



HIGH WYCOMBE SOUTH RESIDENTIAL PRECINCT LOCAL STRUCTURE PLAN AMENDMENT – SUMMARY

Introduction

Please find enclosed the High Wycombe South Residential Precinct Local Structure Plan (LSP) amendment plans and documents, comprising:

- Draft Volume 1 and Volume 2 LSP report amendments (with tracked changes shown)
- Draft Volume 1 and Volume 2 LSP report amendments ('clean' version with all changes accepted)
- Updated LSP map (and plan showing annotated modifications)
- Updated Development Plan (and plan showing annotated modifications)

The enclosed LSP amendment plans and documents represent the culmination of a thorough review of the original LSP as well as revised technical studies undertaken by the consultant team. The proposed LSP amendment will help facilitate the coordinated development of the High Wycombe South Residential Precinct (formerly known as Forrestfield North Residential Precinct).

Summary of Proposed Amendments

As reflected in the LSP amendment report and plans, the following modifications to the original LSP have been undertaken:

Reference to 'High Wycombe South'

The description of the Precinct has been amended throughout to 'High Wycombe South'. This change has been made to both correctly reflect the naming of the wider locality as well as the official naming of the High Wycombe Train Station.

Spatial layout modifications

Amendments have been made to the LSP Plan (Plan 1) and Development Plan (Plan 2). Modifications include:

- Updates to the LSP boundary to reflect the current extent of the boundary for the METRONET High Wycombe Redevelopment area.
- Minor modifications to align with the agreed spatial layout of the adjoining draft High Wycombe South TOD Precinct Activity Centre Plan area.
- Changes to the spatial extent of the central park. The extent of the central park has been amended in order to reflect the findings of the most recent environmental and drainage studies.

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Technical reports

The following technical reports have been updated and key findings reflected in the LSP document:

- KCTT Transport Impact Assessment
- Lloyd George Transportation Noise Assessment
- JBS&G Bushfire Management Plan and Environmental Assessment and Management Strategy

Road realignments

Updates to the existing / proposed road network have been reflected within the LSP amendment report and plans. These modifications include:

- A new neighbourhood connector link from Brae Road to Milner Road, that links to the existing alignment of Raven Street. This new connection reflects the findings of traffic modelling and allows for movement of vehicles and cyclists through the Residential Precinct to the TOD Precinct to the north and surrounding areas to the south. This new connection also alleviates pressure on the existing traffic network along Dundas and Maida Vale Roads.
- The TOD Connector has been modified to align with the position identified within the draft TOD Precinct Activity Centre Plan. The TOD Connector is also proposed to be extended between Brand Road and the future Roe Highway overpass. The land required for this extension has been designated 'Local Open Space' to the width of the future road reserve. As demand for this section of the TOD Connector will likely be generated beyond 2050, a local street link has been shown, allowing width for a local road with residual open space. As an interim measure, a dual use path will be utilised along this section to allow for pedestrian movement through this local open space area.
- To further reflect expected future traffic volumes road widths have been amended where applicable. This includes reducing the proposed width of the proposed TOD Connector to 24.4m.

Density bandings

Density bands have been amended in light of the outcomes of the yield analysis undertaken by Development WA, City of Kalamunda, Urbis and element in relation to the High Wycombe South project area.

The yield analysis reflects a reduction in the estimated population and dwelling numbers in the precinct as well as minimal demand for apartment product until at least 2044. This has resulted in amendments to the traffic and infrastructure analysis as well as the following amended density bandings being included in the LSP:

- Residential Medium Density (R30 – R60)
- Residential High Density (R60 – R100)

The downward revision in density bandings seeks to ensure that development in the Residential Precinct does not compromise the ability of the TOD Precinct to function as a Transit Oriented Development and that development in the Residential Precinct is able to meet market demand.

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element.

In order to encourage a high standard of built form, the LSP also includes provisions to guide applicants and decision makers when considering applications for subdivision or development above the codings outlined in the bandings. The following matters (where applicable) are proposed to be taken into consideration when assessing any application for subdivision or development above the Residential R40 density code within the Residential Medium Density band or above the Residential R80 density code within the Residential High Density band:

- a) *The intent and purpose of the local structure plan.*
- b) *The orderly and proper planning of the locality.*
- c) *Consistency with the objectives and requirements of any applicable design guidelines.*
- d) *The size and suitability of the parent land parcel.*
- e) *The potential use of alternative land titling mechanisms (i.e. community title, survey strata schemes).*
- f) *Demonstrated protection of existing significant on-site vegetation.*
- g) *Improvements to waste disposal and water management.*
- h) *Transitional arrangements and interface management for built form between lower and higher densities.*
- i) *Market demand for higher density housing typologies.*
- j) *Provision of a demonstrable community benefit. This may include public amenities, cultural facilities, recreational facilities, affordable and/or accessible housing.*

Drainage

Based on the updated Local Water Management Strategy and Environmental Assessment and Management Strategy, the LSP has been amended to reflect the reconfiguration of the drainage area/basin to POS along Poison Gully Creek as well as the associated renumbering of drainage areas to reflect this change.

Roe Highway Overpass

To reflect the findings of traffic modelling which observes that the overpass will be required post 2050, reference to the 'potential future flyover' has been amended to 'future Roe Highway overpass'.

Conclusion

The above modifications have been undertaken to reflect the most recent studies and investigations into the High Wycombe South Residential Precinct and surrounding areas. The enclosed LSP reflects the strategic intentions of the City for the High Wycombe South Residential Precinct and will provide a clear guide to the future subdivision and development of the area whilst preserving the environmental and heritage values of the area.