



Your Ref: MRS -1366/57

XX May 2020

Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
Perth WA 6001

Emailed to: [mrs@dph.wa.gov.au](mailto:mrs@dph.wa.gov.au)

Dear Sir/Madam,

**Proposed MRS Amendment 1366/57 - Lot 912 Midland Road, Bushmead**

Thank you for the opportunity to comment on the above-mentioned Metropolitan Region Scheme (MRS) Amendment. The City of Kalamunda (City) submits the following comments for consideration:

**Social**

1. Existing residents on Sadler Drive are likely to experience changes to their locality as a result of the potential future development of the site. Measures should be taken to ensure the protection of amenity for residents on the south side of Sadler Drive. In this regard, consideration should be given to large lot sizes, additional setbacks, landscaping requirements and tree retention to minimise the impact of urbanisation on existing residents within the City of Kalamunda.

**Environmental**

2. The site contains significant areas of remnant vegetation and habitat for native animals. It is requested any future development account for the following:
  - a) Retention of significant trees;
  - b) Protection and enhancement of vegetation in the Kadina Brook buffer and Bush Forever site to the east of the site;
  - c) Manage drainage in accordance with Water Sensitive Urban Design principles, so the water quality of Kadina Brook is maintained or improved;
  - d) Any future development should include features to minimise the incidence of roadkill to native animals such as Quenda (threatened species), possums, carpet python (threatened species) and Black Cockatoos (threatened species).

**Transport and Infrastructure**

3. Any impacts or required improvements to infrastructure within the City of Kalamunda would be expected to be borne by the future developer, landowner or the City of Swan.
4. A preliminary traffic assessment of traffic impacts associated with development on

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Midland Road has been undertaken based upon a review of the Cardno (2014) and TARSC (2015) reports prepared to support the developments within Bushmead residential development and Hazelmere Precinct 9a Light Industrial Area respectively, the City of Swan's Transport Strategy, the City's internal traffic data and the MRWA Regional Operations Model 2031. The details of the results are presented as follows:

- a) Existing traffic volumes on Midland Road within the City are:
  - i. 7,719 vpd (2019, City of Kalamunda) between Kalamunda Road and Ridge Hill Road;
  - ii. 5,462 vpd (2019, City of Kalamunda) between Ridge Hill Road and Sadler Drive;
  - iii. Background traffic growth in through traffic has been relatively stagnant (less than 3.5% per annum)
- b) The existing two-lane single carriageway is suitable to cater to existing demands with existing geometry, particularly at the Kalamunda Road/Midland Road intersection, resulting in sufficient capacity to cater to these demands during peak periods.
- c) Growth between 2018 and the present time in traffic between Kalamunda Road and Sadler Drive is a result in construction traffic associated with the ongoing build-out of urban uses within the Bushmead residential precinct and is in the order of approximately 1,000 to 1,200 vpd with volumes pre-2018 (from 2008 to present) measuring in at 6,200 to 6,500 vpd.
- d) Practical capacity on Midland Road between Kalamunda Road and Sadler Drive is in the order of 15,000 vpd for a single carriageway and is consistent with a road classification and function as a District Distributor road. It should be noted that Midland Road is currently classified as a District Distributor B road between Kalamunda Road and Ridge Hill Road and the balance of the road within the City's boundaries is classified as a Local Distributor road. The existing volume demands on the northern section are currently within the maximum practical capacity of a Local Distributor road which at this location and serving the current uses is in the order of 7,000 to 10,000 vpd.
- e) Both the Cardno study for the Bushmead urban area and the TARSC report for the Hazelmere Precinct 9A indicate that the duplication of Midland Road is not warranted as a result of their respective developments and it has been noted that in the City of Swan's Transport Strategy that the role of Midland Road as an interregional de facto north-south link will be diminished over time due to improvements at the key Roe Highway links to the west with Midland Road functioning as a parallel reliever route to the east of Roe Highway. The Bushmead cell is estimated to generate in the order of 6,500 vpd and the Hazelmere cell is estimated to generate in the order of 3,000 vpd.
- f) The TARSC review indicates that as development proceeds within the Hazelmere cell that simple BAR (Basic Right-Turn Treatments) will be required in the short to transition-term (1-10 years) to accommodate site-generated traffic travelling southbound on Midland Road with more significant upgrades potentially required in the long-term if at such time, Midland Road will be required to be upgraded to a full dual carriageway.

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- g) Cardno also indicates that Midland Road will carry a maximum of 11,600 vpd in the short to transition-term and will not be required to be upgraded to a dual carriageway. It should be noted that these traffic projections are currently out of date and the MRWA ROM2031 model has now assumed a 20-year Road Network Development Plan with a focus on the Midland Study area with updated land use/activity projections incorporated into the model, inclusive of both urban development cells.
- h) The MRWA model indicates that Kalamunda Road/Midland Road will continue to function as a major connection to these urban cells located within the City of Swan with a projected increase on Midland Road under the 2031+ scenario to 18,000 vpd between Kalamunda Road and Ridge Hill Road and 13,500 vpd between Ridge Hill Road and Sadler Drive. A review of the base case scenario whereby only ambient background traffic increases to the horizon scenario of 2031 indicates that base background traffic volumes on these links would be 11,200 vpd and 7,900 vpd, respectively. This indicates that the majority of the increases from existing to 2031 full-build out on these two-road links result from development traffic with background traffic increasing on the City's road links to be in order of 30% only into the future.
- i) Approximately 42% of the growth is associated with the Bushmead cell and 28% is associated with the Hazelmere cell.
- j) The trigger for duplication of Midland Road would be shared equally between these two cells and is not likely to occur until 75% of the urban land uses within these two cells are delivered. Neither development on its own triggers the duplication and conversely neither does the ambient annual growth in traffic volumes on the road without urban development.
- k) It is anticipated that traffic delays and road safety risks associated with increased traffic will be evident from around 2025 onwards (subject to the level of development completed). It is considered that funding for any future road upgrades noted above should include contributions from developers, landowners and/or the City of Swan generating the demand on the road network. Further discussions are required with the City of Swan and the Department of Planning, Lands and Heritage in this regard.
- l) More detailed modelling is required, as noted in the City of Swan's Transport Strategy, and was intended to be undertaken by 2015; however, confirmation from the City of Swan indicates that no modelling has been undertaken yet.
- m) In regard to the development of Lot 912 Midland Road, and any further development areas in the Bushmead and Hazelmere localities, any developer should be required to undertake Transport Impact Assessments (TIA) as part of a future Local Planning Scheme amendment and Local Structure Plan. The TIA will need to identify the traffic volumes generated from the development and in turn the contribution needed towards the upgrade of Midland Road and intersections. Developers should anticipate the need to contribute to the cost of upgrading Midland Road and intersections, with proportion of cost dependent on proportion of contributing traffic volumes to Midland Road and intersections based on the ROM 2031 values.

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It is requested that the points detailed in this letter and within the May 2020 Ordinary Council Meeting report be considered as part of the MRS Amendment proposal and that the City remain involved in future discussions with the City of Swan and DPLH as required.

Yours sincerely

Peter Varelis  
**Director Development Services**

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