



Appendix C – Addendum to Traffic Impact Statement

Our Ref: CW10429:jm
Contact: Jacob Martin

2 September 2019

VW Nominees Pty Ltd c/o Urbis

BY EMAIL ONLY

Attention: Tim Dawkins, Director (Urbis)

Dear Tim,

Lot 201 Pollino Gardens, Landsdale – Local Traffic Impact Analysis

Introduction

Cardno prepared a detailed Transport Impact Statement (dated 29 August 2018) relating to the proposed Structure Plan amendment over Lot 201 Pollino Gardens, Landsdale (the 'Site'). This Transport Impact Statement assessed the trip generation and distribution to analyse potential impact on the local road network and nearby residential neighbourhood, under the proposed development scenario:

- > Proposed Scenario: mixed-use Medical Centre development comprising a mixed-use development including Medical Centre, Café, Childcare facility and Pharmacy.

Background

The expected catchment area for the proposed development, based on proximity and demographic features, is defined as:

1. The North Landsdale Area located between Gnangara Road and Landsdale Shopping Centre – primarily residential attraction to the Childcare facility and the Medical Centre component of the development.
2. The Wangara Industrial Estate and general industrial sites west of Mirrabooka Avenue – primarily employee referrals to the Medical Centre.
3. Passing trade along Gnangara Road and Ocean Reef Road – convenience trips to the Medical Centre, Café and Pharmacy.

Cardno have worked with the Property Economics team at Urbis to confirm the catchment source and trip generation, in order to ensure consistent assumptions.

Proposed mixed-use Medical Centre development

A peak hour distribution has been determined, based on an economic needs assessment of the surrounding catchment as detailed in Table 1-1.

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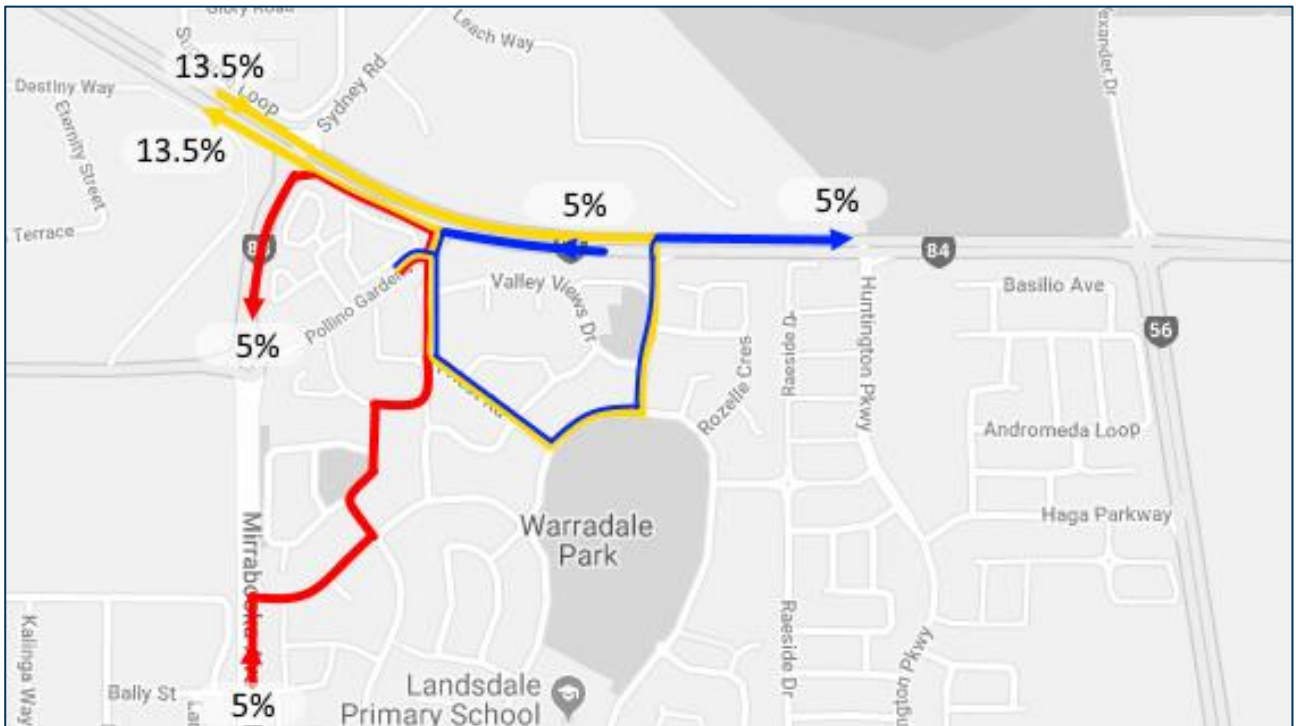
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Table 1-1 Peak Hour Trip Distribution

Origin/Destination	Proportion of Demand
Residential Area	53%
Wangara Industrial Estate	27%
Ocean Reef Road passing trade	10%
Gnangara Road passing trade	10%

This trip distribution is graphically illustrated in Figure 1-1.

Figure 1-1 External Peak Hour Trip Distribution (Excludes residential area)



A trip generation exercise has also been completed, using the following standard generation rates to provide scale.

Table 1-2 Trip Generation Rate – Peak hour of Generator

Land Use	Source	AM Peak	PM Peak
Child Care	RTA	0.8 trips per child	0.3 trips per child
Medical Centre	ITE	5.62 trips per 100m ²	4.99 trips per 100 m ²
Café	ITE	5 trips per 100 m ²	5 trips per 100 m ²
Pharmacy	IITE	8.3 trips per 100m ²	11.92 trips per 100m ²

The traffic impact was analysed using the following land uses for the development:

- Medical Centre with 8 GPs and 4 allied health practitioners (based on a medical centre of 1,007sq.m);
- A childcare facility with 80 places and 14 staff;
- A pharmacy of 200 m²; and
- A café with a maximum seating area of 50 m².

Application of these rates to the proposed development results in a trip generation in the order of 140 vph (being 75 movements in, and 65 movements out) during the AM peak, and 99vph (being 47 movements in, and 52 movements out) during the PM peak. We note that the trip generations have reduced slightly from the original TIS due to the application of the constraint of 50 sq.m to the café (previously assumed to be 263 sq.m).

The demand generated from within the residential area (53% of vehicles approaching the site) can be assumed to be redirected from other destinations and therefore does not represent a net increase of traffic on local streets. Therefore, vehicle movements associated with external road network represents only 66 vph (being 35 movements in, and 31 movements out) during the AM peak, and 46vph (being 22 movements in, and 24 movements out) during the PM peak.

Due to the configuration of the local road network (left in, left out onto Gnangara Road), access to and egress will be distributed asymmetrically (that is, for either the ingress or egress there is no need to pass through the residential area). This will significantly reduce the number of trips on the local road network, as half of vehicle movements do not pass through the residential area.

Based on this assessment, the traffic generated by the development that will pass through the residential area is equivalent to 33 trips in the AM peak and 23 trips during the PM peak.

The existing road network has more than enough capacity to accommodate this increase in trips and will have negligible impact on residential amenity. As such, the proposed development is considered to be appropriate from a traffic perspective.

Yours faithfully



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