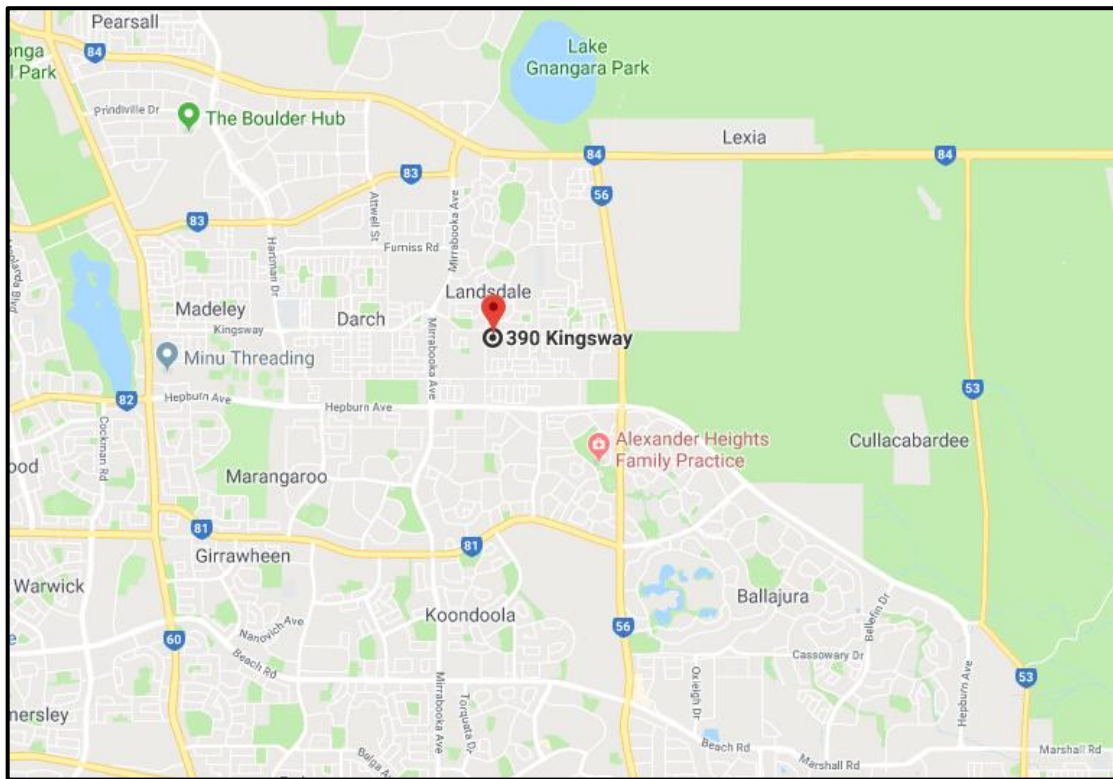


Figure 1: Regional context of subject site

2.3 Local Context

As outlined in the preceding sections, the subject site is located within the East Wanneroo Cell 5 Local Structure Plan. The site is located centrally within the Structure Plan area on the south-eastern corner of Kingsway and Rangeview Road.

The subject site is adjacent to existing R20 Residential areas to the north and east as well as the newly established ‘Crest’ Residential R30/40 subdivision area to the west. The existing Brockwell, Strathpine and Hardcastle Parks are located within 300m of the subject site and a future Primary School site and shared POS are to be constructed approximately 175m to the south-west of the site.

Lot 120 (No. 19) Rangeview Road, Landsdale, which directly abuts the subject site to south, is an existing rural residential property which is owned by a member of Stoneridge Nominees Pty Ltd and forms part of a development concept plan which has guided this proposed Structure Plan Amendment.

The subject site itself previously operated as a strawberry farm and now accommodates the temporary sales office of the ‘Crest’ subdivision to the west.

Due to its location, the subject site is afforded access to existing public transport routes along Rangeview Road, Kingsway, Mirrabooka Avenue, Hepburn Avenue and Alexander Drive.

Figure 2 depicts the subject sites local context. Figures 3 - 7 below depict recent images of the subject site and surrounds.



Figure 2: Local Context of subject site



Figure 3: View of Lot 120 looking east from Rangeview Road

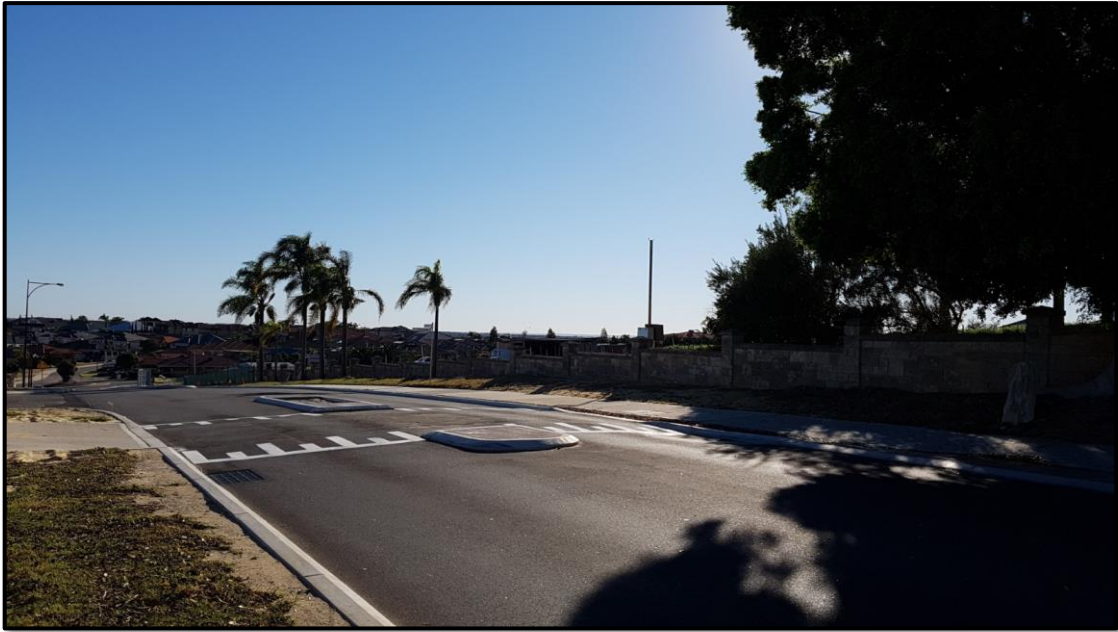


Figure 4: Looking north-east to the subject site from Rangeview Road



Figure 5: Looking south-east to the subject site from Kingsway-Rangeview intersection



Figure 6: Looking south to the subject site from Kingsway



Figure 7: Looking south-east to the subject site from Kingsway

3.0 PROPOSAL

3.1 Proposed Modifications to Agreed Structure Plan No. 7

This application has been prepared in support of a request for an Amendment to the City of Wanneroo's Agreed Local Structure Plan No. 7 – East Wanneroo Cell 5 (ASP 7).

Under the current provisions of ASP 7, the subject site is designated 'Residential' with a combination of 'R30' and 'R40' density codings. Provision 4.1 of ASP 7 currently states that the permissibility of uses is to be in accordance with the 'Residential' zone as specified under the City of Wanneroo District Planning Scheme No. 2 (DPS 2). In this regard, it is noted that 'Medical Centre' and 'Pharmacy' are identified as 'X' (not permitted) uses within the 'Residential' zone under DPS 2.

The proposed Structure Plan Amendment is in support of a request to permit 'Medical Centre' and 'Pharmacy' to be considered as a 'D' (discretionary) uses under ASP 7, in addition to the standard land use permissibility provisions of DPS 2. This proposal is considered to be appropriate as it will assist in creating a diverse range of land uses for the ASP 7 area to assist in economic development and job creation to improve self-sufficient for the locality.

The proposed Amendment seeks to reflect the additional land use permissibility on the ASP 7 Map and text. A copy of the formal Structure Plan amendment document is provided in **Appendix 2**.

3.2 Proposed Development Concept

The proposed Structure Plan amendment relates to a development concept which has been prepared for the subject site and the adjacent Lot 120 (No. 19) Rangeview Road, Landsdale. The development concept proposes a Residential retirement living complex which largely comprises of grouped dwellings as well as limited multiple dwellings, shared communal open spaces and communal amenities. A copy of the proposed Development Concept Plan is contained within **Appendix 3**. It is intended that the subject site will be developed in accordance with this concept plan, subject to the necessary approvals being obtained, however the proponent is still in the process of investigating the viability of the retirement living market within the locality.

The development concept also includes a 930sqm 'Medical Centre' with a 210sqm 'Pharmacy' located in the north-western corner of the site with direct frontage to both Rangeview Road and Kingsway. The proposed 'Medical Centre' and 'Pharmacy' is intended to provide for the day to day medical needs of the retirement living complex as well as the immediate surrounding locality.

The subject site is considered to be ideally located for such a development as it is well positioned and exposed to two key local traffic corridors and is located within an established and expanding Residential area which is currently lacking in the provisions of medical services within the immediate locality. These matters will be discuss in further detail in the succeeding sections of this report.

The development concept plans include detailed perspective images of the 'Medical Centre' and 'Pharmacy' development concept as viewed from Kingsway and Rangeview Road. These perspective images are illustrated in Figures 8 and 9 below.



Figure 8: North-Western Building Elevation Perspective



Figure 9: North-Eastern Building Elevation Perspective

As illustrated in Figures 8 – 9, the proposed ‘Medical Centre’ and ‘Pharmacy’ will introduce an active frontage to both street corridors which is sympathetic to the scale and built form of the

surrounding residential development, which largely consists of single storey residential houses.

The proposed Structure Plan Amendment will facilitate the future subdivision and development of the subject site as illustrated in the development concept plans, subject to the necessary approvals being obtained.

It is anticipated that the proposed Structure Plan Amendment and future development will have a positive impact on the amenity of the surrounding area.

4.0 PLANNING CONSIDERATIONS

4.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS). The proposed Structure Plan Amendment is consistent with the 'Urban' MRS zoning.

4.2 City of Wanneroo - District Planning Scheme No. 2

The subject site is zoned 'Urban Development' under the provisions of the City of Wanneroo District Planning Scheme No. 2 (DPS 2). The provisions of DPS 2 do not designate a density coding or land use restrictions to the subject site, as this is role of the structure plan.

The overall objectives of the 'Urban Development' zone, as stated in DPS No. 2, are outlined below:

- a) *Designate land for future urban development;*
- b) *Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process; and*
- c) *Enable planning to be flexible and responsive to changing circumstances throughout the development stages of the area.*

Under the provisions of the Agreed Structure Plan No. 7 the subject site is zoned as 'Residential'. The objectives of the Residential zone, as stated in DPS No. 2, are outlined below:

- a) *Maintain predominately single residential character and amenity of established residential areas;*
- b) *Provide the opportunity for grouped and multiple dwellings in selected locations so that there is a choice in the type of housing available within the City; and,*
- c) *Provide for compatible urban support services.*

The proposed Structure Plan Amendment is considered to be compliant with the objectives of the 'Residential' zone, particularly in relation to objectives (a) and (c). The proposal will allow for a predominantly residential development concept, as shown in **Appendix 3**, with a 'Medical Centre' and 'Pharmacy' component which is intended to provide for the day-to-day medical needs of the surrounding residential population. As such, the proposed additional use is intended to provide a support service which is compatible with the surrounding residential locality.

As illustrated in the development concept plans, the anticipated built form maintains a scale an architectural character which is sympathetic to the surrounding single storey residential

development. This will ensure that the built form will have no detrimental impact on the residential character and amenity of the locality. The only remaining potential adverse impacts arising from the proposal relate to traffic and noise generation. These matters have been analysed in detail and will be discussed in the succeeding sections of this report.

4.3 City of Wanneroo – Economic Development Strategy

The City of Wanneroo’s Economic Development Strategy ‘Strategic Economic Growth’ 2016-2021 sets the direction for local economic development within the municipality. The Strategy aims to solidify support for local business and enhance the City’s focus on transformational initiatives to stimulate major investment, drive economic growth and diversify our economic base.

One of the key issues driving the Strategy relates to the rapid growth of the City of Wanneroo. The municipality of the City Wanneroo is WA’s largest growing local government area and this rapid growth is anticipated to continue for another 50 years which presents both challenges and opportunities with respect to the creation of a suitable and adequate supply of jobs.

The Economic Development Strategy seeks to create a diverse range of job opportunities for residents by expanding the economic base and accessing new investment opportunities which will assist in achieving the following objectives:

- Ensuring that residents can choose to work locally and reduce the impact of travel time on family life; and
- Ensure that the City is a preferred place for business to locate and grow.

However, currently, growth in jobs in the municipality has not kept up with rapid population growth. In response, the Strategy sets a number of key economic development aims including the targets for job creation and targets for non-residential building approvals. Key targets which are relevant to the subject site and this proposed Structure Plan Amendment are provided below.



Figure 10: Job Creation Targets for the Landsdale Catchment

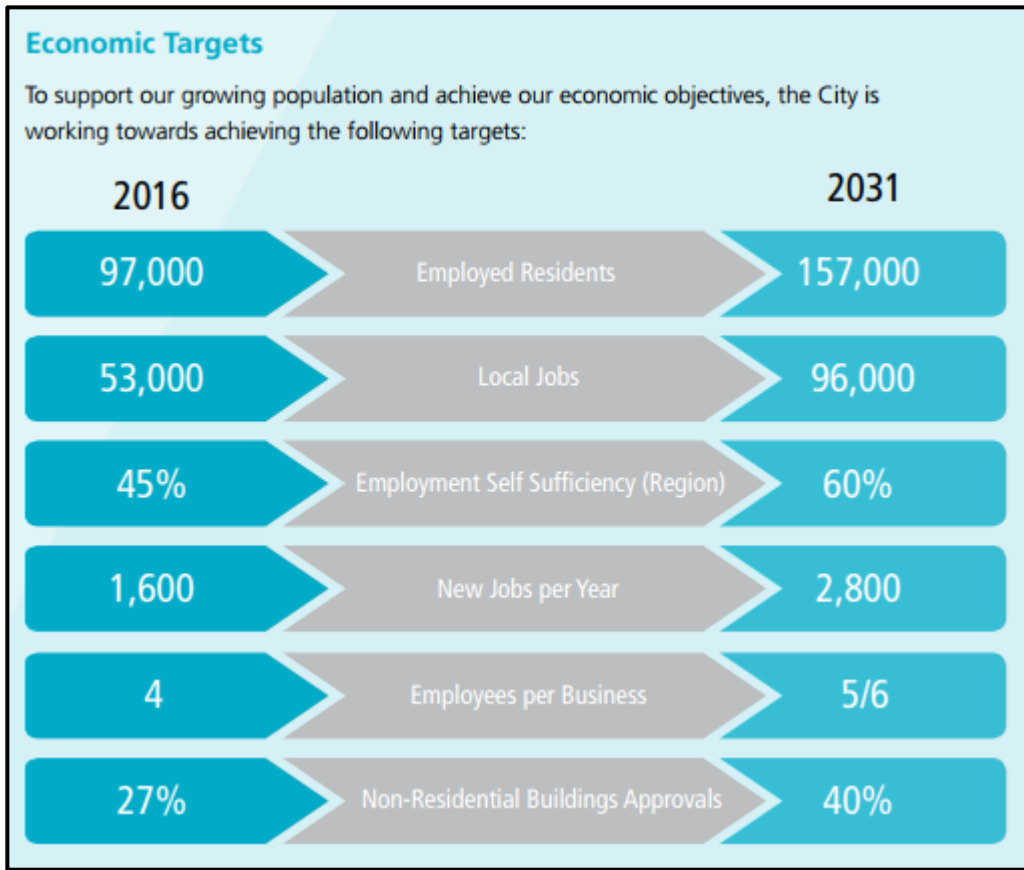


Figure 11: Economic Targets for the City of Wanneroo

The proposed Structure Plan Amendment will assist in achieving the vision and objectives of the City’s Economic Development Strategy by facilitating a diverse range of land uses for the ASP 7 area to assist in economic development and job creation for the locality.

4.4 City of Wanneroo Strategic Community Plan

The City of Wanneroo’s Strategic Community Plan provides clear direction and understanding of the identified aspirations within Wanneroo and sets out key strategies and actions required to achieve these aspirations. The plan specifies that the City should give priority to facilitating local employment to support a growing population. It also notes that it is important that the City encourages a diverse range of businesses to establish themselves or expand in Wanneroo.

Research conducted as part of the Strategic Community Plan identified that sub-regional employment self-sufficiency (living and working in the same area) is one of the lowest in the Perth and Peel regions at just 53%. In this regard, it is noted that the State Government has established a target of 60% for the North-West Sub-Region by 2031. In response, the Strategic Community Plan identifies the need to protect and increase availability of employment generating land in order to facilitate an increase in employment self-sufficiency to improve local employment opportunities.

The proposed Amendment to ASP 7 will assist in achieving the objectives of the City’s Strategic Community Plan as it will increase the availability of employment generating land within the Structure Plan Area to assist in supporting local employment self-sufficiency.

4.5 City of Wanneroo Local Planning Policy 3.2 - Activity Centres

The City of Wanneroo's Local Planning Policy 3.2 – Activity Centres (LPP 3.2) was prepared to provide guidance on the planning and development of activity centres in the City of Wanneroo. This Policy:

- aims to produce quality urban design and facilitate the long term evolution and sustainability of activity centres; and
- provides a framework for implementing the principles and objectives of State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2) and the Department of Planning's Structure Plan Preparation Guidelines.

Whilst the policy is focussed on planning for activity centres, LPP 3.2 acknowledges the following:

'that health, welfare, community services, entertainment, recreation, commercial and cultural facilities that attract a significant number of employees or users and/or generate significant vehicle trips cannot always be accommodated within or adjacent to activity centres. In these circumstances these uses should occur in out-of-centre developments.'

Given that the proposed Structure Plan Amendment is intended to accommodate health and community services to service the surrounding residential catchment, it is considered to be an appropriate circumstance for an out-of-centre development.

4.7 District Structure Plan No. 2 – Deemed Provisions – Part 4 – Structure Plans

Part 4 of the Deemed Provisions of DPS 2 outlines the following process for the consideration of an Amendment of a Structure Plan:

- (1) A structure plan may be amended by the Commission at the request of the local government or a person who owns land in the area covered by the plan.
- (2) The procedures for making a structure plan set out in this Part, with any necessary changes, are to be followed in relation to an amendment to a structure plan.
- (3) Despite subclause (2), the local government may decide not to advertise an amendment to a structure plan if, in the opinion of the local government and the Commission, the amendment is of a minor nature.
- (4) An amendment to a structure plan does not extend the period of approval of the plan unless, at the time the amendment is approved, the Commission agrees to extend the period.

Further to the provisions above, the process for making a Structure Plan, as set out in Part 4 of the Deemed Provisions is as follows:

- (1) A structure plan must —
 - a. be prepared in a manner and form approved by the Commission; and
 - b. include any maps, information or other material required by the Commission; and
 - c. unless the Commission otherwise agrees, set out the following information —
 - i. the key attributes and constraints of the area covered by the plan including the natural environment, landform and the topography of the area;

- ii. the planning context for the area covered by the plan and the neighbourhood and region within which the area is located;
 - iii. any major land uses, zoning or reserves proposed by the plan;
 - iv. estimates of the future number of lots in the area covered by the plan and the extent to which the plan provides for dwellings, retail floor space or other land uses;
 - v. the population impacts that are expected to result from the implementation of the plan;
 - vi. the extent to which the plan provides for the coordination of key transport and other infrastructure;
 - vii. the proposed staging of the subdivision or development covered by the plan.
- (2) The local government may prepare a structure plan in the circumstances set out in clause 15.
- (3) A person may make an application to the local government for a structure plan prepared by the person in the circumstances set out in clause 15 to be assessed and advertised if the person is —
- a. a person who is the owner of any or all of the land in the area to which the plan relates; or
 - b. an agent of a person referred to in paragraph (a).

The proposed Structure Plan Amendment has been prepared in accordance with the provisions outlined above. It is noted that the decision to advertise the proposed amendment falls with the City of Wanneroo and the Commission.

4.8 Directions 2031 and Beyond – Metropolitan Planning Beyond the Horizon

Directions 2031 and Beyond is a Strategic Planning framework to guide future urban development within the metropolitan area. One of the key objectives of Directions 2031 is to improve the relationship between where people live and where they work, to reduce commuting time and cost, and the associated impact on transport systems and the environment. This objective is expected to deliver improved levels of employment self-sufficiency across the outer sub-regional areas.

As noted in the preceding sections of this report, the City of Wanneroo ranks among the lowest municipalities within the metropolitan area for employment self-sufficiency and as such, additional non-residential land uses and employment generating land must be created, secured and protected in order to achieve the overarching objectives of Directions 2031-2050. It is submitted that the proposed Structure Plan Amendment will assist the City in meeting the objectives of Directions 2031 to improve employment self-sufficiency and the relationship between where people live and where they work.

With the above in mind, the proposal is reflective of the State's overall ethos for future urban development and consolidation, as outlined in the objectives of Directions 2031 and Beyond.

4.9 Perth and Peel @3.5 Million

On the 23 March 2018, the Perth and Peel @ 3.5 Million land use planning and infrastructure frameworks were released by the State Government. The framework brings together the vision encapsulated in Directions 2031 and the State Planning Strategy 2050 into a series of

planning frameworks, responding to those deepening and emerging challenges, with a unified, long-term growth strategy for land use and infrastructure for the Perth and Peel regions.

One of the key objectives of Perth and Peel @ 3.5 Million is to improve employment self-sufficiency by providing greater employment opportunities close to where people live. In this regard, the document provides specific targets for labour force growth and employment self-sufficiency for each sub-region. These targets are illustrated in Tables 1 and 2 below.

Sub-region	2011	2050	Total change	Total % change
Central	390,970	595,660	204,690	52%
North-West	163,640	376,390	212,750	130%
North-East	102,610	224,860	122,250	119%
South Metropolitan Peel	245,370	592,990	347,620	142%

Table 1: Perth and Peel @ 3.5 Million – Anticipated Labour Force by Sub-Region 2011-2050

Sub-region	2011	2050	Total change
Central	139.7%	139.7%	0%
North-West	49.2%	59.5%	10.3%
North-East	80.3%	85.8%	5.5%
South Metropolitan Peel	59%	74%	15%

Table 2: Perth and Peel @ 3.5 Million – Employment Self-Sufficiency Targets by Sub-Region 2011-2050

As illustrated above, the north-west is currently the lowest ranked sub-region in terms of employment self-sufficiency and is anticipated to experience the second highest growth in the labour force by 2050. The Perth and Peel @ 3.5 Million document identifies that healthcare, social assistance, retail trade, and education/training are projected to contribute to approximately 44 per cent of this growth.

By introducing new health services employment opportunities to an area which would otherwise provide additional residential development only, the proposed Structure Plan Amendment will assist in achieving the employment growth targets set out in directions 2031.

5.0 OTHER PLANNING CONSIDERATIONS

5.1 Traffic Assessment Report

Flyt Transport Consultancy have completed a Transport Assessment Report which examines the anticipated traffic impacts of the proposed medical centre, pharmacy and retirement living development concept. The report examines the following details with respect to the subject site and development concept:

- Details of the proposed development concept;
- Details of the existing situation;
- Internal networks;
- Proposed changes to the network;
- Integration with the surrounding area;
- Trip generation and traffic volumes; and
- Traffic modelling.

The assessment concluded that the proposal is anticipated to result in eight (8) more AM peak hour trips when compared to the existing development scenario of ASP 7. However, it is anticipated that over the whole day, the proposal would result in eight (8) fewer trips per day. The changes to forecast traffic volumes as a result of the land uses proposed within the concept pan are considered to be minor and would make no material impact on the surrounding transport networks.

The anticipated traffic impacts on the 4-way intersection of Kingsway, Rangeview Road and Abbotswood Rise were also assessed through a SIDRA analysis. SIDRA predicts that the intersection would operate at a level of service A in the road network AM peak hour.

With the above in mind, the assessment and conclusions outlined in the Traffic Assessment Report are favourable to the proposed amendment and it is therefore recommended as being suitable for approval from a traffic perspective. The full Traffic Assessment Report is provided in **Appendix 4**.

5.2 Acoustic Assessment Report

Herring Storer Acoustics have undertaken an acoustic assessment of noise emissions associated with the proposed medical centre and pharmacy development concept on neighbouring residential properties. The assessment examined noise emissions against the requirements of the Environmental Protection (Noise) Regulations 1997.

The assessment concludes that all noise emissions associated with mechanical services within the medical centre and pharmacy would be deemed to comply with the Environmental Protection (Noise) Regulations 1997 for the following hours of operation:

- Daytime and evening periods between Monday – Saturday; and
- Daytime periods only on Sundays and Public Holidays.

The full Acoustic Assessment Report is provided in **Appendix 5**.

5.3 Local Demand for Health Services

The proposed additional use will cater for the day-to-day needs of the growing local population by providing essential health services. In this regard it has been noted by the Australian Bureau of Statistics in their ‘*Survey of Healthcare in Australia 2016*’ that there is a shortage of health professions in local communities throughout Australia.

With respect to the specific location of the subject site, an examination of existing health care practices within the surrounding locality was undertaken and illustrated on a map which is provided in **Appendix 6** and Figure 12 below.

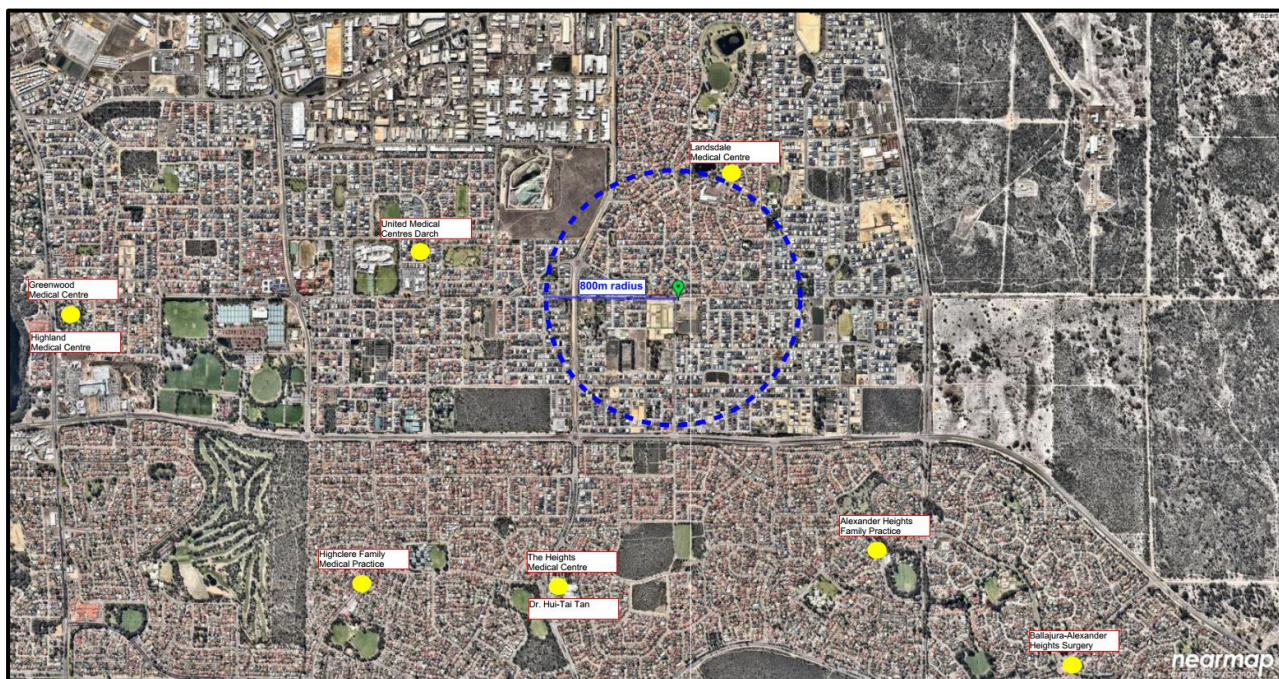


Figure 12: Map of Existing Medical Practices

A walkable catchment of 800m from the subject site has been identified on the image above for spatial perspective. As illustrated in this image, there are currently no medical practices within 800m of the subject site and only one practice within 1.5km of the site. This is despite the fact that significant residential growth is occurring within the locality with associated population growth, including the recent subdivision of the ‘Crest’ subdivision to the west and the future subdivision and development of the subject site itself.

When considering the future retirement living development which is envisaged for the subject site, the provision of adequate health care services within the immediate locality is of utmost importance. This is on the basis that many health conditions and associated disabilities become more common with age, and that older people are higher users of health services (McPake & Mahal, 2017¹; Australian Institute of Health and Welfare, 2014²).

¹ Barbara McPake & Ajay Mahal (2017) ‘Addressing the Needs of an Aging Population in the Health System: The Australian Case’
<https://www.tandfonline.com/doi/full/10.1080/23288604.2017.1358796>

² Australian Institute of Health and Welfare (2014) ‘Australia’s Health 2014’
https://www.aihw.gov.au/getmedia/19dbc591-b1ef-4485-80ce-029ff66d6930/6_9-health-ageing.pdf.aspx

In addition to the above, Altegra Property Group have reviewed the proposed development concept plans and have undertaken a market analysis for healthcare services within the locality. This investigation concluded that the subject site is located within an area that is classified by the Department of Health as a 'District of Workforce Shortage' and that sufficient demand exists to substantiate the proposed 'Medical Centre' and 'Pharmacy'. These findings are summarised in a statement provided by Altegra Property Group which is provided in **Appendix 7**.

The proposed Structure Plan Amendment will increase the availability of health professionals within the locality which will address the apparent deficit of the industry within the immediate locality and will assist in contributing to the existing shortfall with respect to the provision of health care in Australia, as identified by Altegra Property Group and the Australian Bureau of Statistics, Survey of Healthcare, Summary of Findings, 2016.

6.0 CONCLUSION

In light of the above, the proposed Amendment to Agreed Local Structure Plan No. 7 is considered appropriate and justified as it:

1. Is consistent with the provisions of the Metropolitan Region Scheme;
2. Is consistent with the objectives of the 'Residential' zone under the City of Wanneroo DPS No. 2;
3. Is justified against the criteria set by the City of Wanneroo's Economic Development Strategy, Strategic Community Plan and Activity Centres Local Planning Policy;
4. Is justified against the criteria set by the Western Australian Planning Commission's strategic planning documents Directions 2031 and Beyond as well as Perth and Peel @ 3.5 Million;
5. Will assist in creating further economic development and employment opportunities to improve self-sufficiency for the locality;
6. Will cater for the day-to-day health service needs of the surrounding residents which is currently lacking within the immediate locality;
7. Will facilitate a development which achieves a high standard of architectural design which is sympathetic to the surrounding single residential built form;
8. Will not compromise the traffic capacity of surrounding locality and does not detrimentally affect the existing road infrastructure; and
9. Will not compromise the amenity of the surrounding locality in terms of acoustic impacts.

As the proposal is consistent with planning principles derived from state and local levels, the proposed amendment to the ASP No. 7 warrants the support of the City of Wanneroo.

Appendix 1
CERTIFICATE OF TITLE



REGISTER NUMBER 119/D25161	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

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

VOLUME **1417** FOLIO **486**

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 119 ON DIAGRAM 25161

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STONERIDGE NOMINEES PTY LTD OF 981 WELLINGTON STREET, WEST PERTH
IN 4/5 SHARE
LEONE VINCI
FRANCESCA VINCI
BOTH OF 19 RANGEVIEW ROAD, LANDSDALE
AS JOINT TENANTS IN 1/5 SHARE
AS TENANTS IN COMMON

(T G529657) REGISTERED 14/7/1997

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

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 428/1908.
- G529658 MORTGAGE TO WESTPAC BANKING CORPORATION REGISTERED 14/7/1997.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
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:	1417-486 (119/D25161)
PREVIOUS TITLE:	1249-294
PROPERTY STREET ADDRESS:	390 KINGSWAY, LANDSDALE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF WANNEROO



REGISTER NUMBER 120/D25161	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 3/9/2007

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

VOLUME **30** FOLIO **31A**

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 120 ON DIAGRAM 25161

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

LEONE VINCI
FRANCESCA VINCI
BOTH OF 19 RANGEVIEW ROAD, LANDSDALE
AS JOINT TENANTS

(T A902563) REGISTERED 10/12/1974

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

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 428/1908.
- EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF SUPPORT PURPOSES SEE DEPOSITED PLAN 55757 AND INSTRUMENT K315966

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

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

STATEMENTS:

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

SKETCH OF LAND: 30-31A (120/D25161)
PREVIOUS TITLE: 1249-294
PROPERTY STREET ADDRESS: 19 RANGEVIEW RD, LANDSDALE.
LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L445941

Appendix 2
PROPOSED STRUCTURE PLAN AMENDMENT DOCUMENTATION AND MAP



AMENDMENT NO. 19

TO THE

EAST WANNEROO CELL 5

AGREED STRUCTURE PLAN NO. 7

(LANDSDALE)

Amendment No. 19 to the East Wanneroo Agreed Structure Plan No. 7 is prepared under the provisions of the City of Wanneroo's District Planning Scheme No. 2

IT IS CERTIFIED THAT AMENDMENT NO. 19 TO THE EAST WANNEROO CELL 5 AGREED STRUCTURE PLAN NO. 7

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 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry

RECORD OF AMENDMENTS MADE TO THE EAST WANNEROO CELL 5 (LANDSDALE)

AGREED STRUCTURE PLAN NO. 7

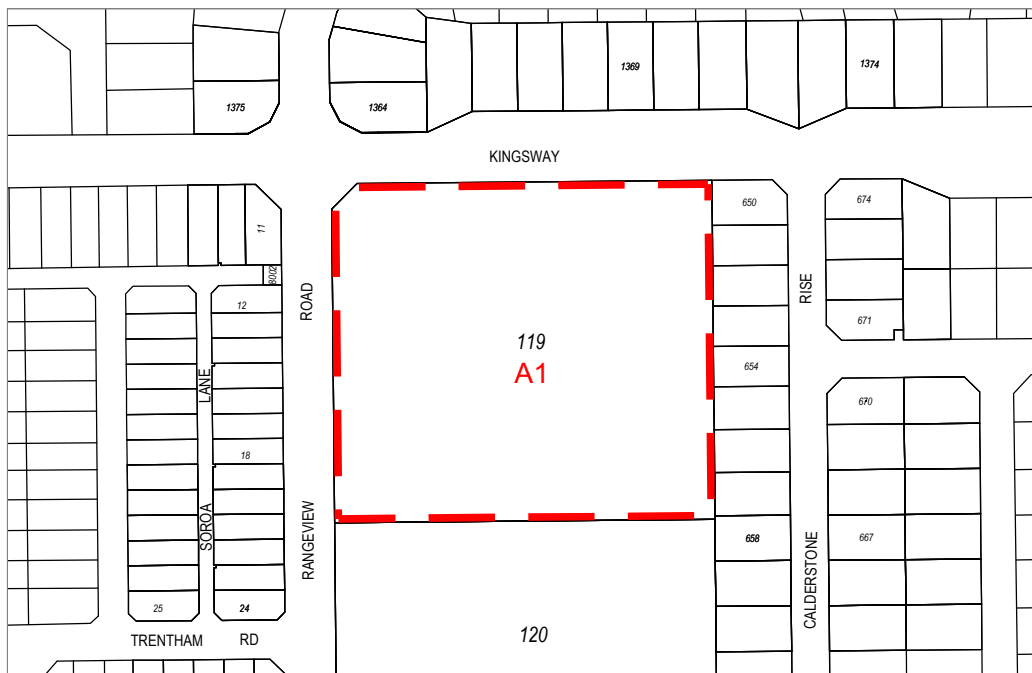
Amendment No.	Summary of Amendment	Amendment Type	Date approved by the WAPC
19	Include 'Medical Centre' and 'Pharmacy' as additional uses ('D') for Lot 119 (No. 390) Kingsway, Landsdale.	Standard	

1. PLAN MODIFICATION

EAST WANNEROO
 CELL 5
 AGREED STRUCTURE PLAN No. 7




EXISTING STRUCTURE PLAN



PROPOSED STRUCTURE PLAN

LEGEND

- | | | | |
|---|---------------------|---|---------------------|
|  | RESIDENTIAL R20 |  | ADDITIONAL USE |
|  | RESIDENTIAL R-MD 30 |  | RESIDENTIAL R40 |
| | |  | RESIDENTIAL R-MD 40 |

PROPOSED STRUCTURE PLAN AMENDMENT
 LOT 119 (No. 390) KINGSWAY
 LANDSDALE

SCALE: 1:3000 @ A4
 FILE: 895_02.07.2018.dwg
 DRAW: - SB
 CHECKED: -



2. TEXT MODIFICATION

- a. Clause 4.1 'Residential Precinct' to include the following:

Notwithstanding the permissibility of uses contained in Table 1 of the scheme, the following additional uses may be permitted for specific sites:

<i>Land</i>	<i>Land Uses</i>	<i>Permissibility</i>
<i>Lot 119 (No. 390) Kingsway, Landsdale</i>	<i>'Medical Centre'</i> <i>'Pharmacy'</i>	<i>'D'</i> <i>'D'</i>

Appendix 3
PROPOSED DEVELOPMENT CONCEPT PLAN



GENERAL NOTES:

PHARMACY TENANCY ON GROUND FLOOR FACING STREET CORNER.

PHARMACY IS QUITE LARGE, MAY BE SPLIT INTO 2X SMALLER TENANCY

SMALL ZONE OF PARKING BETWEEN BUILDING AND STREET FOR EASY ACCESS TO PHARMACY.

CENTRAL TREE LINED FOOTPATH LINKING RETIREMENT LIVING SITE TO KINGSWAY, THIS IS PROPOSED SITE BOUNDARY.

EXTENSIVE LANDSCAPING AND TREE LINED PATHS CONNECTING KINGSWAY TO RETIREMENT LIVING. CLUB HOUSE OVERLOOKS LANDSCAPING

RETAINING ALONG BOUNDARY, PLANTED TO SCREEN MEDICAL CENTRE

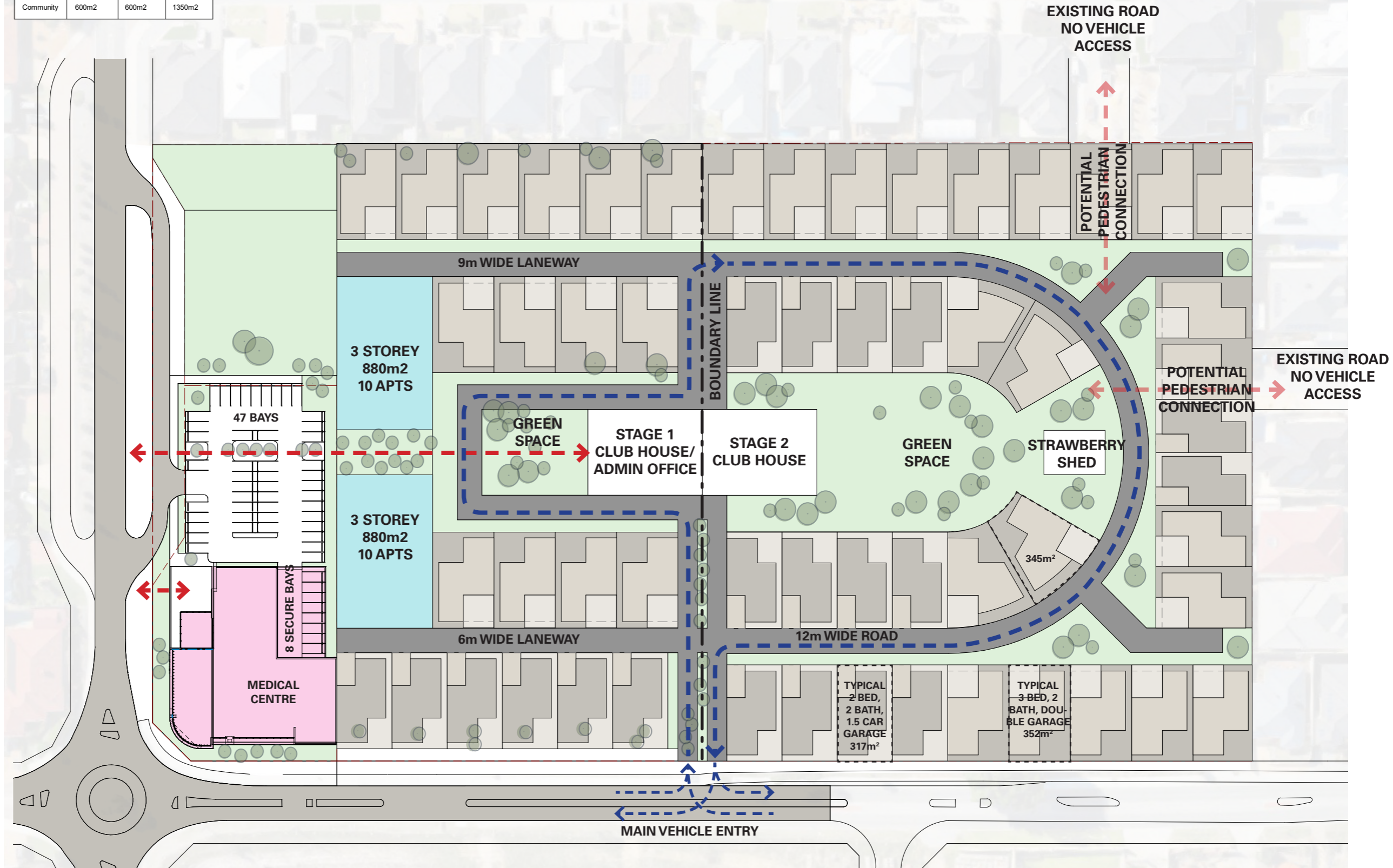
PARKING:

MEDICAL CENTRE
5 BAYS/ PRACTITIONER = 40 BAYS

PHARMACY
7 BAYS PER 100m² of NLA = 15 BAYS

TOTAL = 55 BAYS

YIELD			
	STAGE 1	STAGE 2	TOTAL
13.5m	6	14	20
15m	14	22	36
Multi Res	24	0	24
Community	600m ²	600m ²	1350m ²

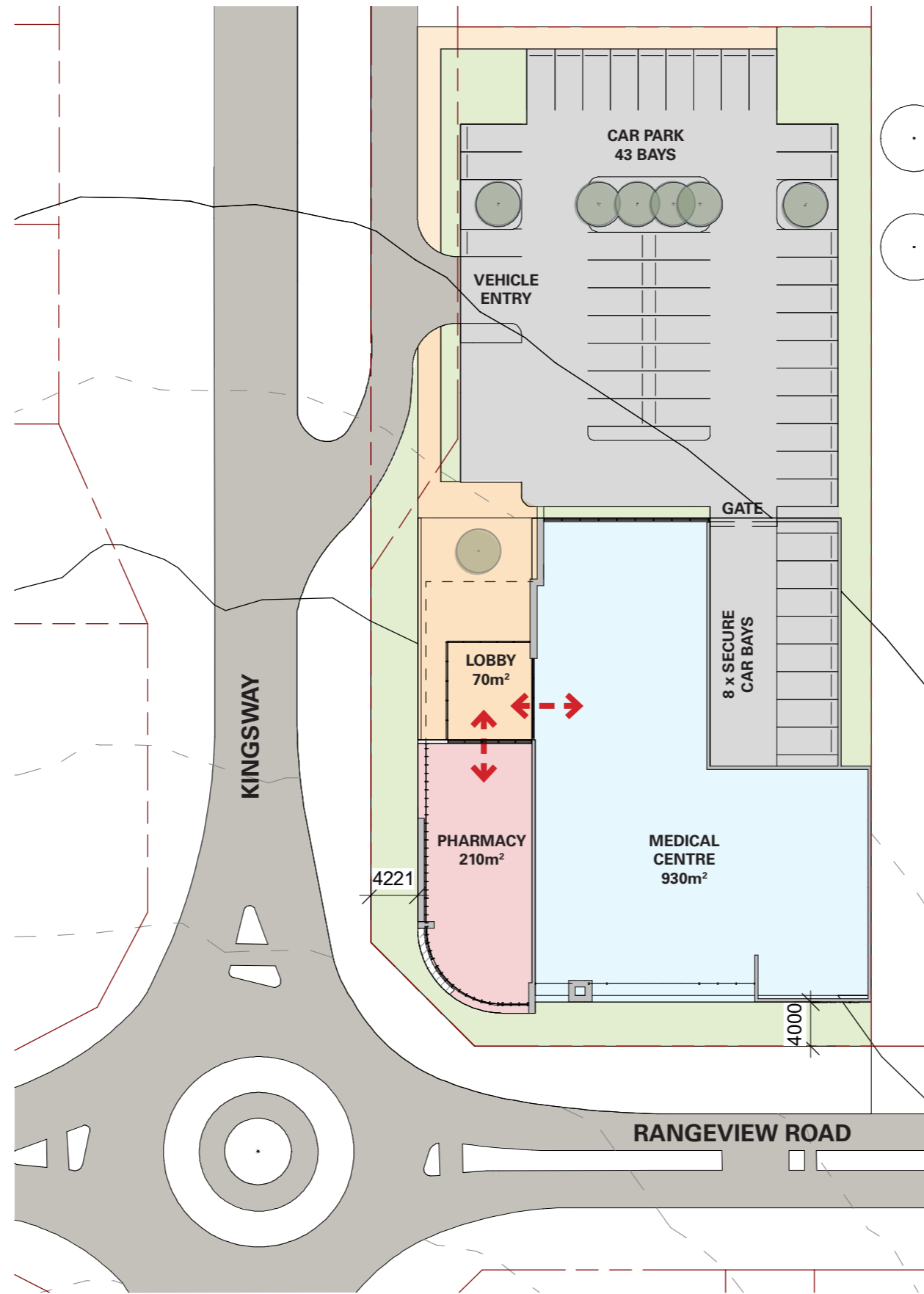


**STRAWBERRY HEIGHTS
LOT 119 & 120 RANGEVIEW ROAD
SITE PLAN**



DRAWN: SPH
DATE: 26.06.18
SCALE: NTS
JOB No: 218036

SK02
REV: B







Appendix 4
TRAFFIC ASSESSMENT REPORT



Lots 119 and 120
Rangeview Road

TRANSPORT ASSESSMENT
REPORT

PROJECT	81113-385 Rangeview Road Lots 119 and 120			
Revision	Description	Originator	Review	Date
A	First Draft	CAS	SCK	June 2018

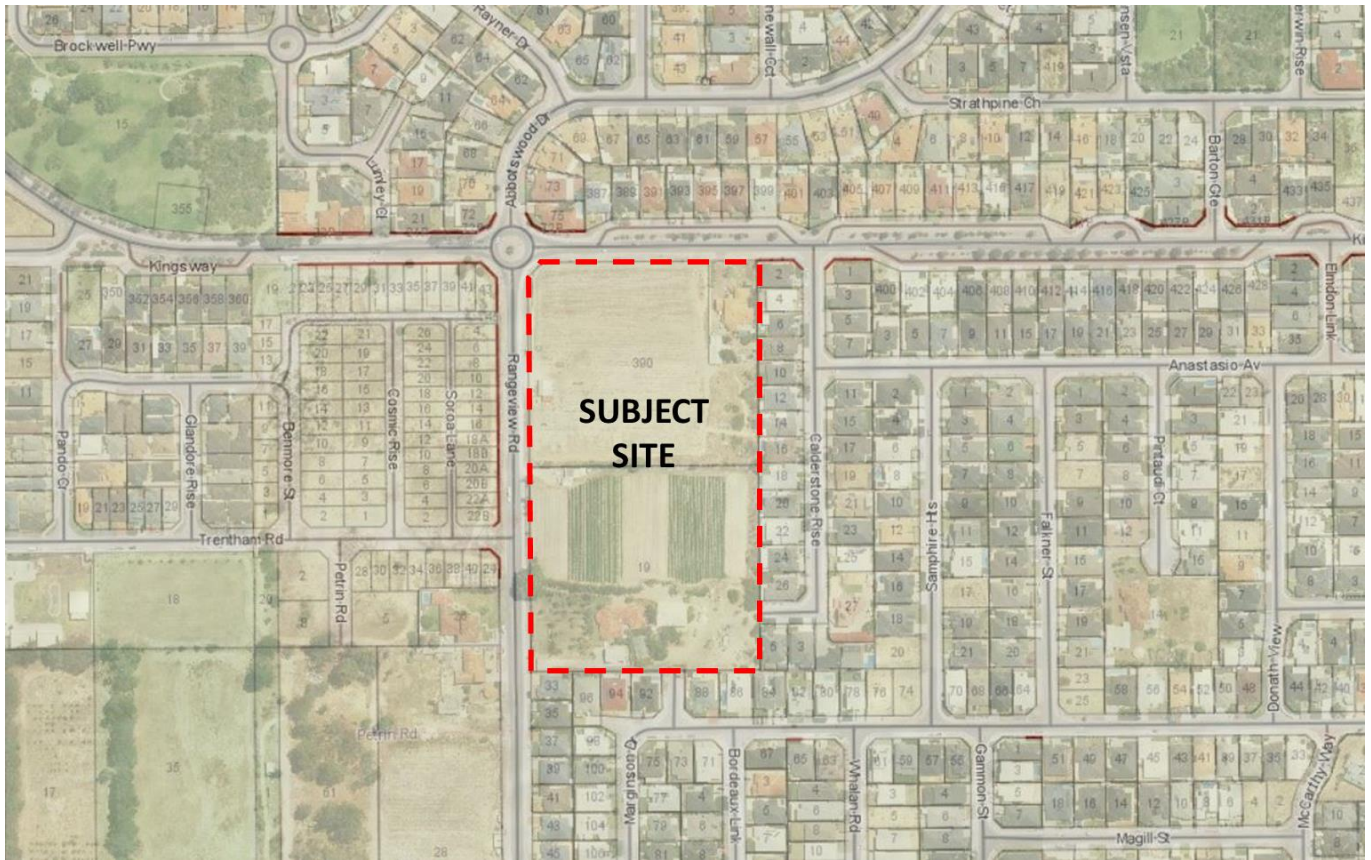


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Figure 2 Site aerial image (source: City of Wanneroo IntraMaps)



1.1 Transport Assessment

The WA Planning Commission’s (WAPC) Transport Impact Assessment Guidelines (Volume 2 – Planning Schemes, Structure Plans and Activity Centre Plans) details the requirements of a Scheme Amendment Transport Assessment (Section 2, pages 5 and 6). The following areas are required to be addressed:

- Details of proposal;
- Details of the existing situation;
- Internal networks;
- Proposed changes to the network;
- Integration with surrounding area;
- Trip generation and traffic volumes; and
- Traffic modelling.

The extent of the traffic impact associated with a planning scheme amendment is the change in the potential traffic generation of the site associated with the rezoning. In this case the proposed rezoning is estimated to make very little difference to the subject site’s peak hour trip generation, with the increased traffic associated with the medical centre and pharmacy offset by the low trip generating behaviour of the retirement village.

The East Wanneroo Cell 5 ASP 7, covering the Landsdale locality between Gngangara Road in the north and Hepburn Road to the south, has previously been subject to a detailed sub-regional assessment. That assessment is not referenced within this Transport Assessment as the original documentation is not available.

2. DETAILS OF PROPOSAL

The proposed amendment for Lots 119 & 120 Rangeview Road seeks to reduce the level of residential lots and introduce some commercial land uses along the Kingsway frontage. The existing land uses arising from the currently approved ASP 7 and the potential yield resulting from the proposed amendment are described in Table 1.

Table 1 – Existing and proposed Amendment zoning (source: Dynamic Planning)

Land Use	Existing Zoning	Proposed Zoning
R30	90 dwellings	73 dwellings
R40	7 dwellings	7 dwellings
Commercial	-	3,760m ²
Total	97 dwellings	80 dwellings, 3,760m ² commercial

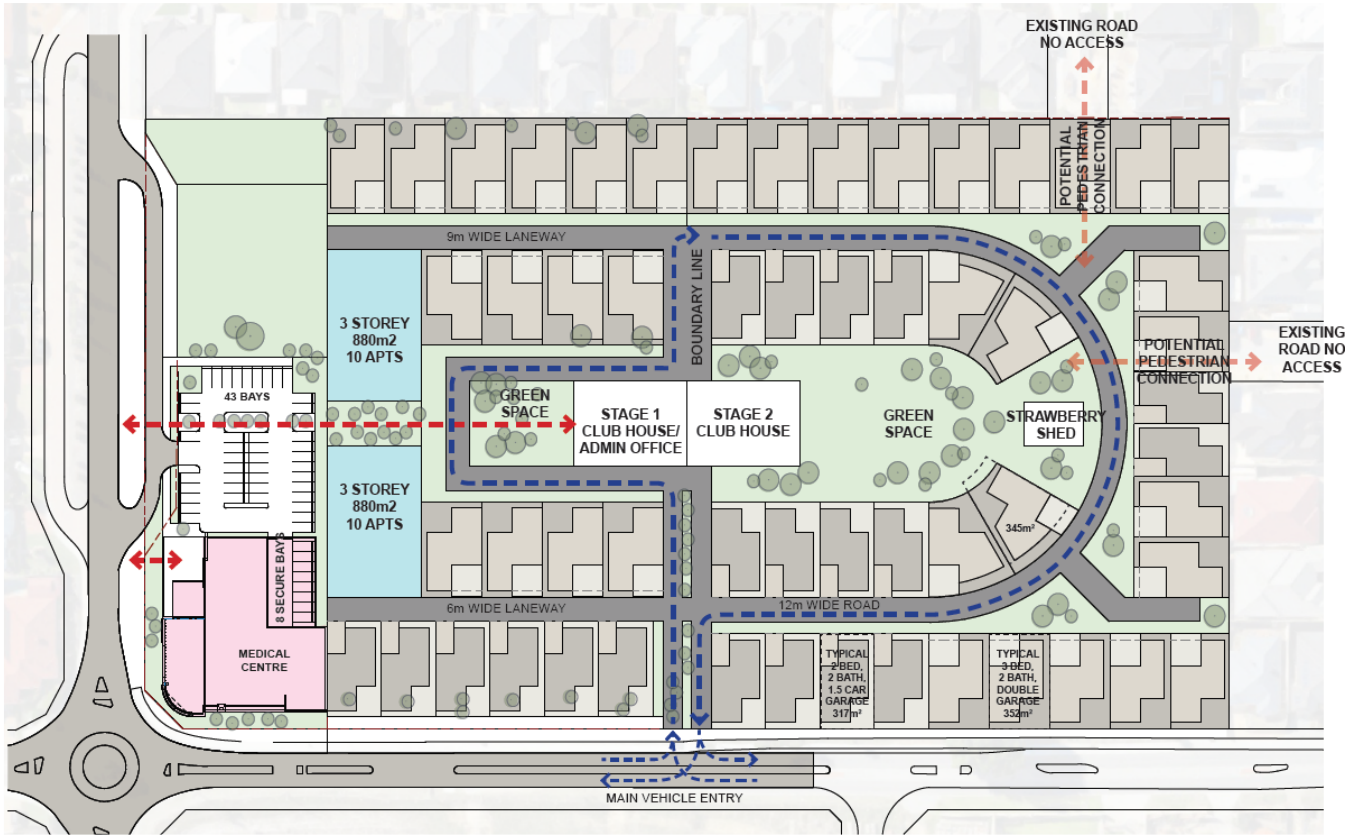
The existing zoning for Lots 119 and 120 Rangeview Road is shown in Figure 3.

Figure 3 Existing zoning plan (source: City of Wanneroo)



A concept plan based on the proposed zoning of Lots 199 & 120 Rangeview Road is reproduced as Figure 4. The concept plan includes a 930m² medical centre and 210m² pharmacy with a shared lobby, 4 R30 residential lots and a secure 76 unit retirement village. The commercial land uses and associated parking will be accessed from a CAP along Kingsway, while the sole vehicle access to the retirement village will be from Rangeview Road approximately 140m south of the roundabout intersection with Kingsway.

Figure 4 Proposed concept plan (source: SPH Architecture and Interiors)



3. EXISTING SITUATION

The existing road, public transport, pedestrian and cycle network surrounding the subject site is described in the following sections.

3.1 Road Network

The subject site is bounded to the west by Rangeview Road, by Kingsway to the north and existing residential development to the south and east. The road hierarchy surrounding the development site is shown in Figure 5 and the speed zoning is shown in Figure 6.

Figure 5 – Road hierarchy surrounding development site (source: MRWA)

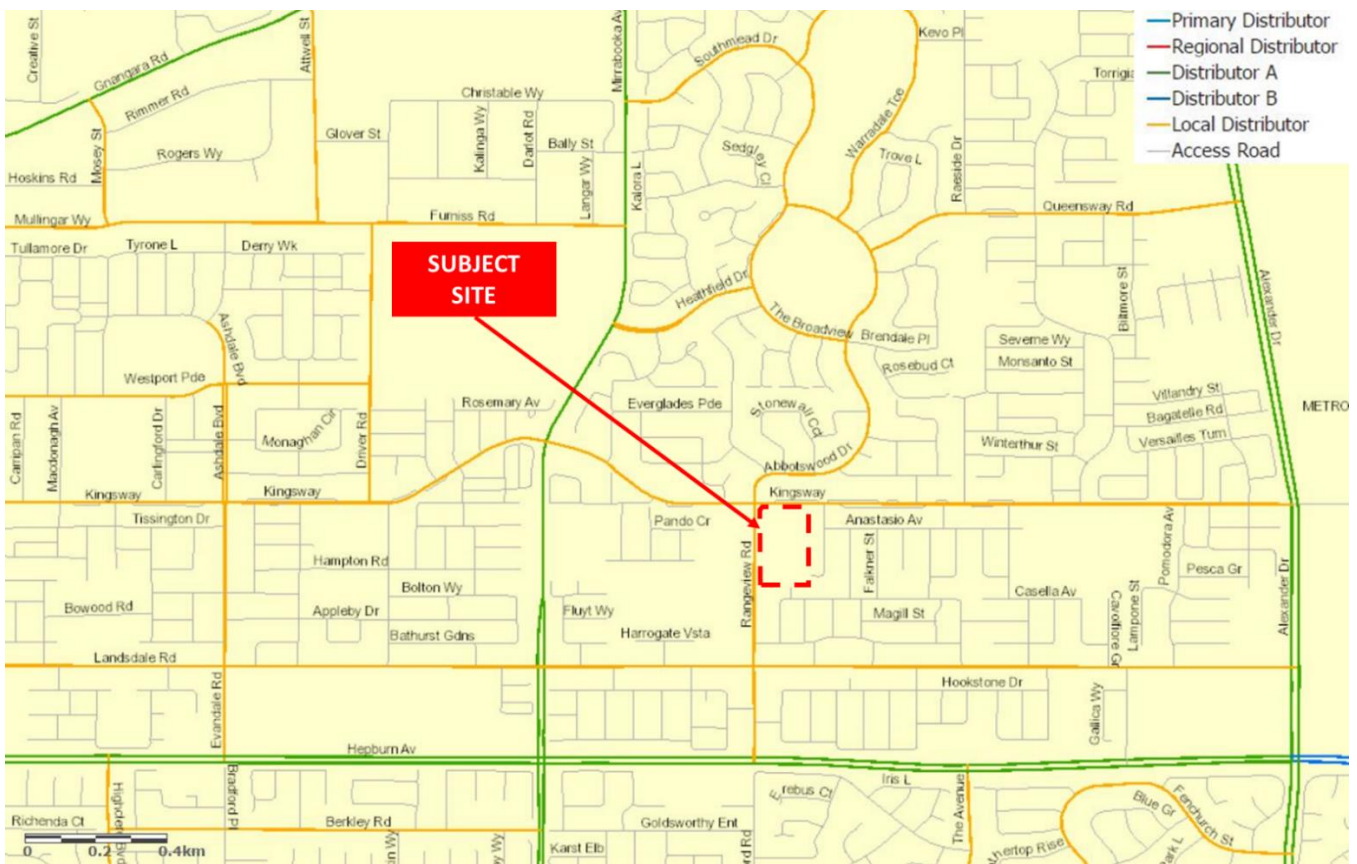
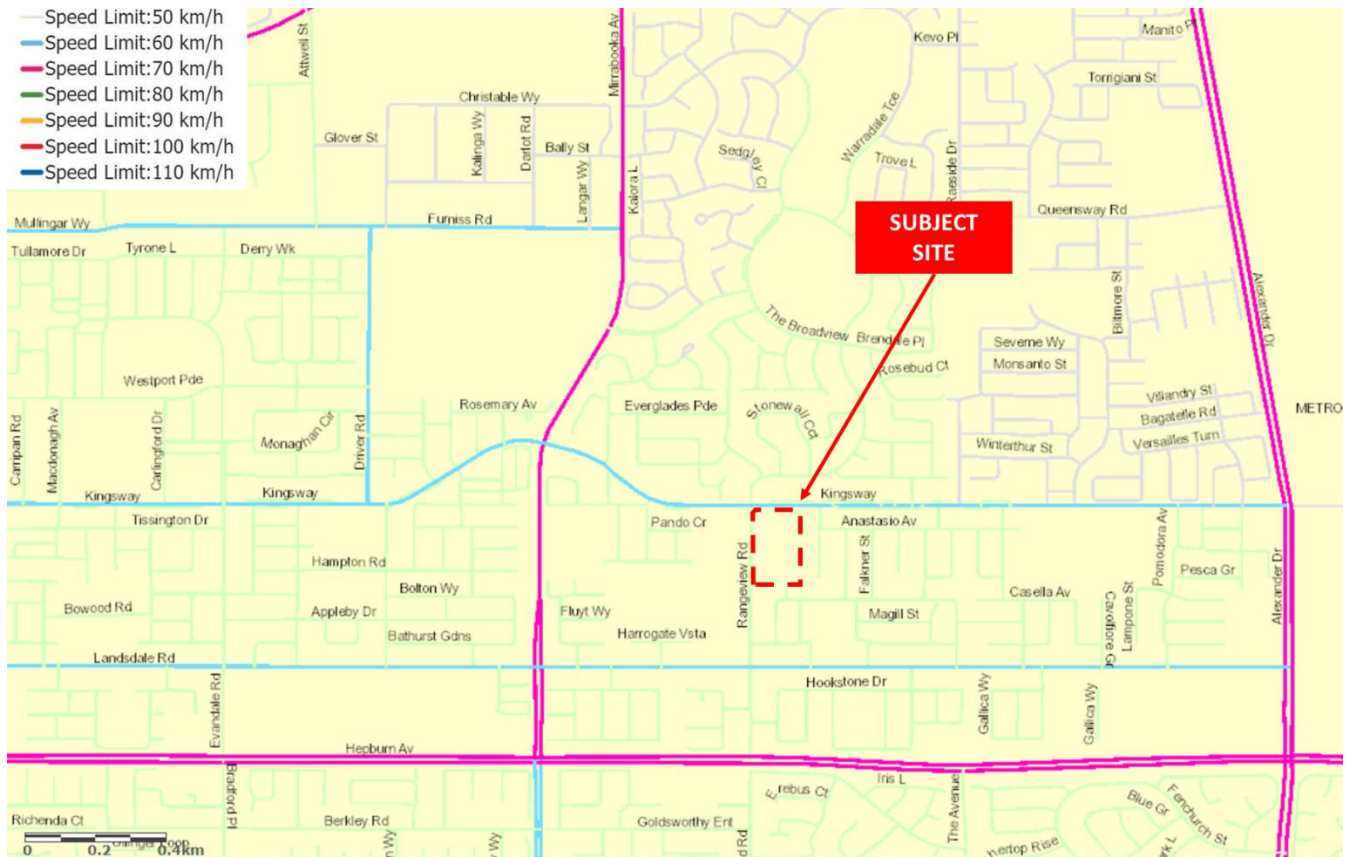
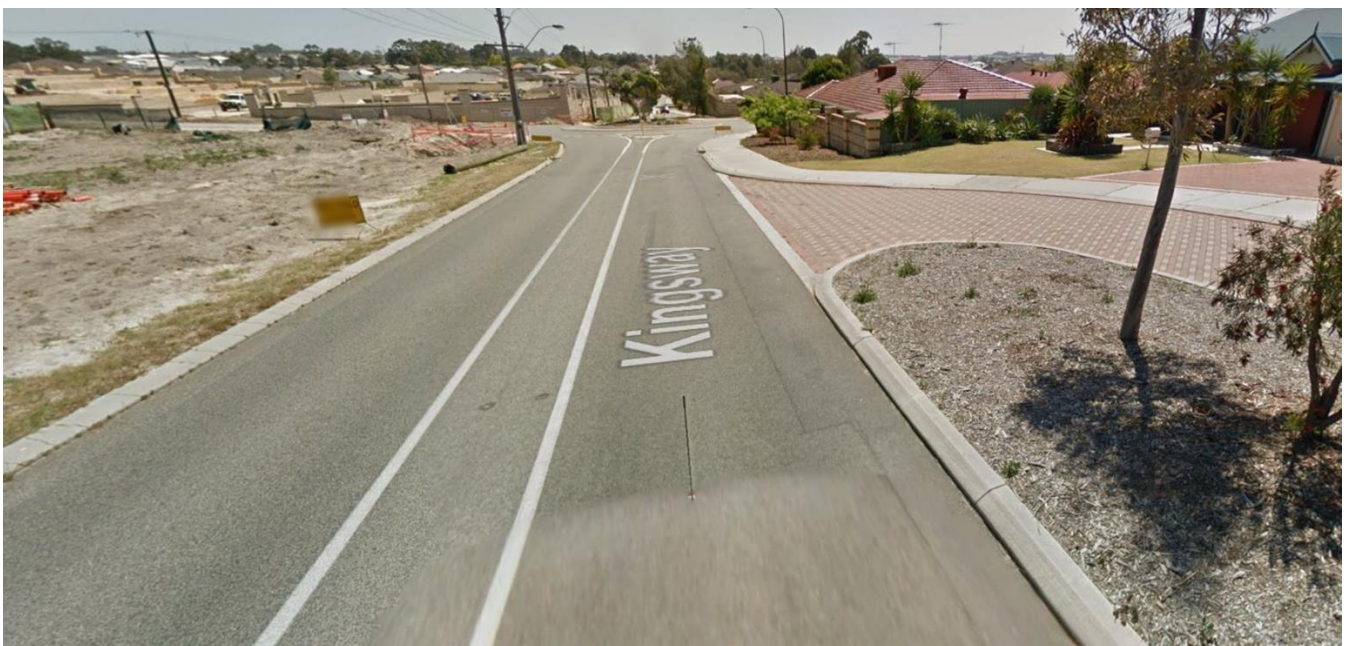


Figure 6 – Speed zoning surrounding development site (source: MRWA)



Kingsway is classified as a Local Distributor and provides an east-west connection between Wanneroo Road and Alexander Drive. Adjacent to the development site Kingsway is constructed as a single carriageway, with 3m lanes separated by a 1.m painted median. Residential properties on the northern side of Kingsway are accessed by a CAP road. A typical Kingsway cross section is shown in Figure 7.

Figure 7 – Kingsway cross section looking west (source: Google Street View)



The shown cross section of Kingsway has been observed to still be current and is supported through Figure 8.

Figure 8 - Kingsway current cross section looking east (source: Site visit 25 June 2018)



The posted speed limit of Kingsway is 60 kph. A 2.5m wide shared path is provided along the northern side of Kingsway where there are no CAPs; no footpaths are provided along the CAPs. There is currently no footpath along the development frontage.

The most recent traffic count for Kingsway, undertaken by Main Roads in 2012/2013 to the west of Rangeview Road, revealed traffic volumes of approximately 4,300 vehicles per day (vpd).

Rangeview Road is classified as a Local Distributor and provides a north-south connection between Kingsway and Hepburn Avenue. Adjacent to the development site Rangeview Road is constructed as a 7.4m wide single carriageway. The previous Rangeview Road cross section is shown in Figure 9. The posted speed limit is 50 kph. A 2.5m wide shared path is provided along the development frontage, the eastern side of the road.

Figure 9 – Rangeview Road cross section looking south (source: Google Street View)



The cross section and arrangement of Rangeview Road was upgraded at the end of 2017 prior to the construction of residential developments on the western side of Rangeview Road (directly opposite the subject site) was commenced. Figure 10 and Figure 11 show the current format which includes footpaths to both sides of Rangeview Road, raised median islands and a speed cushions approximately 25 metres south of the roundabout with Kingsway.

Figure 10 - Rangeview Road speed cushions (source: Site visit 25 June 218)



Figure 11 - Rangeview Road current cross section looking north (source: Site visit 25 June 2018)



Mewsbrook Link and Dauphine Vista are 6m access roads constructed up to the boundary of Lots 119 & 120 Rangeview Road.

3.1.1 Kingsway / Rangeview Road Intersection

The 4-way intersection of Kingsway with Rangeview Road and Abbotswood Drive, shown in Figure 12, is roundabout controlled. AM peak hour traffic counts were undertaken on Monday June 25th 2018, between 7:30 and 8:30 AM. The resulting AM peak hour traffic volumes through this intersection are shown in Table 2.

Figure 12 – Kingsway / Rangeview Road / Abbotswood Drive roundabout (source: City of Wanneroo IntraMaps)



Table 2 – Existing AM peak hour turning traffic volumes

Approach	Movement	AM Peak Volumes
Rangeview Road (south)	Left	54
	Through	65
	Right	34
Kingsway (east)	Left	69
	Through	140
	Right	10
Abbotswood Drive (north)	Left	12
	Through	133
	Right	45
Kingsway (west)	Left	10
	Through	65
	Right	34

SIDRA Intersection 7.0 has been used to assess the existing peak hour performance of the intersection. The AM peak hour results are summarised in Table 3. Detailed SIDRA output is provided in Appendix 1.

The SIDRA analysis shows that the intersection is currently operating at a level of service A in the road network AM peak hour.

Table 3 – SIDRA predicted existing peak hour intersection performance

Approach	Degree of Saturation	Avg. delay (s)	Level of Service	95 th Percentile Queue (m)
Rangeview Road (south)	0.111	5.9	A	4.4
Kingsway (east)	0.230	6.1	A	10.5
Abbotswood Drive (north)	0.170	5.9	A	7.0
Kingsway (west)	0.095	6.0	A	4.1

3.2 Public Transport

The development site is serviced by bus routes 352, 376 and 450 which provide connections to locations in the south and west. The existing bus route map is shown in Figure 13, with nearby bus stops shown in Figure 14.

Figure 13 Transperth network map (source: Transperth)

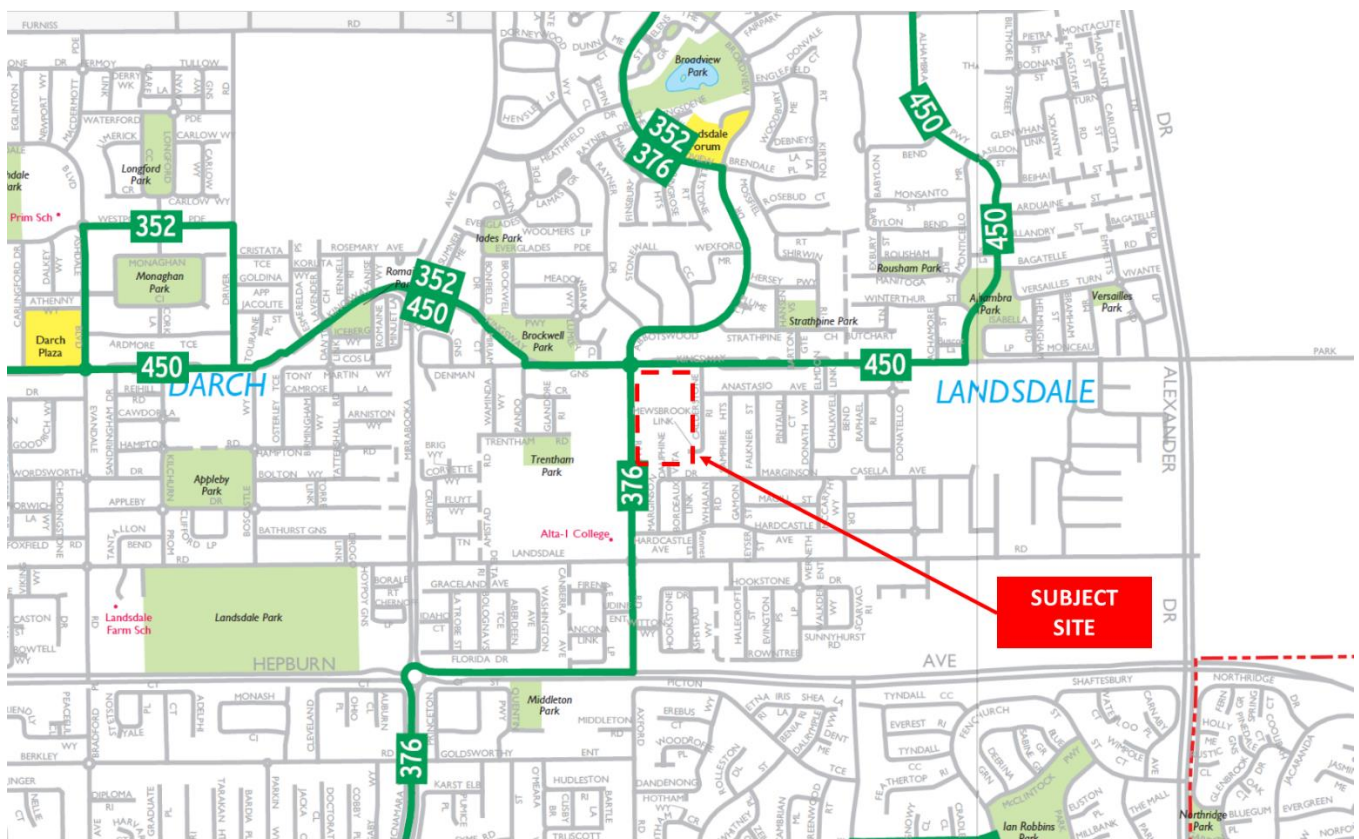
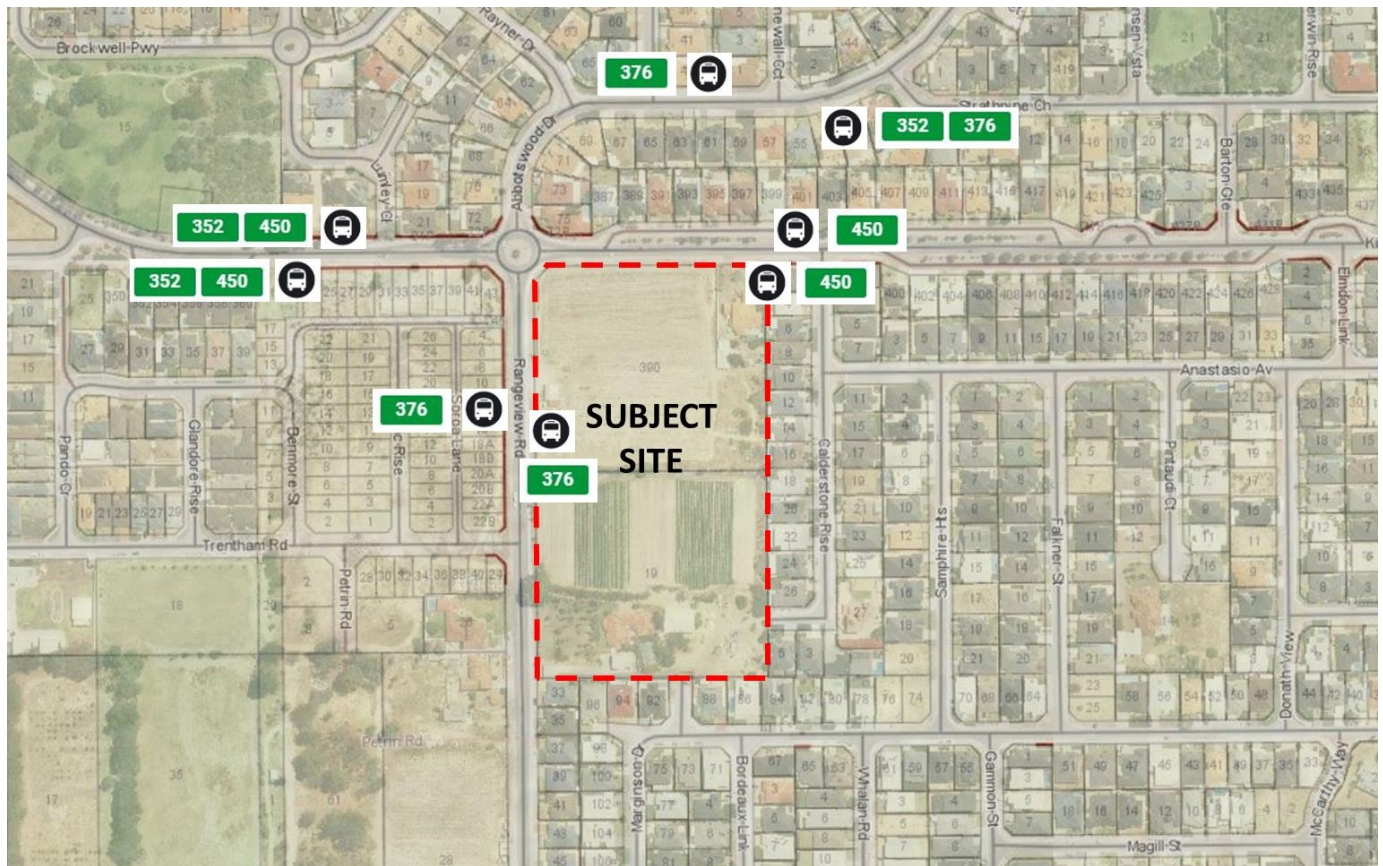


Figure 14 Location of bus stops (source: Transperth)



Route 376 provides a connection between Landsdale, the Mirrabooka Town Centre and the Mirrabooka Bus Station. Route 352 provides a connection between Landsdale and Whitfords Station via the suburb of Madeley while route 450 provides a connection between Landsdale and Warwick Station via Kingsway City Shopping Centre. More detail on bus service frequency is provided in Table 4.

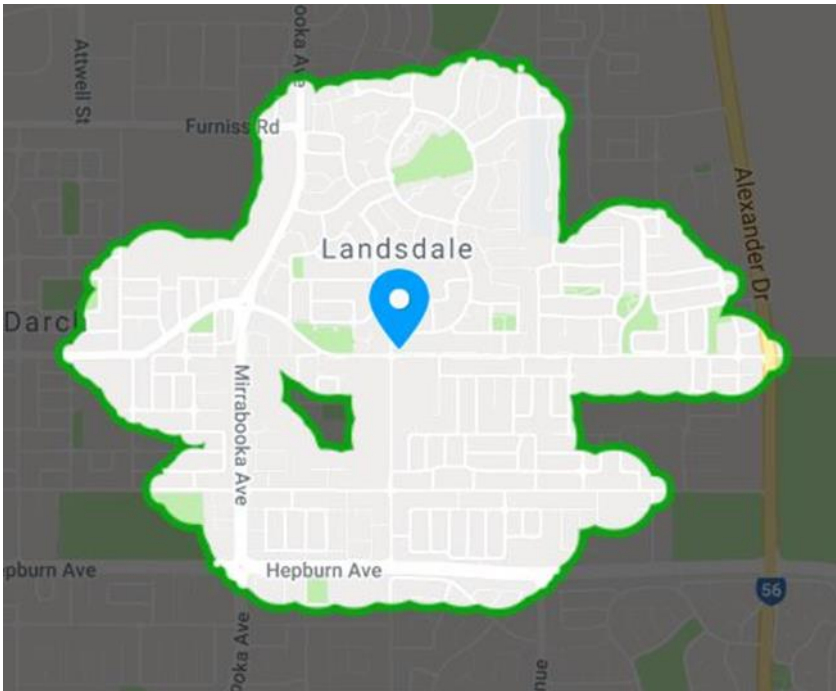
Table 4 – Transperth bus services (source: Transperth)

Route	Direction	No. Services per day	First Service	Last Service
450	To Landsdale	36	7:15am	9:27 pm
	To Warwick Station	34	5:38am	8:34 pm
352	To Whitfords Station	18	6:33am	4:48 pm
	From Whitfords Station	21	8:29am	7:15 pm
376	To Mirrabooka	38	5:37am	9:07 pm
	From Mirrabooka	44	7:16am	11:48 pm

3.3 Pedestrian Access

All roads surrounding the development site have a footpath on at least one side of the street. The WalkScore walkability assessment tool considers the development site to be car dependent (with most errands requiring access to a car), with a walk score of 39 out of 100. The 20-minute walkable catchment is shown in Figure 15.

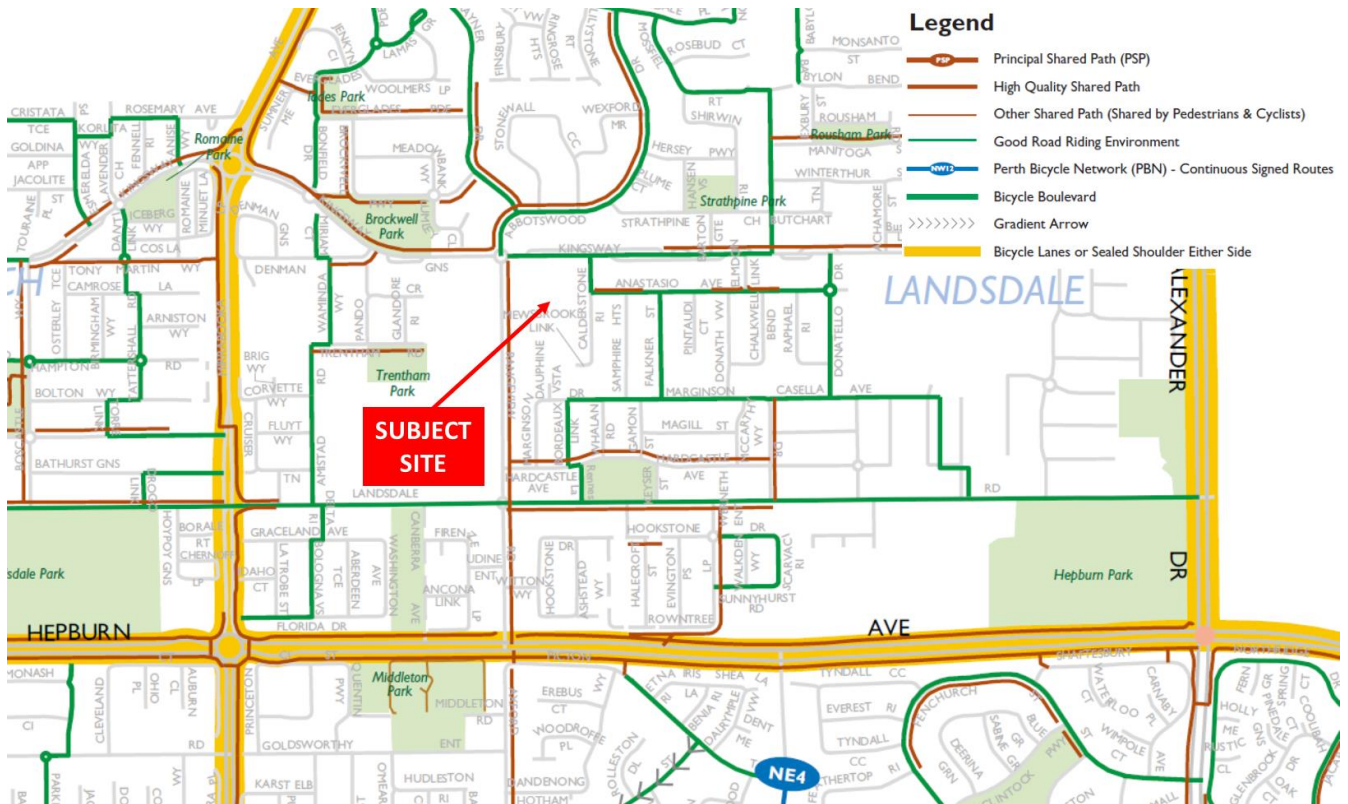
Figure 15 – Walkable catchment in 20 minutes (source: WalkScore)



3.4 Cycle Access

There is a small network of shared paths already constructed within Landsdale, including along Rangeview Road and sections of Kingsway. The existing cycle infrastructure is shown in Figure 16.

Figure 16 Cycle network (source: Department of Transport)



4. INTERNAL NETWORKS

This section of the report is where the existing road, public transport, pedestrian and cycle networks within the subject site are described. However, as Lots 119 & 120 Rangeview Road are currently occupied by a strawberry farm and 2 private residences, as shown in Figure 17, there are no existing transport networks.

Figure 17 Existing site land uses (source: City of Wanneroo IntraMaps)



5. PROPOSED CHANGES TO NETWORK

The proposed road, public transport, pedestrian and cycle network within the subject site, and their connections to the external networks are described in the following sections.

5.1 Road Network

The road network proposed within the currently approved ASP 7 will be completely revised. The proposed concept plan has been superimposed onto the external road network in Figure 18. The proposed road network includes:

- A CAP road along the Kingsway frontage for access to the residential and commercial properties;
- The retirement village internal roads have a single connection to the external road network, along Rangeview Road, at a location approximately 140m south of the roundabout intersection with Kingsway.
- The existing roads Mewsbrook Link and Dauphine Vista constructed up to the boundary of Lots 119 & 120 will not be connected to the internal road network to preserve the security of the retirement village (however pedestrian and cycle connections will be maintained at these locations).
- Internal roads will be constructed to a minimum width of 6m with a design speed of 30 kph.

Figure 18 Proposed concept plan superimposed on aerial image (source: SPH Architecture and Interiors)



As an entry statement to the retirement village, the main entrance to the retirement village is proposed to be constructed as a boulevard, with two 4m wide lanes separated by a planted median.

The retirement village internal road network will be designed to accommodate the turning movements of emergency services and rubbish collection vehicles.

5.2 Public Transport

Due to the small nature of the subject site, no additions to the public transport network are proposed within the site.

5.3 Pedestrian Access

A 2.5m shared path is proposed along the Kingsway CAP development frontage, and 2m paths will be provided along one side of the proposed internal roads. The existing roads Mewsbrook Link and Dauphine Vista (currently constructed up to the boundary of Lots 119 & 120) will form pedestrian and cycle connections to the proposed retirement village, however no vehicle access will be permitted.

5.4 Cycle Access

No specific provisions for cyclists are made. However, due to the low traffic volumes and travel speeds expected within the internal street network, cycling will be safely accommodated on-street. In addition, the existing roads Mewsbrook Link and Dauphine Vista will form cycle connections to the proposed retirement village.

7. TRIP GENERATION AND TRAFFIC VOLUMES

7.1 Trip Generation of Currently Approved APS 7

The development yield for Lots 119 & 120 Rangeview Road based on the currently approved ASP 7 is a total of 97 lots.

The WAPC's Transport Impact Assessment Guidelines Volume 5 – Technical Guidance suggest peak hour trip rates for residential land uses, based on the Perth and Regions Travel Surveys (PARTS) data averaged over the range of dwelling types. The recommended rate for residential land use is 8 vehicle trips per day per dwelling and 0.8 vehicle trips per dwelling for the AM and PM peak hours, split as follows:

- AM peak 25% IN, 75% OUT
- PM peak 67% IN, 33% OUT

Based on a development yield of 97 dwellings, the potential daily and AM peak hour traffic generation is summarised in Table 5.

Table 5 – Daily and peak hour trip generation – currently approved ASP 7

Time Period	Trips IN	Trips OUT	Total Trips
AM Peak hour	19	58	77
Daily	388	388	776

7.2 Trip Generation of Proposed Zoning Concept Plan

The proposed concept plan development yield is as follows:

- 930m² medical centre;
- 210m² pharmacy;
- 4 x R30 residential lots adjacent to commercial precinct; and
- 76 unit retirement village.

The daily and peak hour trip rates and their sources, for each of the proposed land uses, are summarised in Table 6.

Table 6 – Trip generation rates

Land Use	Trip Generation Rates Applied	Source
Medical centre	50 trips per day per 100m ² 5 trips per AM peak hour per 100m ² (50% in / 50% out)	Land Use Traffic Generation Guidelines Director General of Transport SA
Pharmacy	40 trips per day per 100m ² (apply 50% of day trip rate per assumption 50% of customers from medical centre) 2.0 AM peak hour trips per 100m ² IN 0.5 AM peak hour trips per 100m ² OUT	WAPC Transport Impact Assessment Guidelines Volume 5 – Technical Guidance (general retail rates used)
Residential	8 vehicle trips per day 0.2 AM peak hour trips per dwelling IN 0.6 AM peak hour trips per dwelling OUT	WAPC Transport Impact Assessment Guidelines Volume 5 – Technical Guidance
Retirement village	3 vehicle trips per day 0.4 AM peak hour trips per dwelling (25%in / 75% out)	NSW RMS Guide to Traffic Generating Developments – 2013 Update

The potential daily and AM peak hour traffic generation for the proposed concept plan land uses are summarised in Table 7.

Table 7 – Daily and peak hour trip generation – concept plan

Land Use	AM In	AM Out	Daily In	Daily Out
Medical centre	23	23	233	233
Pharmacy	4	1	21	21
Residential	1	2	16	16
Retirement village	8	23	114	114

The total daily and AM peak hour traffic generation for the proposed concept plan, compared with the daily and AM peak hour traffic generation of the currently approved ASP 7, are shown in Table 8. This reveals that 8 more AM peak hour trips could be made as a result of the proposed land use changes, when compared to the existing zoning. Over the whole day, 8 fewer trips could be made as a result of the proposed land use changes.

Table 8 – Daily and peak hour trip generation – concept plan with amended ASP 7

Time Period	Scenario	Trips IN	Trips OUT	Total Trips
AM Peak hour	Current ASP 7	19	58	77
	Proposed Concept	36	49	85
	<i>Difference</i>	<i>+17</i>	<i>-9</i>	<i>+8</i>
Daily	Current ASP 7	388	388	776
	Proposed Concept	384	384	768
	<i>Difference</i>	<i>-4</i>	<i>-4</i>	<i>-8</i>

The changes to forecast traffic volumes as a result of the land uses proposed within the concept plan are very minor and would make no material impact on the surrounding transport networks. The local impacts of the forecast traffic volumes are assessed in Section 8.

8. TRAFFIC MODELLING

As the proposed rezoning is likely to result in a very minor increase to the potential traffic generation of Lots 119 & 120 Rangeview Road (as demonstrated in Section 7), the WAPC Transport Impact Assessment Guidelines do not require ROM or STEM modelling.

However, the local impacts of the potential traffic generated by the concept plan have been assessed. This includes the location of the proposed retirement village access on Rangeview Road and the intersection of the 4-way intersection of Kingsway with Rangeview Road and Abbotswood Drive. The AM peak hour performance of these intersections has been assessed using SIDRA Intersection 7.0.

The AM peak hour results of the SIDRA intersection assessment are summarised in Table 9. Detailed SIDRA output is provided in Appendix 2.

Table 9 – SIDRA predicted existing peak hour intersection performance

Approach	Degree of Saturation	Avg. delay (s)	Level of Service	95 th Percentile Queue (m)
Kingsway / Rangeview Rd / Abbotswood Dr roundabout				
Rangeview Road (south)	0.118	6.0	A	4.8
Kingsway (east)	0.240	6.1	A	11.0
Abbotswood Drive (north)	0.175	6.0	A	7.2
Kingsway (west)	0.101	5.9	A	4.4
Retirement Village access intersection with Rangeview Rd				
Rangeview Road (north)	0.129	0.1	A	0.0
Retirement Village access	0.021	6.5	A	0.5
Rangeview Road (south)	0.064	0.3	A	0.3

SIDRA predicts the future intersections would operate at a level of service A in the road network AM peak hour.

9. CONCLUSIONS

This Transport Assessment Report has been prepared on behalf of Stoneridge in support of the proposed amendment of the East Wanneroo Cell 5 Agreed Structure Plan No. 7 (ASP 7) over Lots 119 & 120 Rangeview Road, Landsdale.

The proposed amendment for Lots 119 & 120 Rangeview Road seeks to reduce the level of residential lots and introduce some commercial land uses along the Kingsway frontage. A 76 unit retirement village is also proposed.

The road network proposed within the currently approved ASP 7 will be completely revised. A new connection to Rangeview Road is proposed, approximately 140m south of the roundabout intersection with Kingsway. This will serve as the sole vehicle access for the retirement village. The existing roads Mewsbrook Link and Dauphine Vista constructed up to the boundary of Lots 119 & 120 will not be connected to the internal road network to preserve the security of the retirement village (however pedestrian and cycle connections will be maintained at these locations).

It is estimated that the proposed concept plan would result in 8 more AM peak hour trips when compared to the build out of APS 7. It is predicted that over the whole day, 8 fewer trips would be made as a result of the proposed land use changes. The increased traffic associated with the medical centre and pharmacy is offset by the low trip generating behaviour of the retirement village.

The changes to forecast traffic volumes as a result of the land uses proposed within the concept plan are very minor and would make no material impact on the surrounding transport networks.

The local impacts of the potential traffic generated by the concept plan were assessed. This included the location of the proposed retirement village access on Rangeview Road and the intersection of the 4-way intersection of Kingsway with Rangeview Road and Abbotswood Drive. SIDRA predicts the future intersections would operate at a level of service A in the road network AM peak hour.

Appendix 1 – SIDRA Output (Existing Intersection Performance)

MOVEMENT SUMMARY



Site: 1 [Kingsway Rangeview existing AM peak]

Kingsway / Rangeview Road / Abbotswood Drive
Existing AM peak hour
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rangeview Road											
1	L2	57	3.0	0.111	5.3	LOS A	0.6	4.4	0.42	0.56	53.1
2	T1	45	3.0	0.111	5.5	LOS A	0.6	4.4	0.42	0.56	54.2
3	R2	14	3.0	0.111	9.6	LOS A	0.6	4.4	0.42	0.56	54.0
Approach		116	3.0	0.111	5.9	LOS A	0.6	4.4	0.42	0.56	53.6
East: Kingsway east											
4	L2	73	3.0	0.230	5.7	LOS A	1.4	10.5	0.49	0.58	53.0
5	T1	147	9.5	0.230	6.0	LOS A	1.4	10.5	0.49	0.58	53.9
6	R2	11	3.0	0.230	10.0	LOS A	1.4	10.5	0.49	0.58	53.8
Approach		231	7.2	0.230	6.1	LOS A	1.4	10.5	0.49	0.58	53.6
North: Abbotswood Drive											
7	L2	13	3.0	0.170	4.8	LOS A	1.0	7.0	0.33	0.52	53.0
8	T1	140	3.0	0.170	5.0	LOS A	1.0	7.0	0.33	0.52	54.0
9	R2	47	3.0	0.170	9.1	LOS A	1.0	7.0	0.33	0.52	53.8
Approach		200	3.0	0.170	5.9	LOS A	1.0	7.0	0.33	0.52	53.9
West: Kingsway west											
10	L2	11	3.0	0.095	4.5	LOS A	0.5	4.1	0.25	0.51	53.0
11	T1	68	9.5	0.095	4.7	LOS A	0.5	4.1	0.25	0.51	53.9
12	R2	36	3.0	0.095	8.8	LOS A	0.5	4.1	0.25	0.51	53.8
Approach		115	6.9	0.095	6.0	LOS A	0.5	4.1	0.25	0.51	53.8
All Vehicles		661	5.1	0.230	6.0	LOS A	1.4	10.5	0.39	0.54	53.7

Appendix 2 – SIDRA Output (Forecast Intersection Performance)

MOVEMENT SUMMARY

Site: 1 [Kingsway Rangeview forecast AM peak]

Kingsway / Rangeview Road / Abbotswood Drive
Forecast AM peak hour
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rangeview Road											
1	L2	60	3.0	0.118	5.4	LOS A	0.7	4.8	0.43	0.56	53.0
2	T1	47	3.0	0.118	5.5	LOS A	0.7	4.8	0.43	0.56	54.1
3	R2	16	3.0	0.118	9.7	LOS A	0.7	4.8	0.43	0.56	53.9
Approach		123	3.0	0.118	6.0	LOS A	0.7	4.8	0.43	0.56	53.6
East: Kingsway east											
4	L2	77	3.0	0.240	5.7	LOS A	1.5	11.0	0.49	0.58	52.9
5	T1	153	9.5	0.240	6.0	LOS A	1.5	11.0	0.49	0.58	53.8
6	R2	11	3.0	0.240	10.0	LOS B	1.5	11.0	0.49	0.58	53.8
Approach		240	7.1	0.240	6.1	LOS A	1.5	11.0	0.49	0.58	53.5
North: Abbotswood Drive											
7	L2	14	3.0	0.175	4.9	LOS A	1.0	7.2	0.34	0.53	52.9
8	T1	142	3.0	0.175	5.0	LOS A	1.0	7.2	0.34	0.53	54.0
9	R2	47	3.0	0.175	9.2	LOS A	1.0	7.2	0.34	0.53	53.8
Approach		203	3.0	0.175	6.0	LOS A	1.0	7.2	0.34	0.53	53.9
West: Kingsway west											
10	L2	11	3.0	0.101	4.5	LOS A	0.6	4.4	0.26	0.51	53.0
11	T1	75	9.5	0.101	4.8	LOS A	0.6	4.4	0.26	0.51	53.9
12	R2	36	3.0	0.101	8.8	LOS A	0.6	4.4	0.26	0.51	53.9
Approach		121	7.0	0.101	5.9	LOS A	0.6	4.4	0.26	0.51	53.8
All Vehicles		687	5.2	0.240	6.0	LOS A	1.5	11.0	0.40	0.55	53.7

MOVEMENT SUMMARY

▽ Site: 2 [Rangeview Retirement village access forecast AM peak]

Rangeview Road / Retirement village access
Forecast AM peak hour
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Rangeview Road south												
2	T1	117	3.0	0.064	0.1	LOS A	0.0	0.3	0.04	0.03	59.6	
3	R2	5	3.0	0.064	6.4	LOS A	0.0	0.3	0.04	0.03	57.4	
Approach		122	3.0	0.064	0.3	NA	0.0	0.3	0.04	0.03	59.5	
East: Retirement village access												
4	L2	18	3.0	0.021	6.4	LOS A	0.1	0.5	0.33	0.58	52.5	
6	R2	6	3.0	0.021	7.0	LOS A	0.1	0.5	0.33	0.58	52.1	
Approach		24	3.0	0.021	6.5	LOS A	0.1	0.5	0.33	0.58	52.4	
North: Rangeview Road north												
7	L2	3	3.0	0.129	5.6	LOS A	0.0	0.0	0.00	0.01	58.1	
8	T1	249	3.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.01	59.9	
Approach		253	3.0	0.129	0.1	NA	0.0	0.0	0.00	0.01	59.9	
All Vehicles		399	3.0	0.129	0.5	NA	0.1	0.5	0.03	0.05	59.3	

Appendix 5
ACOUSTIC ASSESSMENT REPORT

**PROPOSED COMMERCIAL DEVELOPMENT
LOTS 119 & 120 RANGEVIEW ROAD
LANDSDALE**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JUNE 2018

OUR REFERENCE: 23215-1-18121

DOCUMENT CONTROL PAGE

**ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED COMMERCIAL DEVELOPMENT
LOTS 119 & 120 RANGEVIEW ROAD, LANDSDALE**

Job No: 18121

Document Reference : 23215-1-18121

FOR

DYNAMIC PLANNING AND DEVELOPMENTS

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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3.	CRITERIA	1
4.	MODELLING	3
5.	ASSESSMENT	4
6.	CONCLUSION	4

APPENDICIES

A	PLAN	
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1. INTRODUCTION

Herring Storer Acoustics were commissioned by Dynamic Planning and Development on behalf of Stoneridge Nominees Pty Ltd to undertake an acoustic assessment of noise emissions associated with the proposed commercial development located at Lots 119 and 120 Rangeview Road, Landsdale.

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This report considers noise emissions from :

- Mechanical services.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

We understand that it is proposed that the development could operate during the day but could also operate into the evening period and during the day of Sundays and Public Holidays.

Noise received at the neighbouring premises from mechanical services would, by locating the condensing units on the eastern portion of the roof and screening from the potential residence to the south, comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, for the proposed hours of operation.

Thus, noise emissions from the proposed development would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation.

3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises : highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

Under the Regulations, an 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 m of that building or that part of the building.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax(Slow)}$ is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means 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_{ASlow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

For this development, the closest neighbouring residences are located to the north, across Kingsway. An assessment was also undertaken to the possible residences to the south.

At the neighbouring residence, the influencing factor has been determined to be +1 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises : highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	46	56	66
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	41	51	66
	1900 - 2200 hours all days (Evening)	41	51	56
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	36	46	56

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DER standard weather conditions as stated in the Department of Environment Regulation “Draft Guidance on Environmental Noise for Prescribed Premises”.

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Air conditioning condensing Unit	4 @ 72

Notes :

- 1 With regards to the air conditioning, we understand that the air conditioning units have not been designed at this stage of the development. However, we recommend that the condensing units be located near the eastern edge of the roof (north of the secure car park area).
- 2 With the potential for 3 storey residential apartments to the south of the development site, it is recommended that a screen be installed to the eastern and southern sides of the condensing units. In this case the screening can be of colourbond construction. Additionally, the screen should extend 1m above the height of the condensing units.
- 3 Noise modelling was undertaken to all the residences to the north. However, to simplify the assessment, only the noise level in the worst case location has been listed.
- 4 Modelling was also undertaken for the possible residences to the south, and all floors. However, again to simplify the assessment, only the noise level in the worst case location has been listed.

The results of the noise modelling are listed in Table 5.2.

TABLE 6.2 – ACOUSTIC MODELLING RESULTS FOR MECHANICAL SERVICES

Location	Calculated Noise Level (dB(A))
Residence to North	33
Residence to South	31

5. ASSESSMENT

From previous measurements, noise emissions from the mechanical services would be tonal and a +5 dB(A) penalty would be applied.

Table 6.2 lists the characteristics that should be included in the assessable noise level.

TABLE 6.2 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS

Location	Calculated Noise Level, dB(A)	Applicable Adjustments to Measured Noise Levels, dB(A)			Assessable Noise Level, dB(A)
		Where Noise Emission is NOT music			
		Tonality	Modulation	Impulsiveness	
Residence to North	33	+5	-	-	38
Commercial to South	31	+5	-	-	36

Table 6.3 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

TABLE 6.3 –ASSESSMENT OF NOISE LEVEL EMISSIONS

Source	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise
Residence to North	38	Sunday Day Period	46	Complies
		Sunday and Public Holiday Day Period	41	Complies
		Evening Period	41	Complies
Residence to South	36	Sunday Day Period	46	Complies
		Sunday and Public Holiday Day Period	41	Complies
		Evening Period	41	Complies

6. CONCLUSION

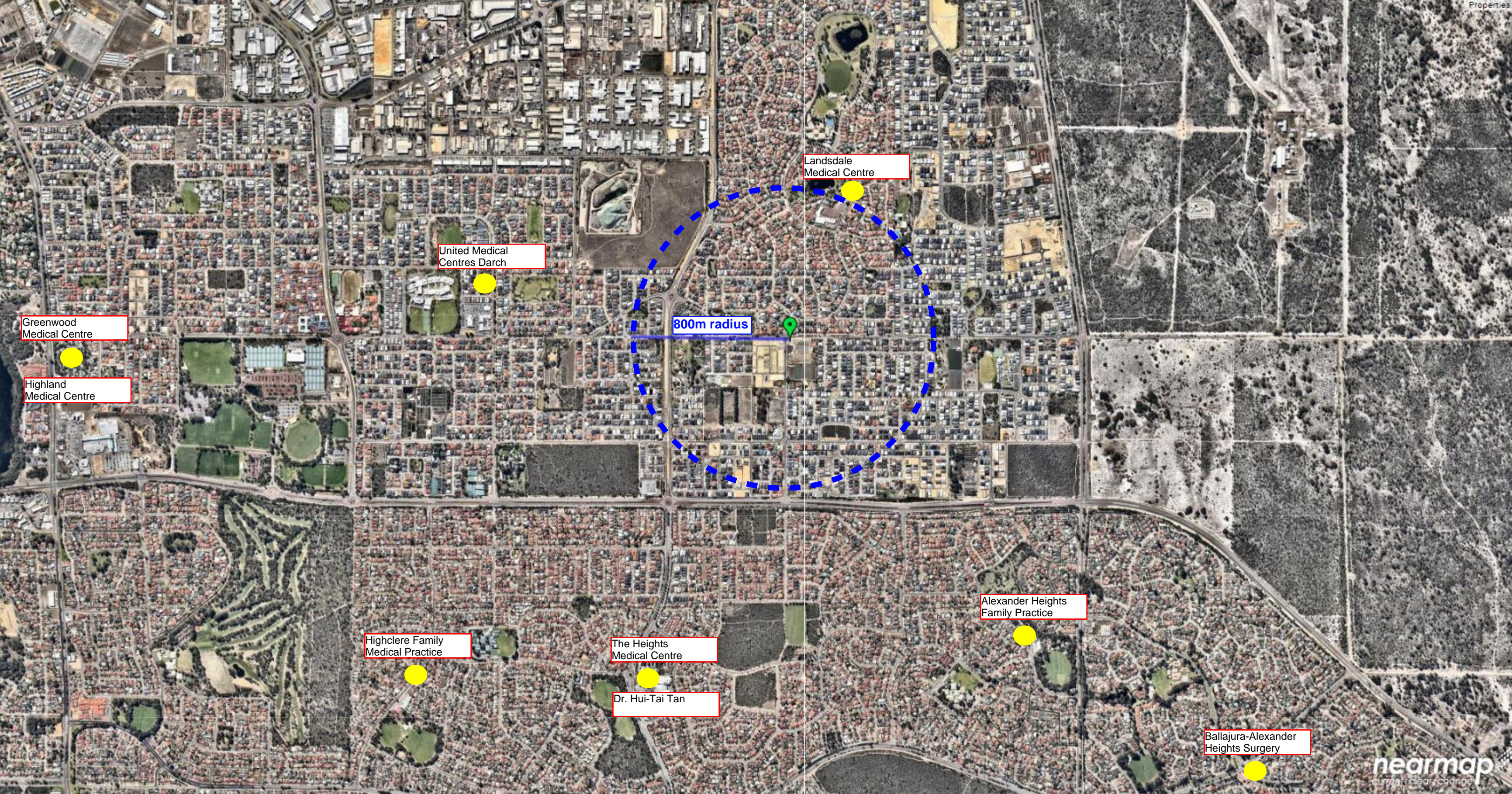
Based on the above assessment, noise received at the neighbouring residential premises from mechanical services would, with screening to the proposed 3 storey residence to the south, comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed operating hours.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation.

APPENDIX A

PLANS

Appendix 6
MAP OF EXISTING HEALTH CARE PRACTICES



Greenwood
Medical Centre

Highland
Medical Centre

United Medical
Centres Darch

800m radius

Landsdale
Medical Centre

Alexander Heights
Family Practice

Highclere Family
Medical Practice

The Heights
Medical Centre

Dr. Hui-Tai Tan

Ballajura-Alexander
Heights Surgery

Appendix 7

ALTEGRA PROPERTY GROUP STATEMENT – DEMAND FOR HEALTH CARE SERVICES

27th June 2018

Neil Teo
Dynamic Planning
Ste 15, 29 Collier Road
EMBLETON WA 6062

Dear Neil,

RE: Proposed Medical Centre and Pharmacy Development – Lot 119 Rangeview Rd, Landsdale

We have reviewed the proposed development plans for the above mentioned property as it pertains to the Medical Centre and Pharmacy.

The subject site is located within an area that is classified by the Australian Government, Department of Health as a "District of Workforce Shortage". Therefore, it is likely that an application for an exemption under section 19AB of the *Health Insurance Act 1973* for overseas trained doctors to access the Medicare Benefits Scheme (MBS) at this location would be favourably considered.

Therefore, it is our view that there would be sufficient market demand from General Practitioners, to substantiate the proposed Medical Centre development, along with the proposed Pharmacy.

If you have any queries please do not hesitate to contact me direct.

Yours Sincerely
Altegra Property Group

Anthony Morabito
Director – Sales & Leasing
Metropolitan Markets