



Operational Policy 1.12

Proposals Adjoining Regional Roads

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Gordon Stephenson House
140 William Street
Perth WA 6000

Locked Bag 2506,
Perth WA 6001

Website: www.wa.gov.au/dplh
Email: info@dplh.wa.gov.au

Tel: 08 6551 8002
National Relay Service: 13 36 77

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Acknowledgement of Country

The Department of Planning, Lands and Heritage acknowledges
Aboriginal people as the traditional custodians of Western Australia.
We pay our respects to the Ancestors and Elders, both past and
present, and the ongoing connection between people, land, waters
and community. We acknowledge those who continue to share
knowledge, their traditions and culture to support our journey for
reconciliation. In particular, we recognise land and cultural heritage
as places that hold great significance for Aboriginal people.

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1.0 Policy Intent

The policy seeks to promote an efficient and safe regional road network while also facilitating urban infill and activation outcomes. It provides general guidance to decision-makers and proponents on vehicular access from lots adjoining regional roads, road reserve widening and upgrades, scenic road considerations and corner lot truncations.

2.0 Application of this policy

This policy informs the assessment of planning proposals adjoining regional roads, which are made under the Planning and Development Act 2005 (including instruments authorised by this Act, including region and local planning schemes). The policy requirements should be implemented for land adjoining regional roads identified in a region and/or local planning scheme. Guidance and planning controls in relation to road widening, access and consolidation of vehicular access requirements can be provided through the following planning instruments:

- a region scheme and/or local planning scheme
- a regional, sub-regional and/or local planning strategy
- a structure plan and/or precinct structure plan (includes outline development plan, development plan and subdivision guide plan)
- an activity centre plan (includes activity centre structure plan)
- a development contribution plan
- a local development plan (includes detailed area plan)
- a local planning policy.

A planning assessment of a proposal adjoining a regional road should include the principles of good design. The planning outcome should enhance the urban setting while maintaining public safety and vehicular flow of traffic.

Assessments may also need to be supported by a traffic impact assessment and/or traffic impact statement.

Conditions of approval should be applied to subdivision and/or development approvals to implement and achieve the outcomes of this policy.

2.1 Decision-making on regional roads

Regional roads provide important functions throughout Western Australia including carrying large volumes of traffic. Regional road characteristics vary with different types, speeds, volumes of traffic and the mix of various modes of travel, from regional high-speed freight and tourist routes to urban low-speed, freight and commuter routes.

Approvals for regional roads fall into two categories:

1. decisions made by the Western Australian Planning Commission (WAPC) or local government (under delegation from the WAPC) under the Planning and Development Act 2005, or
2. decisions made by Main Roads Western Australia (Main Roads) under the Main Roads Act 1930.

Main Roads may delegate powers to local government in relation to the design, construction, maintenance, and supervision of regional roads and the control of access to roads.

The responsibility for the various regional roads are:

Within Region Schemes

- Primary Regional Roads – Main Roads
- Other Regional Roads - WAPC and local government as a shared responsibility.
- State Roads¹ – Main Roads

Local planning schemes (outside region scheme areas)

- Primary Distributor Road – Main Roads
- District Distributor Road - local government
- Local Distributor Road - local government
- State Roads – Main Roads

3.0 Policy objectives

The objectives of this policy are to:

- ensure traffic flow and safety does not impact current and future regional roads.

¹ State Roads under the jurisdiction of Main Roads are incorporated into the policy as they generally serve as preliminary indicators of future regional road or primary distributor road status within regional or local planning schemes.

- ensure subdivision and development plans and other planning instruments accord with current and known future transport planning, engineering and does not adversely impact regional roads.
- outline vehicular access principles and requirements to current and future regional roads which should be applied in the assessment of planning proposals.
- maintain and improve safety and efficiency for all modes/users of regional roads.
- protect or enhance the visual amenity of scenic and tourism regional roads.
- balance the need to reduce and consolidate vehicle access to regional roads whilst facilitating infill and activation of urban centres.
- support multi-modal transport and integration of public transit.

4.0 Policy measures

Proponents of planning proposals should liaise with the WAPC, Main Roads, local government and the Public Transport Authority (PTA) where appropriate, early in the preparation of planning instruments, subdivision proposals and/or development applications to ensure safe access, and current and future planning and transport requirements can be achieved. In preparing a proposal consideration should be given to the integration of sustainable multi-modal modes of transportation and accommodating sustainable development and economic growth.

A pre-lodgment discussion is recommended to assist with the early identification and resolution of issues, prior to an application being lodged.

4.1 Urban development adjoining regional roads

The State Government has endorsed planning initiatives in response to the need for urban consolidation in the Perth and Peel region and other regional centres. Primary considerations for the planning decision-maker are the applicable planning instrument/s that guides the vision and intent for the urban corridor along the regional road.

Higher density urban and commercial mixed-use development will inevitably increase vehicle access and crossovers and the potential for entry/exit vehicular accidents. This policy aims to achieve a good balance between the potentially conflicting objectives of

maintaining vehicular flow and safety on regional roads with adjoining urban development that may increase road traffic and collision points along regional roads.

Local planning will need to consider, in consultation with the Main Roads and local government, the most effective way to reduce and manage the impacts of vehicle access and crossovers to regional roads. Some measures that should be considered in urban areas are:

- utilisation of rear laneways (where available) for vehicular access from a local street connected to a regional road.
- consolidation of existing driveways into a shared driveway.
- reducing vehicle speed using speed signs and local area traffic management devices such as roundabouts or low-rise road textured humps in built up areas with a pedestrian safety focus.
- promoting alternative modes of transport and/or cycling.
- bus lanes and access to railway stations and bus interchanges.
- recessed bus stop stopping lanes within the verge to allow continuous traffic flow in the curb-side lane.
- integration with mid-tier transit systems.

4.2 Access and crossovers to regional roads

Vehicle access to regional roads requires careful management to safeguard the optimum traffic flow and traffic safety. There will be locations where vehicular access to a regional road needs to be restricted or prohibited in order to ensure traffic flow and safety are not adversely impacted.

Access may potentially be limited where Control of Access roads is proclaimed pursuant to Section 28A of the Main Roads Act 1930. Regional roads constructed or planned to freeway standards are Control of Access roads and no access is permitted, other than to freeway service centres.

On regional roads not constructed to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new vehicle driveways, particularly where an alternative access from a side street, shared driveway, laneway or right of way is available. In these locations, additional access

points will not likely be supported when land is proposed to be subdivided.

Where a subdivision is approved and access is prohibited, a condition should be applied requiring a covenant on certificate/s of title advising that access to the regional road is not permitted.

For large traffic generators such as major shopping centres access to a regional road may be permitted, where there is no alternative access available.

Prior to determining planning proposals requiring access to regional roads, the planning decision-maker is to consult with Main Roads and the PTA to ensure the following requirements have been considered:

- the character and function of the road (existing and proposed).
- the setting and context of the locality.
- the volume, type and speed of traffic (existing and proposed).
- the width of the carriageway and visibility.
- protection of pedestrian and cycling paths and facilities.
- protection of bus lanes, movement and access to bus and railway stations.
- vehicles enter and exit the regional road in a forward gear where practicable.
- the potential impact of the proposed development on traffic flow, level of service and safety of all road users, including pedestrians and cyclists.

Where access is permitted, conditions may be imposed prescribing the location and width of the junction or driveway to ensure adequate visibility, streetscape amenity, and to provide for the safe and convenient movement of pedestrians, cyclists and vehicles both entering and leaving the regional road.

Emergency services access to a regional road may be permitted only where all other practical options have been exhausted, and it is supported by the planning decision-maker and Main Roads.

Where access is permitted to a regional road, various works such as new and upgraded pathways, signalised and un-signalised intersections, lanes, service roads and/or regulatory sign controls may be required at the subdivision and/or development stage.

Crossover approvals are separate and distinct from planning approvals. Dual approvals may be required,

from the local government as well as Main Roads, where Control of Access is proclaimed.

New crossovers and driveways may be approved subject to the following considerations:

- traffic flow and road safety are minimised, managed or considered satisfactory.
- driveways are not located opposite a terminating road of a T-junction or median openings for U-turn purposes, or in the functional area of intersections.
- driveways designed for use by heavy vehicles to ensure the turnout radii meets the required design turning template of the vehicles proposed to enter and exit the site.
- driveways are as near to 90 degrees to the road centreline as site conditions permit.
- vehicles enter and exit the regional road in a forward gear where practicable.
- driveways which cross a footpath/shared path/cycle path ensure the pathway is constructed across the driveway.
- ongoing or improved amenity and safety for pedestrians and cyclists, including the retention of street trees.

The decision-maker may, with the agreement of the Main Roads and any applicable servicing authority/ies, require relocation of the crossover to enhance the amenity and safety of pedestrians and cyclists. This may be, for example, to allow conservation of trees of local significance and/or require tree planting within the road verge.

Planning proposals involving multiple and/or adjoining lot owners along regional roads should seek to reduce individual crossovers and driveways to a shared crossover and driveway or a service road, where practicable. Local planning instruments should guide the reduction of crossovers. In the absence of guidance through any provisions or plans, adjoining lot owners may voluntarily enter a joint legal agreement for reciprocal vehicular access easement across adjacent lot/s and to consolidate driveway access, in consultation with the decision-maker.

4.3 Regional road reserve widening

Land identified for regional road purposes should be identified on subdivision and/or development applications and through conditions of approval, may be required to be set aside for acquisition by the WAPC,

Main Roads or the local government. Reserved land, or a portion thereof, may be required to be ceded free of cost where there is a clear need and nexus between the planning proposal and/or its impact on the safety and function of the adjoining Regional Road. This may be due to:

- a new intersection or roundabout with the regional road that creates a need for additional land.
- an improved transport road design that includes safety, efficiency of the road or intersection based upon vehicle speed, density, congestion, and need for road or intersection works.
- additional traffic movements, including those by large vehicles, that require adequate land for vehicle manoeuvring and acceleration/deceleration lanes.
- an increase in residential density and/or new individual lot road frontages that increase the potential for turning movements to and from the lot/s fronting regional roads.

There may be circumstances where the WAPC considers ceding of the land is not appropriate, particularly in a long-term project where it is not required immediately. Such situations are considered on a case-by-case basis. A condition may be imposed to require the proponent to execute an agreement with the local government or the Commissioner of Main Roads or the WAPC, for the purchase of the land required for road widening.

Land required for road widening is to be created as a separate lot as part of the subdivision application, to ensure its ceding to, or acquisition by, the local government, the Commissioner of Main Roads or the WAPC. In creating such a lot, the WAPC will need to consider adequate access is maintained to the lot(s) for vehicle access and public utilities.

4.4 Upgrading of regional roads

The proponent is responsible for satisfactorily demonstrating that the proposed subdivision and/or development will not adversely impact upon regional road safety or efficiency. The proponent may be required to submit, at its own cost, a Transport Impact Statement or Transport Impact Assessment to address safety and traffic concerns and may include a Road Safety audit.

The proponent is likely to be required to fund or undertake any required improvements that arise from the subdivision and/or development, such as civil works, intersection upgrades, installation of a roundabout or traffic signals or related ancillary works such as revegetating.

The proposal should accord with the following for the subdivision and/or development to be supported:

- the proponent carries out the works at their own cost, to the satisfaction of Main Roads or local government, or provides a financial contribution for the cost of the works; or
- contribution should be an amount equal to Main Roads or local government's estimated cost to undertake the works at the date of clearance of the road upgrading/construction condition by Main Roads or local government.

The construction contributions for regional roads may include all requirements to construct the necessary infrastructure including design, management and materials.

4.5 Truncations

Truncations are required to be ceded free of cost to ensure that sight distances at street junctions are adequate and sufficient land is available to accommodate services in the street verge.

Truncations are required in the following circumstances:

- where land is proposed to be subdivided in new or established areas.
- where existing traffic movements in established areas will be significantly affected and/or where there is a need to improve intersection sight lines resulting from subdivision/amalgamation and/or development.

Where a lower and a higher order road intersect, the truncation requirements of the higher order road apply to the intersection.

Truncations on corner lots are to be uniform and extend along road alignments perpendicular to the boundary alignment of the regional road.

Truncations in industrial areas are to be designed to accommodate the largest vehicle using that road.

Truncation requirements for corner lots are determined by:

- Primary Regional Roads or Primary Distributor Road – Main Roads, based on design needs and local characteristics.
- Other Regional Roads or District Distributor Road - WAPC and local government.
- Local Distributor or Access Roads - local government

- the ability for the road reserve to accommodate planting to screen intrusive elements, such as noise walls.
- design of infrastructure such as signage within and adjoining the road reserve.
- roads designed to minimise cut-and-fill so they blend better within their landscape setting.

4.6 Tourist and scenic roads

Throughout the State, there are regional roads that are valued for the views they provide of the adjoining landscape, whether natural, rural, or urban in character. A number of these roads in natural and rural landscapes have been designated as Tourist Drives at a State level. Many other scenic roads are identified at a local level and fulfil a tourism function. Designated tourist or scenic roads, warrant particular attention to ensure that they retain and protect their existing value to the community, which may include biodiversity linkages/connections for flora and fauna.

Remnant vegetation and trees within or adjacent to road verges should be protected using alternative options to road widening where possible, with upgrades such as audible edge markings, barriers and speed limit adjustments, to manage additional traffic. Vegetation clearing should be minimised for adjoining development and related vehicle driveways/acceleration-deceleration lanes on scenic roads, incorporating a shared driveway where applicable.

Where new regional roads are proposed in landscapes that are valued by the community, they may have a perceived adverse impact on landscape character. Examples include coastal and river foreshores, wetlands, bushland, built heritage landscapes, and escarpments that form the backdrop to urban areas. Where possible, regional roads should not be located in these sensitive areas.

Aspects of road design that are most relevant to the protection of tourist and scenic roads include:

- road design speed.
- measures taken to retain roadside vegetation especially trees (e.g. guard rails).

5.0 Definitions

Access means both entry to and exit from either a road or adjoining development by a vehicle.

Crossover means that part of a driveway located within the road reserve between the road edge and the property boundary.

Driveway means a defined area used by vehicles travelling between a carriageway and a property adjacent or near to the road.

Junction means the meeting point of two or more roads.

Servicing Authority means a State agency that is responsible for either sewerage, water, telecommunications, gas, electricity, or other renewable energy infrastructure within the road reserve.

Tourist Drives means roads that are recognised by either the State or local government as having scenic or historic significance and are recognised as contributing to the local tourism opportunities of an area. Some tourism drives are identified by being designated a route number.