

Tracey Cooney Walshe

From: Damien Lockyer <damien.lockyer@mainroads.wa.gov.au>
Sent: Monday, 22 December 2025 12:25 PM
To: Enquiries
Cc: Regan Travers; Tracey Cooney Walshe; Cardia Mariani
Subject: [Email Response to Council] PG-DEV-067 - Wattle Grove South Local Structure Plan – City of Kalamunda
Attachments: [Response to Council] PG-DEV-067 - Wattle Grove South Local Structure Plan – City of Kalamunda.pdf

OFFICIAL

Good afternoon,

Please find attached Main Roads' response to the below referral for the Wattle Grove South Local Structure Plan.

If you require any further information, please do not hesitate to contact planninginfo@mainroads.wa.gov.au.

Kind regards,

Damien Lockyer

Planning Assessment Officer
Road Access and Planning
Office of Managing Director
Tel: +61 8 9323 4263



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

From: Cardia Mariani <Cardia.Mariani@kalamunda.wa.gov.au>
Sent: Monday, 27 October 2025 12:29 PM
To: Enquiries <Enquiries@kalamunda.wa.gov.au>
Cc: Regan Travers <Regan.Travers@kalamunda.wa.gov.au>; Tracey Cooney Walshe <Tracey.CooneyWalshe@kalamunda.wa.gov.au>
Subject: City of Kalamunda External Referral – Proposed Wattle Grove South Local Structure Plan (Ref: PG-DEV-067)

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Good afternoon

RE: City of Kalamunda External Referral – Proposed Wattle Grove South Local Structure Plan (Ref: PG-DEV-067)

The City of Kalamunda has received a proposed structure plan for Wattle Grove South and is referring it to your agency for comments. The purpose of this Structure Plan is to facilitate the coordinated delivery of residential land in Wattle Grove South, as defined by the Urban zone created under Metropolitan Region Scheme Amendment No.1388/57.

The proposed structure plan and supporting documentation is available on the City of Kalamunda Engage Page via the following link: [Wattle Grove South - Structure Plan | Engage Kalamunda](#)

Please provide comments to enquiries@kalamunda.wa.gov.au by 42 days from the date of this email, being **8 December 2025**, in line with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Should you have any queries, please don't hesitate to contact me.

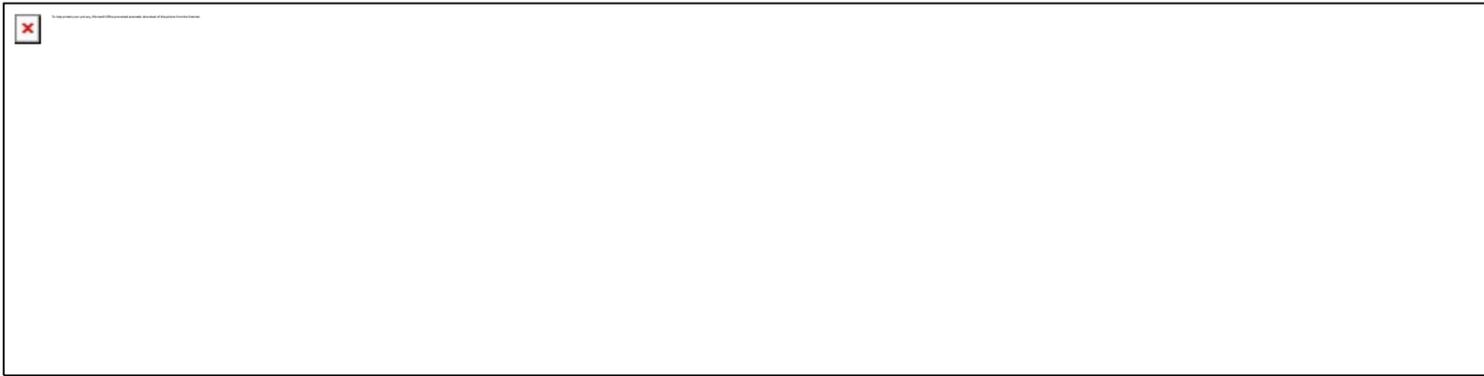
Kind regards,



Cardia Mariani Principal Statutory Planner
City of Kalamunda | 2 Railway Road Kalamunda WA 6076 | PO Box 42 Kalamunda WA 6076
T (08) 9257 9875 | kalamunda.wa.gov.au

We acknowledge the Whadjuk people of the Noongar nation, and pay our respects to leaders past, present and emerging.

Please consider the environment before you print this e-mail.



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Enquiries: Damien Lockyer on (08) 9323 5456
 Our Ref: 25/4984 (D25#1339464)
 Your Ref: PG-DEV-067

21 December 2025

Chief Executive Officer
 City of Kalamunda
 PO Box 42
 KALAMUNDA WA 6926

Email: enquiries@kalamunda.wa.gov.au (via email)

Dear Sir/Madam,

INFORMATION REQUEST – PROPOSED WATTLE GROVE SOUTH LOCAL STRUCTURE PLAN – VARIOUS LOTS IN WATTLE GROVE – REF PG-DEV-067

In response to your correspondence received on 13 November 2025, Main Roads has reviewed the proposal and is unable to provide a recommendation at this point in time. Further information is required prior to finalisation of the Structure Plan.

To properly assess the Structure Plan and enable Main Roads to make an informed decision please provide the additional information and amend documentation as detailed in the table below:

Wattle Grove South Local Structure Plan Report	
Item No.	Details
1.0	<p>Clarification on Pedestrian Shared Path Connections</p> <ul style="list-style-type: none"> • Section 6.1.2 of the report currently shows two (2) pedestrian shared path (PSP) connections to the Tonkin Highway PSP: <ul style="list-style-type: none"> ○ One at Brentwood Road cul-de-sac ○ One at Victoria Road <p><u>Clarification and Action Required:</u> Only one (1) PSP connection at Brentwood Road cul-de-sac is supported. The second connection at Victoria Road is not supported and must be removed from the structure plan document.</p>
1.1	<p>Clarification on Noise Wall Responsibilities</p> <ul style="list-style-type: none"> • Sections 4.3.6 and 2.5 (Part Two): These sections state that dwellings within the State Planning Policy 5.4 – Road and Rail Noise Tonkin Highway trigger distance area will be shielded by a noise wall. Noise mitigation treatments, including a noise wall, are to be negotiated between the proponent and Main Roads as part of a joint Noise Management Plan.



	<ul style="list-style-type: none"> Section 4.3.9: This section indicates that noise wall construction requirements to mitigate noise impacts from Tonkin Highway in Precincts A, B, D, and F are to be funded by Main Roads. However, Main Roads will not fund the construction of the noise wall for the entire length of these precincts. <p><u>Clarification and Action Required:</u> Main Roads is not undertaking this work or providing funding for the noise wall. The structure plan document must be amended to remove any reference to Main Roads funding or constructing the noise wall. These requirements are the responsibility of the developer.</p>
<p>1.2</p>	<p>Clarification on Development Staging and Infrastructure Delivery</p> <p>The structure plan document does not include details regarding the staging and/or timing of infrastructure delivery required to facilitate development. This information is essential to ensure infrastructure is coordinated and delivered in a timely manner.</p> <p>Requirements:</p> <p>Timeframes for staged development must be provided to inform the timing of transport infrastructure delivery, including the proposed 4-way roundabout at Welshpool Road East / Crystal Brook Road / Brentwood Road.</p> <p><u>Action Required</u></p> <p>The applicant must update the structure plan to detail how critical infrastructure will be coordinated and delivered.</p>
<p>Transport Impact Assessment (TIA) (prepared by PTG, Ref: PTG/01411, Rev B, dated 18/08/2025).</p>	
<p>2.0</p>	<p>The number of proposed dwellings differs between the TIA (1,646) and the Local Structure Plan Report (1,666). Please update TIA to be consistent with the structure plan.</p> <p>Action Required – Applicant to update TIA</p>
<p>2.1</p>	<p>The annual growth rates applied for the background traffic generation must be stated and referenced in the TIA.</p> <p>Action Required – Applicant to update TIA</p>
<p>2.2</p>	<p>Update the TIA to include details on the assumed year of full development of the Structure Plan area.</p> <p>Action Required – Applicant to update TIA</p>



2.3	<p>The TIA must be updated and confirm subdivision staging and identify when critical infrastructure is required to be delivered and by whom, including:</p> <ul style="list-style-type: none"> • The future 4-way roundabout at Welshpool Road East / Crystal Brook Road / Brentwood Road. • Future internal road connections onto Crystal Brook Road. <p>The updated TIA should also provide a timeframe for the construction of the roundabout to accommodate increased trip generation as development progresses, in accordance with the number of dwellings outlined in the Staging Plan.</p> <p>Action Required – Applicant to update TIA</p>
2.4	<p>Clarification on Trip Generation Rates in Section 7.1 of the TIA</p> <p>Section 7.1 of the TIA applies a lower trip generation rate for residential land use sourced from the Transport for NSW (TfNSW) Guide to Transport Impact Assessment – Technical Guidance for Transport Practitioners, rather than from the WAPC Transport Assessment Guidelines for Developments: Volume 5 Technical Guidance.</p> <ul style="list-style-type: none"> • Applied Rates (TfNSW): <ul style="list-style-type: none"> ○ AM Peak: 0.68 trips/dwelling ○ PM Peak: 0.77 trips/dwelling • WAPC Guideline Rates: <ul style="list-style-type: none"> ○ AM Peak: 0.8 trips/dwelling ○ PM Peak: 0.8 trips/dwelling <p><u>Action Required:</u> Applicant to provide justification for applying a more conservative (lower) trip generation rate than the WAPC guidelines or adopted higher rate.</p> <p>It is noted that, given the reduced employment opportunities within the Structure Plan area, most trips are expected to cross the Structure Plan boundary. Therefore, a higher trip generation rate may be more appropriate.</p>
Vehicle Access	
3.0	<p>Two (2) full-movement access points are proposed onto Crystal Brook Road approximately 70 metres apart. One (1) full-movement access must be removed as per Attachment A (enclosed). The two (2) proposed access points are within close proximity and will impact road safety and road network performance.</p> <p>Action Required – Applicant to update TIA and structure plan.</p>



3.1	<p>Future LILO Access Point - not supported</p> <p>The proposed future left-in/left-out (LILO) access point onto Welshpool Road East from Lot 2 (No.731) Welshpool Road East within Precinct A must be removed.</p> <p>This access point impacts the functional area of:</p> <ul style="list-style-type: none"> • The existing traffic signals at the Tonkin Highway / Welshpool Road East intersection. • The future 4-way roundabout at Welshpool Road East / Brentwood Road / Crystal Brook Road. <p>The future 4-way roundabout can accommodate this traffic demand, therefore the LILO access point should be removed from the Structure Plan and all supporting technical documents.</p> <p>Action Required – Applicant to update TIA and structure plan.</p>
3.2	<p>There are ongoing safety concerns regarding the Welshpool Road East / Lewis Road intersection. The City of Kalamunda has engaged with Main Roads regarding its inclusion in the Black Spot Program. Upgrades and associated timelines should be detailed.</p>
Roundabout Design (Welshpool Road East / Crystal Brook Road / Brentwood Road)	
4.0	<p>The revised future 4-way roundabout design (Drawing No. 2442-SK-003, dated 25/05/2021, Rev A) has not addressed all of the comments provided to the traffic consultant / designer in September 2025 (enclosed – Attachment B). The roundabout design requires redesign addressing each comment shown in Attachment B.</p> <p>Action Required – Applicant address comment previously provided and update TIA and structure plan accordingly.</p>
4.1	<p>A vehicle swept path diagram is required, preferably CAD drawings (.dwg format), dimensioned and drawn to scale. This should demonstrate the largest heavy vehicle to enter and exit the Structure Plan area and RAV Network 4 vehicle movement through the roundabout on Welshpool Road East.</p> <p>Action Required – Applicant provided drawings and update TIA</p>
4.2	<p>The developer shall be responsible for all costs involved in the land acquisition, design and construction of the future 4-way roundabout at the Welshpool Road East / Crystal Brook Road / Brentwood Road intersection. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and construction drawings and any site inspections.</p>



Transportation Noise Assessment (prepared by Lloyd George Acoustics, Ref 21016047-05d, Rev D, dated 14 August 2025)	
5.0	<p>Section 5 of the Transportation Noise Assessment refers to Figure 5-1 and Figure 5-2 from another noise report. All information is required related to this proposal is to be included and referenced in noise report.</p> <p>Action Required – Applicant update noise report</p>
5.1	<p>Noise wall installation, Quiet House treatments and title notifications as outlined in Lloyd George Acoustics' report including the update and refinement of noise contours and treatment specifications when subdivision designs and finished lot levels are available should be applied to the development.</p> <p>Action Required – Applicant to provide update noise report for each stage of development/subdivision. The structure plan noise report cannot be relied upon for lower order planning assessments.</p>
5.2	<p>Noise walls must be solid, free of gaps and have a minimum surface density of 15 kg/m² as stipulated by the SPP 5.4 Guidelines.</p>
5.3	<p>Regarding comments 1.1 & 1.2, Section 5.1 states that the developer is to liaise with Main Roads to determine responsibilities and cost sharing arrangements, including a joint Noise Management Plan.</p> <p>Action Required – Applicant to update the report and remove reference to Main Roads as the agency is not proposing to undertake of fund such works.</p>
Local Water Management Strategy (prepared by Hyd2o Hydrology, dated August 2025) and Engineering Servicing Report (prepared by Tabec Civil Engineering Consultants, Rev D, dated 13 August 2025)	
6.0	<p>Section 5 of the Engineering Servicing Report states that stormwater discharges onto the existing culverts under Tonkin Highway. The volume of stormwater discharge shall not exceed pre-development level onto Tonkin Highway Road Reserve. This is a standard requirement for development adjacent to Regional Roads. The design of stormwater drainage system onto the Tonkin Highway culverts must be approved by Main Roads.</p> <p>Action Required – Applicant to amend document to state stormwater discharge shall not exceed pre-development level onto Tonkin Highway Road Reserve.</p>



General Comments	
7.0	Tonkin Highway is a proclaimed Control of Access Road pursuant to Section 28A of the <i>Main Roads Act 1930</i> and direct vehicular access between the Structure Plan area and Tonkin Highway is not permitted.
7.1	Main Roads preference is for allotments is not to have direct access onto the Primary Regional Road. This position is reflected within Development Control Policy 5.1 – Regional Roads (Vehicular Access). This comment has been made for completeness.
7.2	The structure planning process is not indicative of Main Roads approval for future intersection treatments. It is a Main Roads requirement that roundabout options are considered, prior to proposing signalised intersections. Approval from Main Roads is required for the installation of traffic signals pursuant to the Road Traffic Code 2000 (WA). Any proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approval Policy to obtain approval.
7.3	<p>This development will contribute to additional traffic onto the road Network. Going forward, it is recommended the City implements a Development Contribution Plan in accordance with State Planning Policy 3.6 Infrastructure Contributions (updated December 2022). The Development Contribution Plan is to include the proposed and upgrades to local road connections. For example, the three (3) new priority control intersections onto Crystal Brook Road.</p> <p>The TIA should identify road infrastructure items which would be required to be costed. Such background information is critical to ensure orderly and proper planning occurs and appropriate funds are allocated to facilitate such development.</p>
7.4	The Tonkin Highway Grade Separation project at Welshpool Road East is within Main Roads current 4-year forward estimated construction program. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.

Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received. As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.



Should the City disagree with the above advice or require further information please do not hesitate to contact Damien Lockyer on (08) 9323 5456 Please ensure a copy of the City's recommendation is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

mthornely.

Maryanne Thornely
A/Director Road Access and Planning

Encl:

- Attachment A - Plan 1 – Local Structure Plan (Marked Up)
- Attachment B – Roundabout Concept Design Review dated August 2025



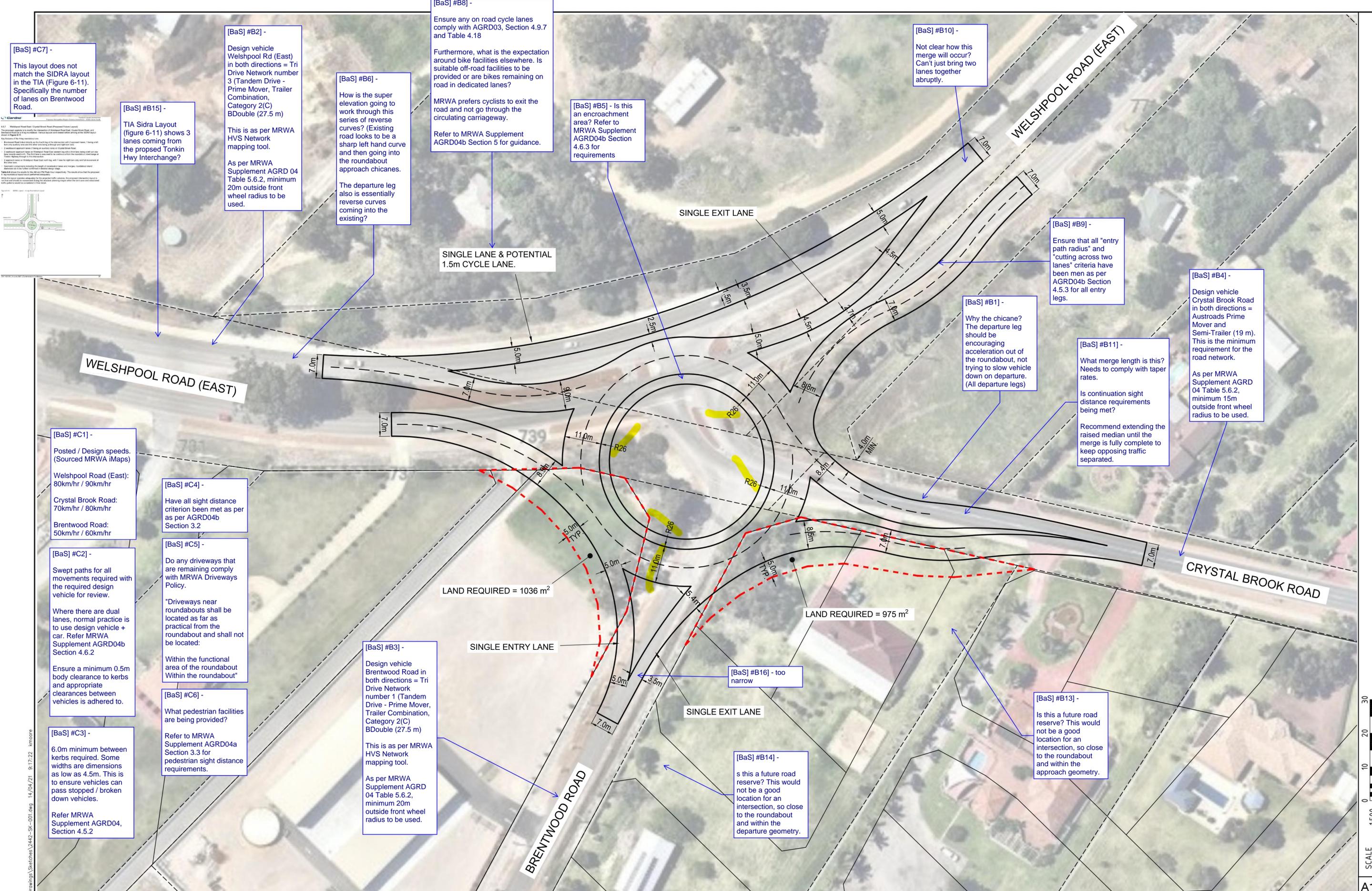
Attachment A - Plan 1 – Local Structure Plan (Marked Up)

Plan 1 – Local Structure Plan

- Legend**
- Local Structure Plan & MRS Amendment Boundary
 - Precinct Boundaries
 - High Pressure Gas Pipeline Easment
 - Water Corporation Land
 - Resource Enhancement Wetland (DDECA advice to 4/1/12; 24 August 2013 indicates water easements with Multiple Use Wetland; J11 EOP and portion of L11 EOP's) subject to finalisation with DDECA)
 - Residential R20 - R40
 - Residential R80
 - Light Industry
 - Public Purpose - Primary School
 - Public Open Space - Conservation (As per EPA Assessment Report 1988 - See Note 1)
 - Public Open Space - Potential Conservation (As per EPA Assessment Report 1988 - See Note 1)
 - Public Open Space - Recreation
 - Existing Road
 - Neighbourhood Connector A (22m)
 - Neighbourhood Connector B (20m)
 - Access Road (18m)

- Potential Neighbourhood Activity Centre
 - Intersection: Full Movement
 - Intersection: Left In/Left Out
- Notes**
- 1** Conservation and Potential Conservation areas to be investigated further and determined by proponents as part of Local Structure Plan Amendments. Landowners are not forced to redevelop their land. It is their individual choice whether they wish to proceed to develop or remain as-is.
 - 2** The location of Public Open Space can potentially be modified by a proponent as part of their final design solution, subject to justification being provided through a Structure Plan amendment and/or subdivision application.
 - 4** Upgrades to Weishpool Road intersection will be required in the future in accordance with the Transport Impact Assessment (FTG 2025) - proposed roundabout, subject to detailed design with City of Kalamunda and Main Roads WA. Opportunity for Neighbourhood Activity Centre in Precinct A - subject to further investigations undertaken by Precinct A landowners.
 - 6** Land proposed to be used for Open Air Display, subject to development approval.





[BaS] #C7] - This layout does not match the SIDRA layout in the TIA (Figure 6-11). Specifically the number of lanes on Brentwood Road.

[BaS] #B15] - TIA Sidra Layout (figure 6-11) shows 3 lanes coming from the proposed Tonkin Hwy Interchange?

[BaS] #B2] - Design vehicle Welshpool Rd (East) in both directions = Tri Drive Network number 3 (Tandem Drive - Prime Mover, Trailer Combination, Category 2(C) BDouble (27.5 m)
This is as per MRWA HVS Network mapping tool.
As per MRWA Supplement AGRD 04 Table 5.6.2, minimum 20m outside front wheel radius to be used.

[BaS] #B6] - How is the super elevation going to work through this series of reverse curves? (Existing road looks to be a sharp left hand curve and then going into the roundabout approach chicanes.
The departure leg also is essentially reverse curves coming into the existing?

[BaS] #B8] - Ensure any on road cycle lanes comply with AGRD03, Section 4.9.7 and Table 4.18
Furthermore, what is the expectation around bike facilities elsewhere. Is suitable off-road facilities to be provided or are bikes remaining on road in dedicated lanes?
MRWA prefers cyclists to exit the road and not go through the circulating carriageway.
Refer to MRWA Supplement AGRD04b Section 5 for guidance.

[BaS] #B5] - Is this an encroachment area? Refer to MRWA Supplement AGRD04b Section 4.6.3 for requirements

[BaS] #B10] - Not clear how this merge will occur? Can't just bring two lanes together abruptly.

[BaS] #B9] - Ensure that all "entry path radius" and "cutting across two lanes" criteria have been met as per AGRD04b Section 4.5.3 for all entry legs.

[BaS] #B4] - Design vehicle Crystal Brook Road in both directions = Austroads Prime Mover and Semi-Trailer (19 m). This is the minimum requirement for the road network.
As per MRWA Supplement AGRD 04 Table 5.6.2, minimum 15m outside front wheel radius to be used.

[BaS] #B11] - What merge length is this? Needs to comply with taper rates.
Is continuation sight distance requirements being met?
Recommend extending the raised median until the merge is fully complete to keep opposing traffic separated.

[BaS] #B1] - Why the chicane? The departure leg should be encouraging acceleration out of the roundabout, not trying to slow vehicle down on departure. (All departure legs)

[BaS] #C1] - Posted / Design speeds. (Sourced MRWA iMaps)
Welshpool Road (East): 80km/hr / 90km/hr
Crystal Brook Road: 70km/hr / 80km/hr
Brentwood Road: 50km/hr / 60km/hr

[BaS] #C4] - Have all sight distance criterion been met as per as per AGRD04b Section 3.2

[BaS] #C2] - Swept paths for all movements required with the required design vehicle for review.
Where there are dual lanes, normal practice is to use design vehicle + car. Refer MRWA Supplement AGRD04b Section 4.6.2
Ensure a minimum 0.5m body clearance to kerbs and appropriate clearances between vehicles is adhered to.

[BaS] #C5] - Do any driveways that are remaining comply with MRWA Driveways Policy.
"Driveways near roundabouts shall be located as far as practical from the roundabout and shall not be located.
Within the functional area of the roundabout Within the roundabout"

[BaS] #C6] - What pedestrian facilities are being provided?
Refer to MRWA Supplement AGRD04a Section 3.3 for pedestrian sight distance requirements.

[BaS] #C3] - 6.0m minimum between kerbs required. Some widths are dimensions as low as 4.5m. This is to ensure vehicles can pass stopped / broken down vehicles.
Refer MRWA Supplement AGRD04, Section 4.5.2

[BaS] #B3] - Design vehicle Brentwood Road in both directions = Tri Drive Network number 1 (Tandem Drive - Prime Mover, Trailer Combination, Category 2(C) BDouble (27.5 m)
This is as per MRWA HVS Network mapping tool.
As per MRWA Supplement AGRD 04 Table 5.6.2, minimum 20m outside front wheel radius to be used.

[BaS] #B16] - too narrow

[BaS] #B13] - Is this a future road reserve? This would not be a good location for an intersection, so close to the roundabout and within the approach geometry.

[BaS] #B14] - Is this a future road reserve? This would not be a good location for an intersection, so close to the roundabout and within the departure geometry.



No.	DATE	DRAWN	APPROVED	AMENDMENT
B	14.04.21	KAM	BF	AMENDED FOR RAV4 DESIGN VEHICLE
A	01.12.20	NJW	BF	ISSUED FOR DISCUSSION.

This plan shall not be used for construction unless issued as rev 0 and signed as approved.
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CLIENT HESPERIA LINC + FINI		
DESIGNED NJW	CHECKED BF	APPROVED
DRAWN NJW	CHECKED BF	DATE

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PROJECT WATTLE GROVE SOUTH	TITLE ROUNDBOUT CONCEPT PLAN Sheet 1	DRAWING NUMBER 2442-SK-001	ISSUE B
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