



Department of **Planning,
Lands and Heritage**



Your ref: PG-DEV-067
Our ref: SPN/2432
Enquiries: Sultan Hossain (6552 4043)

City of Kalamunda
2 Railway Road
KALAMUNDA WA 6076

Attention: Cardia Mariani

Dear Sir/Madam

PROPOSED WATTLE GROVE SOUTH LOCAL STRUCTURE PLAN

Thank you for your referral letter dated 27 October 2025 regarding the proposed Wattle Grove South Local Structure Plan. Further to your correspondence, and in accordance with the Western Australian Planning Commission (WAPC) Instrument of Delegation dated 31 March 2025, the Road Planning Team within the Department of Planning, Lands and Heritage provides the following comments.

Land Requirements

The subject site is situated north and east of Tonkin Highway, south of Welshpool Road and Crystal Brook Road and west of Victoria Road. Welshpool Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and classified as Category 2 under Plan Number SP 694/7. Tonkin Highway is reserved as a Primary Regional Road. The subject lot is not affected by the ORR reservation or any planning control area.

It should be noted that Main Roads WA is currently undertaking Stage 1 of the Tonkin Highway widening project, which will expand the highway from four to six lanes from west of Hale Road to north-west of Kelvin Road. Stage 2 of the project will involve grade separation between Tonkin Highway and Kelvin Road.

Access

The Local Structure Plan (LSP) area is proposed to be accessed from Welshpool Road East as follows

- Via a left- in and left-out arrangement between Crystal Brook Road and Boundary Road;
- Through a new roundabout at Welshpool Road East – Brentwood Road - Crystal Wood Road

In addition, four other full-movement intersections are proposed along Crystal Brook Road. No new access is proposed from Welshpool Road East, which aligns with the WAPC's Regional

Roads (Vehicular Access) Policy D.C. 5.1, aiming to minimise the number of new crossovers onto regional roads.

WAPC State Planning Policy (SPP) 5.4 Road and Rail Noise

The subject site abuts Tonkin Highway and Welshpool Road East. In 2021/22, Tonkin Highway adjacent to the site carried approximately 52,000 vehicles per day, of which 13% were trucks. Welshpool Road East, east and west of Tonkin Highway, carried about 16,400 vehicles per day with 7.1% trucks, and approximately 22,000 vehicles per day with 14.8% trucks in 2023/24. Consequently, the proposed LSP area will be exposed to elevated levels of road traffic noise.

Lloyd George Acoustics, on behalf of the Applicant, prepared a Transportation Noise Assessment in November 2021, which was updated on 14 August 2025. The Applicant is required to implement the recommendations of this report.

Transport Impact Assessment

PTG, on behalf of the Applicant, prepared a Transport Impact Assessment (PTG/01411 Rev. B, dated 18 August 2025). The LSP area is anticipated to yield approximately 1,646 residential lots and a primary school. The TIA addressed the Public Transport Authority's comments regarding a future bus route through the area, proposing an east-west road connecting Brentwood Road, Victoria Road, and Kelvin Road.

The Applicant has proposed modified cross-sections for various road categories, which are considered acceptable by the Road Planning Team.

Regarding trip generation, the Applicant utilised Sydney's trip generation rates from the Guide to Transport Impact Assessment (ver. 1.1) published by Transport for New South Wales (TfNSW). Given the accessibility and reliability of public transport and proximity to amenities, the proposed trip generation rates are not considered acceptable.

Recommendations:

1. The Applicant should confirm that the proposed Tonkin Highway upgrade and new interchanges will not require additional land from the LSP area.
2. The Applicant should demonstrate and clarify that the proposed left-in and left-out intersection to/from Welshpool Road does not interfere with the proposed upgrade of the Tonkin Highway – Welshpool Road Interchange, and that the location is acceptable to Main Roads WA and the City.
3. With reference to Section 4.4 of the TIA, the Transport Consultant has proposed reducing motorists' speeds along Welshpool Road and Crystal Brook Road; however, any change to speed limits is subject to Main Roads' approval. To assess the feasibility of the proposed speed reductions, the Consultant should conduct assessments in accordance with Main Roads' Speed Zoning Policy.
4. The Applicant utilised Sydney's trip generation rates from the Guide to Transport Impact Assessment (ver. 1.1) published by TfNSW. The Applicant should instead use trip

generation rates for the residential component of the proposed LSP from the WAPC's Transport Impact Assessment Guidelines or trip generation rates for regional NSW. Accordingly, Table 7 of the TIA and all related sections, tables, and figures, including SIDRA Intersection models, should be updated.

5. With reference to Section 7.6 of the TIA, the Applicant's transport consultant accepted direct property access from Crystal Brook Road. As per Table 11, Crystal Brook Road is proposed to be a District Distributor B road carrying between 5,000 and 7,000 vehicles per day (noting that these values may change due to increased trip generation rates). According to the Residential Design Codes, all vehicles are required to ingress and egress in forward motion for lots with access from Integrator A or B roads. Accordingly, frontages and lot sizes should be further refined at subdivision stage.
6. The Applicant should provide the digital version of the SIDRA Intersection models.
7. The proposal should be forwarded to Main Roads WA for further consideration.

Should you have any queries, please contact Mr. Sultan Hossain on 6552 4043 or via email to sultan.hossain@dplh.wa.gov.au.

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement

24 November 2025

Metropolitan Region Scheme Map:

