



Reference No: PC16017\_LER-004\_Left in left out only solution\_17.08.2022.docx  
 Revision No: 0

22 August 2022

City of Kalamunda  
 2 Railway Road  
 KALAMUNDA WA 6076

Attention: Mr Douglas Bartlett

Dear Douglas,

**RE: DR MEDIATION - DR 260/2021 A.C.N. 605 729 995 PTY LTD V CITY OF KALAMUNDA  
 RESPONSES TO TRAFFIC ISSUES - SAT Consent Orders 15 August 2022**

We are pleased to present our responses to the issues raised subsequent to SAT proceedings and issuing of Consent Orders dated 15/08/2022.

Subsequent to the outcomes of the June SAT mediation meeting, council had advised that they intended to seek traffic advice from an independent expert to assist in their review of the issues remaining to be resolved as part of the SAT proceedings.

As at the June meeting the remaining items to be resolved were as follows:

1. *With respect to the right turn slip lane, the city will not accept tree removal and will not accept a non-compliant slip lane. The city would need definitive objective information to show that a slip lane is in fact not required by the standards.;*
2. *The left in slip lane needs more technical argument to justify compliance in terms of its length, or it needs to be extended in order to comply.*

Council advised subsequently to the SAT mediation by email dated 8/07/2022 that :

*'We have referred the traffic matters for expert advice and will be receiving that back early next week. This ensures we are in time to update and submit our report to Council. This ensures we are in time to update and submit our report to Council.*

*The intention is to present the development report to the Ordinary Meeting of Council on 23 August. Subject to there being no delays, we will have this available also for the Public Agenda Briefing Forum on 9 August. You are welcome to attend either or both meetings and make deputations in support of your development.'*

A traffic report was prepared by DVC (Donald Veal Consultants) Technical Note 1 dated 11/07/2022, however, issues raised in the Traffic report caused council engineers to re-assess their support for the crossover as a full movement entry/exit.

As a result of the concerns, the applicant via Mr Henry Dykstra advised acceptance of a modification to the development application as follows:

*"The modification is to ensure left in left out traffic movement only from the site. This can be controlled by way of a condition on the planning approval that restricts movement to left in Left out only, with appropriate traffic management instruments to ensure that." The City has also asked for the applicant (via their engineer) to respond to further matters raised in the traffic report.*

Prior to proceeding to a full Council meeting, the City is seeking both

- (a) an updated concept design showing the left-in left-out treatment, and
- (b) a response to the matters in the traffic report.



PERTH  
 MELBOURNE  
 BRISBANE  
 74 Goodwood Parade, Burswood WA 6100  
 Suite 704 St Kilda Rd Towers - 1 Queens Rd Melbourne VIC 3004  
 LV 38, 71 Eagle Street, Brisbane QLD 4000

T +61 8 6336 9299  
 T +61 3 8657 9292  
 T +61 7 3074 0157

www.peritasgroup.com.au  
 enquiries@peritasgroup.com.au



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**1. UPDATED CONCEPTS DESIGN SHOWING LEFT-IN & LEFT-OUT TREATMENT AT THE PROPOSED CROSSOVER**

The following analysis drawings demonstrate the proposed concept for the crossover which incorporates a compliant slip lane and traffic movements restricted to left-in and left-out as nominated by council. Refer to **Appendix B** for details:

- **PC16017-CI-1100-I** - General arrangement Plan, showing the reconfigured crossover and western approach left turn entry slip lane lengthened to meet 125 m requirements and deleting the median break widening as per previous discussions.
- **PC16017-CI-SK4-REV E** - Left Out turning movement truck turning template.
- **PC16017-CI-SK5-REV E** - Left In turning movement truck turning template.
- **PC16017-CI-SK10-REV C** - Stormwater Drainage Management Plan updated show the new crossover configuration.

**2. RESPONSE TO DONALD VEAL CONSULTANTS REPORT-(Technical Note 1 dated 11/07/2022)**

Refer to Technical Note provided by Transcore (Tech Note t16.340.bb.I01 dated 22/08/2022) as presented in **Appendix A**.

We trust the above provides council with sufficient advice to progress the application and for it to be considered at council's September meeting.

Yours faithfully,

**Enzo Biagioni-Froudist**  
 Principal - Civil  
**Peritas Consulting Pty Ltd**

Encl. Appendix A – Tech Note t16.340.bb.I01 dated 22/08/2022  
 Appendix B – Illustration Drawings



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APPENDIX A – TRANSORE TECH NOTE 1 (t16.340.bb.I01 DATED 22/08/2022)



22 August 2022

Peritas Consulting Pty Ltd  
*By E-mail*

Attention: Enzo Biagioni-Froudust

Dear Enzo,

**RE: Proposed Garden Centre, 720 Welshpool Road, Wattle Grove –  
DR 260/2021 A.C.N. 605 729 995 PTY LTD v CITY OF KALAMUNDA**

As requested, we have now had the opportunity to review the email from City of Kalamunda dated 21 July 2022. This email makes the following point amongst other points:

*Due to the configuration of the median opening, and risk of vehicle conflicts and road safety that would arise if the existing crossover access were to be provided, the movement of any vehicles out of the site to the west can not be supported.*

This point by the City appears to have been made on the basis of the report prepared by DVC Consultants for City of Kalamunda and titled "SAT MEDIATION ADVICE, TECHNICAL NOTE 1, 11.07.2022".

In my opinion, the conclusions and assertions made in this report are based on a number of incorrect assumptions and references to guidelines. The following provides a number of examples of the incorrect assumptions and references made:

Example 1

DVC Consultants have made reference to the intersection spacing quoted in Liveable Neighbourhood guidelines and have applied that to the crossover locations under consideration. The requirements of intersection spacing should not be applied to the crossover spacing. Further, the Liveable Neighbourhoods document is generally intended and is used in greenfield areas for new subdivision developments and in my opinion, has no relevance to this matter.

Example 2

DVC Consultants have made reference to Main Roads WA guidelines. As acknowledged by the City, Main Roads WA guidelines do not apply in this instance because Welshpool Road East is not under the jurisdiction of this agency.

Address: 61 York Street, Subiaco WA 6008. P.O.Box 42 Subiaco WA 6904  
Phone: +61 (08) 9382 4199  
Fax: +61 (08) 9382 4177  
Email: admin@transcore.net.au  
Transcore Pty Ltd ACN 094 951 318 ABN 19 094 951 318

www.transcore.net.au

Example 3

The traffic count station which was used in Transcore's Technical Note, is in relatively close proximity to the subject site of about 150m. The traffic counts for this station are for year 2020/21. Even if we accept the DVC Consultants' position that these counts are influenced by the signalised intersection of Tonkin Highway and Welshpool Road East, these counts still represent the closest and the most appropriate traffic counts to be used for this matter as they represent the most appropriate traffic condition environment for the subject site.

The traffic count station that DVC Consultants says should be used (to justify the 85-percentile speed figure used by DVC Consultants) is nearly 1.3km away from the subject site and are also older counts from year 2019/20.

Example 4

DVC Consultants makes strong points about safety considerations in the report however, with relevance to the application of EDD for the length of left turn lane, DVC Consultants states that the location of another driveway should not be a constraint and such driveway can be located within an extended left turn lane. DVC Consultants then makes no comments whether such a provision has any safety concerns.

In my opinion, provision of a crossover within a left turn lane is a significant safety consideration and therefore, the location of an existing crossover should be treated as a constraint for the application of EDD. The fact that there may be other examples of such arrangement, does not make it safe to provide a crossover within a left turn lane.

I trust the information contained in this letter will assist the current deliberations.

Yours truly,



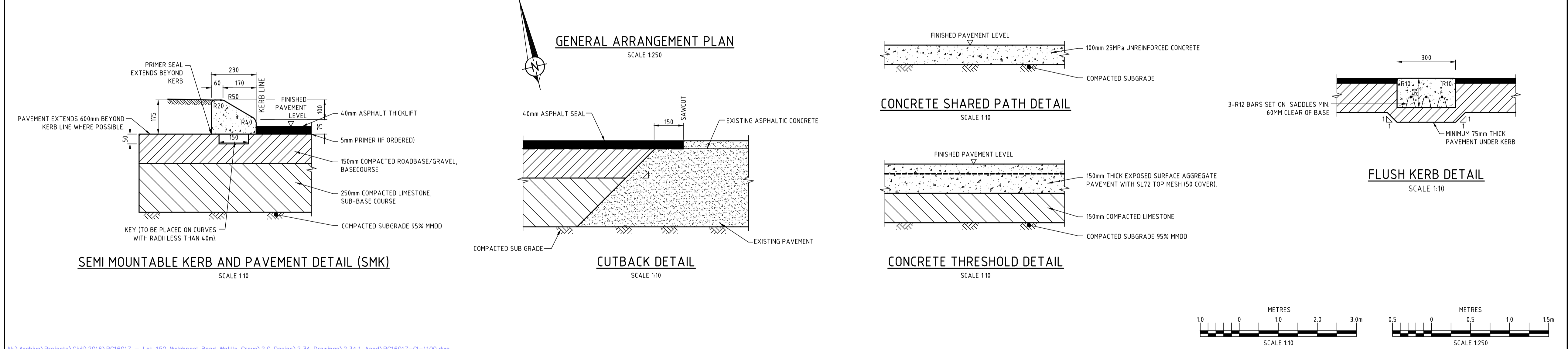
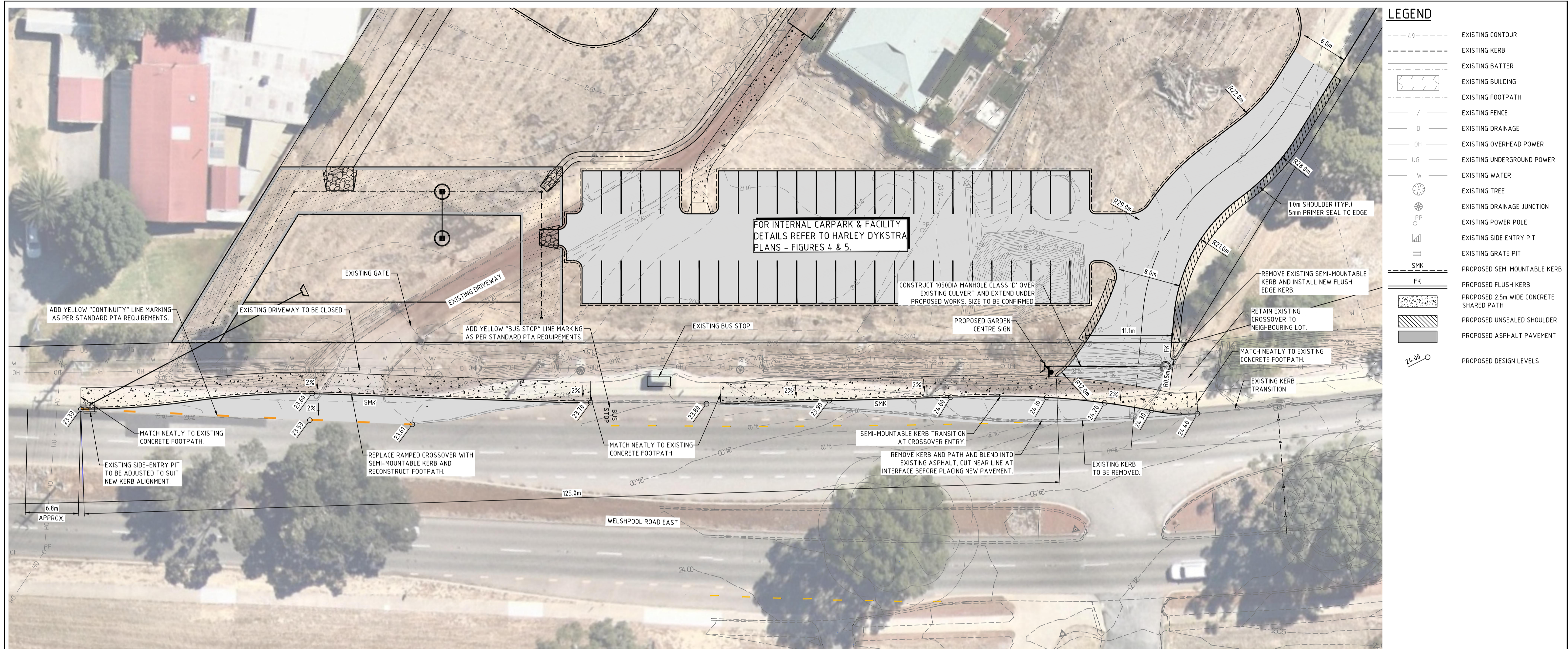
Behnam Bordbar  
Managing Director



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APPENDIX B-ILLUSTRATION DRAWINGS

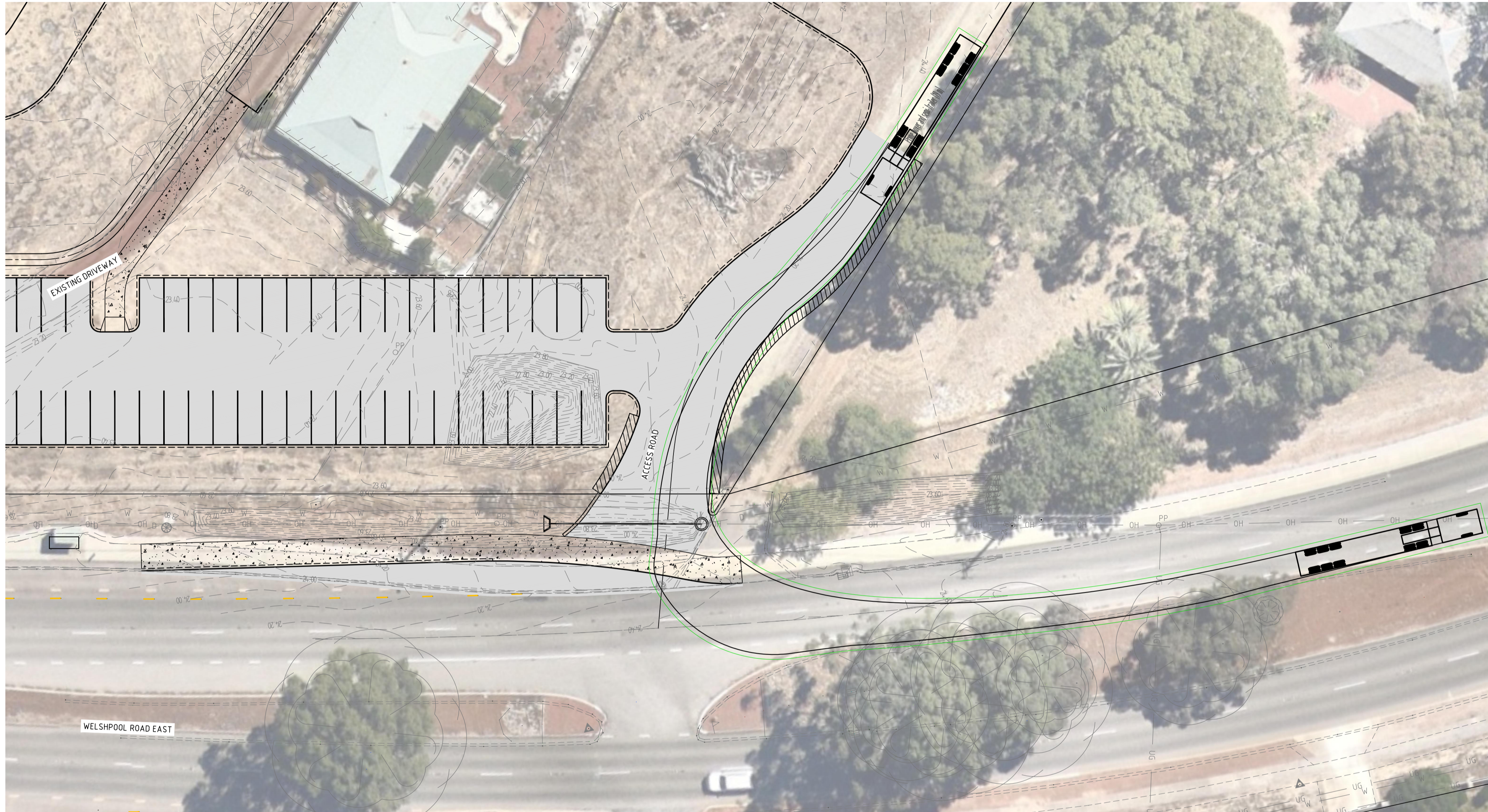
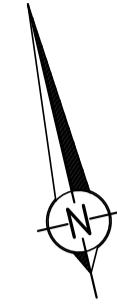




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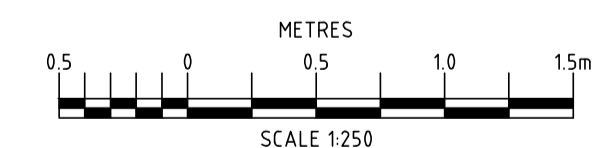
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- --- PROPOSED SEMI MOUNTABLE KERB
- --- PROPOSED FLUSH KERB
- [Symbol] PROPOSED 2.5m WIDE CONCRETE SHARED PATH
- [Symbol] PROPOSED UNSEALED SHOULDER
- [Symbol] PROPOSED ASPHALT PAVEMENT

**TURNING MOVEMENT LEGEND  
(19.0m SEMI-TRAILER)**

- VEHICLE BODY
- 500mm CLEARANCE

**TURNING MOVEMENT PLAN**  
SCALE 1:250



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D	DRAWING UPDATED	DA	23.06.21
C	SLIP LANE ADDED	DA	19.04.21
B	TURNING TEMPLATE UPDATED	DA	24.06.20
A	ISSUED FOR INFORMATION	DA	12.06.18

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P: +61 8 6336 9299  
F: +61 8 6336 9288  
E: enquire@peritasgroup.com.au  
74 GOODWOOD PARADE  
BURSWOOD WA 6100  
P.O. BOX 134  
BURSWOOD WA 6100

**CLIENT**

**Savage Surveying**  
T: + 61 8 9256 3003 | F: + 61 8 9256 2003 | M: 0417962300  
Unit 1/5 Hughes Street Canning Vale South WA 6155  
PO Box 5486

**PROJECT:**  
PROPOSED DRIVEWAY  
720 WELSHPOOL ROAD  
WATTLE GROVE

**DRAWING TITLE:**  
19.0m SEMI-TRAILER TURNING  
MOVEMENT SHEET 2

SCALE	AS SHOWN	FILE	THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BELOW
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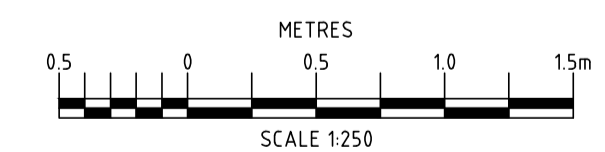
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**TURNING MOVEMENT LEGEND  
(19.0m SEMI-TRAILER)**

- VEHICLE BODY
- 500mm CLEARANCE

**TURNING MOVEMENT PLAN**  
SCALE 1:250



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C	SLIP LANE ADDED	DA	19.04.21
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E: enquire@peritasgroup.com.au  
74 GOODWOOD PARADE  
BURSWOOD WA 6100  
P.O. BOX 134  
BURSWOOD WA 6100

CLIENT



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Unit 1/5 Hughes Street Canning Vale South WA 6155  
PO Box 5486

PROJECT:

**PROPOSED DRIVEWAY  
720 WELSHPOOL ROAD  
WATTLE GROVE**

DRAWING TITLE:

**19.0m SEMI-TRAILER TURNING  
MOVEMENT SHEET 3**

SCALE AS SHOWN

HORIZONTAL -

VERTICAL -

SURVEY DATUM AHD

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PC16017-CI

FILE

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CHECKED EBF

DATE JUNE 18

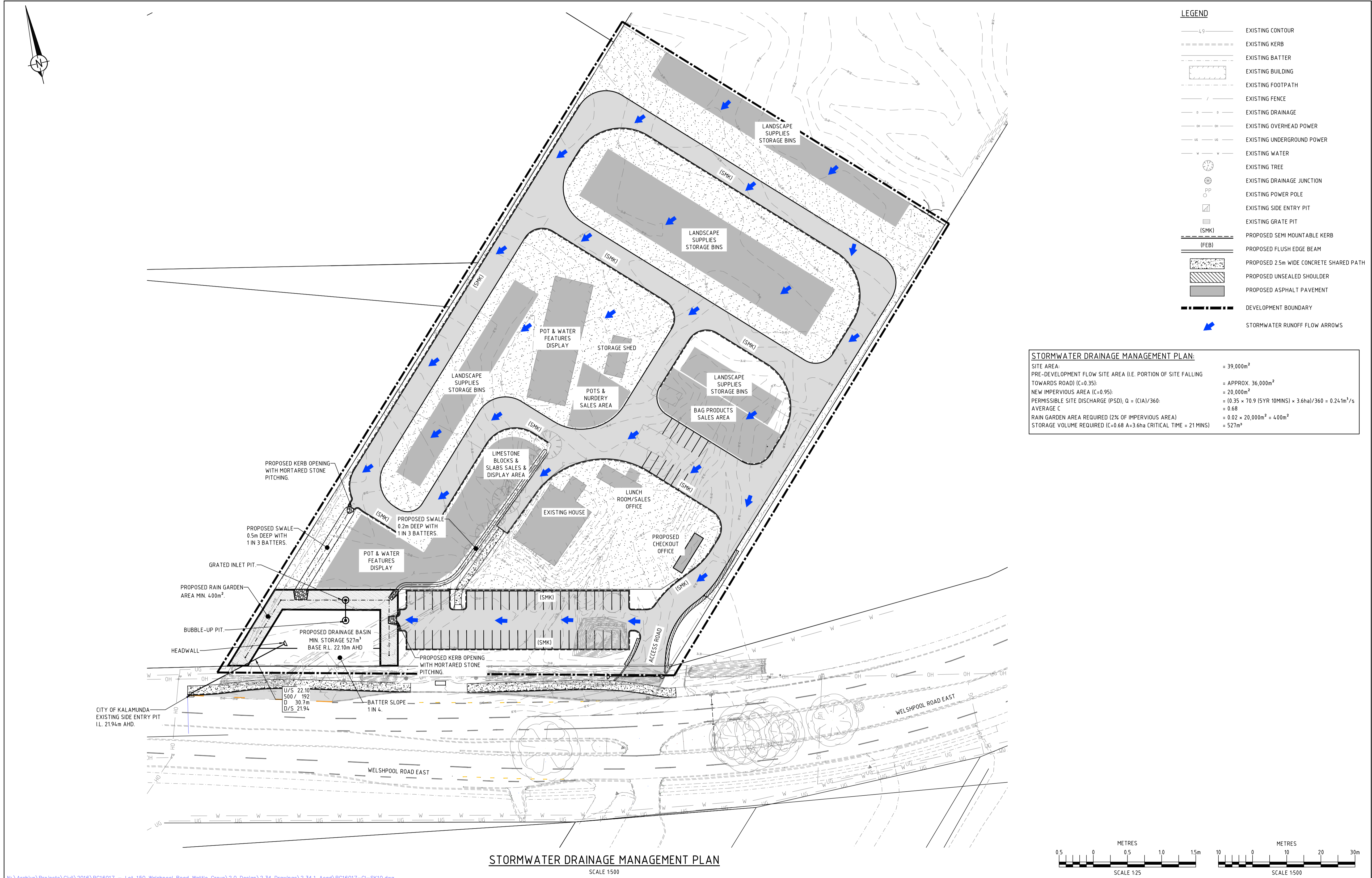
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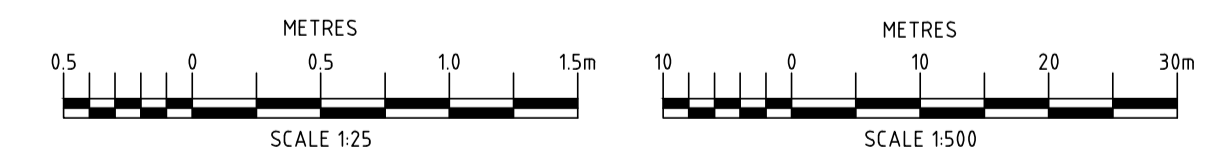
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	PROPOSED FLUSH EDGE BEAM
	PROPOSED 2.5m WIDE CONCRETE SHARED PATH
	PROPOSED UNSEALED SHOULDER
	PROPOSED ASPHALT PAVEMENT
	DEVELOPMENT BOUNDARY
	STORMWATER RUNOFF FLOW ARROWS

**STORMWATER DRAINAGE MANAGEMENT PLAN:**

SITE AREA	= 39,000m <sup>2</sup>
PRE-DEVELOPMENT FLOW SITE AREA (I.E. PORTION OF SITE FALLING TOWARDS ROAD) (C=0.35)	= APPROX. 36,000m <sup>2</sup>
NEW IMPERVIOUS AREA (C=0.95)	= 20,000m <sup>2</sup>
PERMISSIBLE SITE DISCHARGE (PSD), Q = (CIAI)/360	= (0.35 x 70.9 (SYR 10MINS) x 3.6ha)/360 = 0.24m <sup>3</sup> /s
AVERAGE C	= 0.68
RAIN GARDEN AREA REQUIRED (2% OF IMPERVIOUS AREA)	= 0.02 x 20,000m <sup>2</sup> = 400m <sup>2</sup>
STORAGE VOLUME REQUIRED (C=0.68 A=3.6ha CRITICAL TIME = 21 MINS)	= 527m <sup>3</sup>

**STORMWATER DRAINAGE MANAGEMENT PLAN**  
SCALE 1:500



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<p><b>peritas</b> GROUP</p> <p>PERTH OFFICE P: +61 8 6336 9299 F: +61 8 6336 9288 E: enquiry@peritasgroup.com.au 74 GOODWOOD PARADE BURSWOOD WA 6100 P.O. BOX 134 BURSWOOD WA 6100</p>	<p><b>Savage Surveying</b></p> <p>Tel: + 61 8 9256 3003   Fax: + 61 8 9256 2003   Mbl: 0417962300 Unit 1/5 Hughes Street Canning Vale South WA 6155 PO Box 5486</p>	<p>PROJECT: PROPOSED DRIVEWAY 720 WELSHPOOL ROAD WATTLE GROVE</p>	<p>SCALE AS SHOWN</p> <p>HORIZONTAL - DESIGN DA</p> <p>VERTICAL - DRAWN DA</p> <p>SURVEY DATUM AHD</p> <p>WAPC No: -</p> <p>CADFILE NAME: PC16017-CI</p>	<p>FILE</p> <p>DESIGN DA</p> <p>DRAWN DA</p> <p>CHECKED EBF</p> <p>DATE JUNE 20</p> <p>DRAWING NO: PC16017-CI-SK10</p>	<p>THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BELOW</p> <p>APPROVED</p> <p>REV. C</p>
		<p>DRAWING TITLE: STORMWATER DRAINAGE MANAGEMENT PLAN</p>	<p>DATE JUNE 20</p> <p>DRAWING NO: PC16017-CI-SK10</p>	<p>REV. C</p>	

No.	REVISION	BY	DATE
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A	ISSUED FOR INFORMATION	DA	26.06.20

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