



















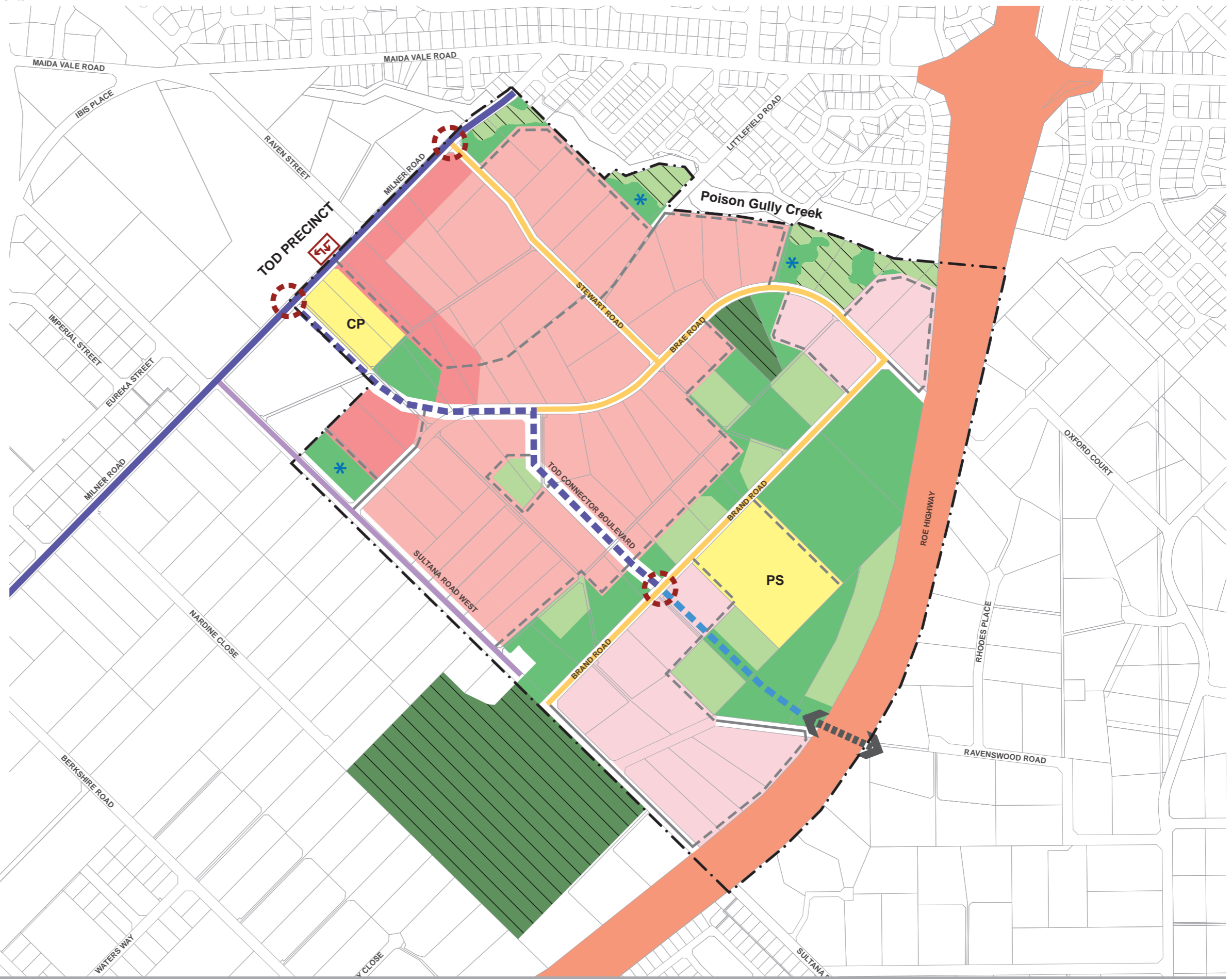


LEGEND

-  Forrestfield North Structure Plan Boundary
- Region Scheme Reserves**
-  Parks and Recreation
-  Primary Regional Road
- Land Use & Residential Density**
-  Environmental Conservation
-  Local Open Space
-  CP Public Purposes - Community Purpose
-  PS Public Purposes - Primary School
-  Residential Medium Density (R40 - R60)
-  Residential Medium / High Density (R60 - R80)
-  Residential High Density (R80 - R100)
- Other Categories**
-  District Integrator A (Existing / Proposed)
-  District Integrator A (Potential Future)
-  District Integrator B (Existing / Proposed)
-  Neighbourhood Connector (Existing / Proposed)
-  Local Street (Existing / Proposed)
-  Proposed Round-about
-  Left-in, Left-out treatment
-  Potential Future Fly-Over Roe Highway
-  Bush Forever
-  Finalised POS size to be confirmed based on modelled drainage basin requirements as part of finalisation of the LSP in consultation with the WAPC.



Draft Local Structure Plan

Forrestfield North Residential Precinct

City of Kalamunda

Date: 21 November 2018
 Scale: 1:7,500 @ A3
 Drawing No. 17-527 ST-3
 Staff: MC_OP_GW

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Forrestfield North Residential Precinct – Local Structure Plan Map – Schedule of Modifications
October 2018

Mod #	Modification	Nature of Modification	Justification
1.	Littlefield Road extension removed and replaced with an indicative local street connecting existing Littlefield Road to Stewart Road along the approximate alignment of pre-existing bridle trail. An indicative local street then follows a 'U' shape connecting south from Stewart Road to Milner Road, along pre-existing lot boundary at northern end and then north of the community purpose site and local open space area.	Road Network	<p>Response to submissions.</p> <p>Utilising the existing road and bridle trail network where possible reduces infrastructure costs and provides landowners with greater design flexibility at future planning stages.</p> <p>Neighbourhood Connector road type not required to service this northern portion of the precinct.</p>
2.	Indicative local street forming extension of Raven Street south east from Milner Road to ecological corridor to be removed.	Road Network	Road network is being modified to utilise existing road connections. This indicative local street is no longer required based on the reconfigured road network.
3.	Roundabout at the intersection of indicative local street in the vicinity of the intersection of Milner Road and Raven Street to be removed.	Road Network	Intersection no longer proposed, therefore roundabout is redundant.
4.	Indicative local street extending from Stewart Road south west to the Community Purpose site / Local Open Space area to be removed.	Road Network	Road network is being modified to utilise existing road connections. This indicative local street is no longer required based on the reconfigured road network.
5.	Brae Road Neighbourhood Connector extension to be removed and then modified to reflect existing road alignment to transition into the TOD Connector District Integrator A road.	Road Network	<p>Response to submission.</p> <p>Road network is being modified to utilise existing road connections. This modified road link is no longer required based on the reconfigured road network.</p>

Mod #	Modification	Nature of Modification	Justification
6.	TOD Connector District Integrator A road reconfigured to run adjacent to property boundary on southern edge and to then reflect existing alignment of Brae Road before transitioning into new road connection through to Milner Road south of the Community Purpose site and Local Open Space area. Dog leg near Local Open Space area to be removed and -replaced with T-intersection into Brae Road.	Road Network	Road network is being modified to utilise existing road connections. Dog leg no longer required based on modified road alignment.
7.	Band of Residential High Density surrounding Community Purpose site and Local Open Space to be reconfigured to respond to modifications made to TOD Connector configuration and removal of dog leg.	Residential Medium/High and High Density	Reconfigured 'Residential High Density' area to respond to modified alignment of TOD Connector.
8.	Road category for the proposed TOD Connector east of Brand Road through to Roe Highway and proposed fly-over at Roe Highway to be modified to District Integrator A (Potential Future).	Road Network	Road category to be modified to reflect likely longer-term connectivity option across Roe Highway.
9.	Underlying land use description of the proposed TOD Connector east of Brand Road through to Roe Highway and proposed fly-over at Roe Highway to be modified to Residential Medium Density and Local Open Space where it bisects Environmental Conservation and Local Open Space areas.	Residential Medium Density, Environmental Conservation, Local Open Space	Underlying land use descriptions to be modified to protect and retain long term road alignment option for Roe Highway flyover.
10.	Local Open Space strip to western side of Environmental Conservation Area providing southern link between primary school site and future TOD Connector alignment to be converted to Environmental Conservation.	Local Open Space, Environmental Conservation	Provision of a pedestrian and cycle link to the primary school within Local Open Space area not required due to indicative local street link in this location abutting

Mod #	Modification	Nature of Modification	Justification
			Environmental Conservation area that can serve this function.
11.	Residential Medium/High Density areas north and south of TOD Connector west of Brand Road to be modified to encroach east into Local Open Space forming part of ecological corridor by approximately 50m up to Environmental Conservation areas and maintaining a minimum width of 50m in the ecological corridor.	Residential Medium / High Density, Local Open Space	Response to submissions. Extent of Residential Medium/ High Density area to be extended to allow for greater development options for landowners. Integrity and environmental value of ecological corridor to be retained.
12.	Indicative local street alignments to be modified to reflect changes to Residential Medium/High Density areas north and south of TOD Connector west of Brand Road where modified to encroach east into Local Open Space forming part of ecological corridor. Northern link of indicative local street to connect south to connect with TOD Connector. Southern link of indicative local street to extend south to connect with Sultana Road West. See comments under modification 11 for further information.	Road Network	Road network to be modified to respond to adjustments made to land use arrangements.
13.	Existing bridle trail to the east of Brae Road forming an effective extension of Stewart Road to the east of Brae Road to be modified from Environmental Conservation to Local Open Space where it abuts an Environmental Conservation area to the north east.	Environmental Conservation, Local Open Space	Inclusion of the bridle trail as Local Open Space rather than Environmental Conservation allows greater opportunities for potential use as part of the pedestrian and cycle movement network in the locality.

Mod #	Modification	Nature of Modification	Justification
14.	Centrally located Environmental Conservation area surrounded by Local Open Space north of the TOD Connector between Brand Road and Brae Road to be reconfigured to reflect the modified TOD Connector Alignment. Local Open Space surrounding the Environmental Conservation area is to be removed.	Environmental Conservation, Local Open Space	Changes required due to modified TOD Connector alignment. Local Open Space is not required to provide a buffer to the Environmental Conservation area where a local street is provided as the interface as proposed.
15.	Indicative local street configuration surrounding Environmental Conservation area to the north of the TOD Connector between Brand Road and Brae Road to be reconfigured to reflect modified Environmental Conservation area.	Road Network	Modified indicative local street network required to reflect changes to Environmental Conservation area.
16.	The indicative local street network in the Residential Medium Density cell in the north east section of the project area north of Brae Road and adjacent to Roe Highway is to be extended all the way round the residential block to join back to Brae Road.	Road Network	By extending the indicative local street network potential access into the development cell is enhanced and the opportunity for a more appropriate interface to Roe Highway maintained.
17.	Residential Medium Density cell located west of the Brand Road and Brae Road intersection is to be extended to encompass the Local Open Space strip to the south west and a further portion of Local Open Space adjacent to the Parks and Recreation Reserve (Bush Forever area) located on Brae Road. The indicative local street network is to be modified accordingly around the perimeter of the cell.	Residential Medium Density, Road Network, Local Open Space	Response to submissions. Extent of Residential Medium Density area to be extended to allow for greater development options for landowners, including the retention of an existing house and improvements. Integrity and environmental value of ecological corridor to be retained.
18.	Light Industry area to the north of Sultana Road West to be removed and replaced with 'Residential Medium / High Density'.	Light Industry and Residential Medium / High Density	Response to submissions. Light industry area with residential use component not considered to be the most appropriate interface to residential areas.

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			After consideration and review of the other composite examples, Sultana Road West is considered to be the most appropriate boundary between the land uses of light industrial and residential. Appropriate transitional arrangements to light industrial area to the south of Sultana Road West to be dealt with at the Sultana Road West interface.
19.	Existing southern retained component of Brae Road immediately north of Sultana Road West to be retained and extended north through to TOD Connector with indicative local street alignment to deviate west at northern end to provide appropriate intersection geometry with TOD Connector.	Road Network	Enhanced accessed proposed between Sultana Road West and TOD Connector, including potential short to medium term access solution in the absence of the TOD Connector linking to Milner Road within this timeframe.
20.	Residential High Density area south of TOD Connector to be modified and confined to the area west of the Brae Road indicative local street connection.	Residential High Density	Reconfigured 'Residential High Density' area to respond to modified alignment of TOD Connector and Brae Road indicative local street link.
21.	The indicative local street network in the Residential Medium Density cell in the south east section of the project area east of Brand Road, south of the future TOD Connector alignment and adjacent to Roe Highway is to be extended all the way round the residential block to join back to Sultana Road West.	Road Network	By extending the indicative local street network potential access into the development cell is enhanced and the opportunity for a more appropriate interface to Roe Highway maintained.
22.	Indicative local street forming effective extension of Stewart Road east of Brae Road to be removed.	Road Network	Removal of undesirable four-way intersection between Brae Road and Stewart Road with sufficient indicative local street access into cell maintained east of Brae Road.

Mod #	Modification	Nature of Modification	Justification
23.	Indicative local street to be provided on northern side of primary school site adjacent to Local Open Space.	Road Network	Response to submission. Provide clarification of required extent of road frontage to primary school site.
24.	Brae Road east of Brand Road intersection to be modified from Neighbourhood Connector to indicative local street.	Road Network	Modification to reflect more appropriate and accurate road category for this section of Brae Road.