UNLOCKING METRONET'S POTENTIAL

High Wycombe Residential Precinct:
A Housing Solution



City of Kalamunda

Economic Impact Analysis

ACIL ALLEN

Delivering over 3,000 new homes to inner metropolitan Perth

$1.4 billion to the Gross State Product of Western Australia

$742.9 million to the real incomes of the residents of Western Australia

1,000 FTE jobs per annum including 550 FTE jobs directly employed by the Project and a further 450 FTE jobs in the broader State economy that are stimulated by the project.

High Wycombe Residential Precinct is a housing solution that will drive social and economic outcomes for Western Australia.

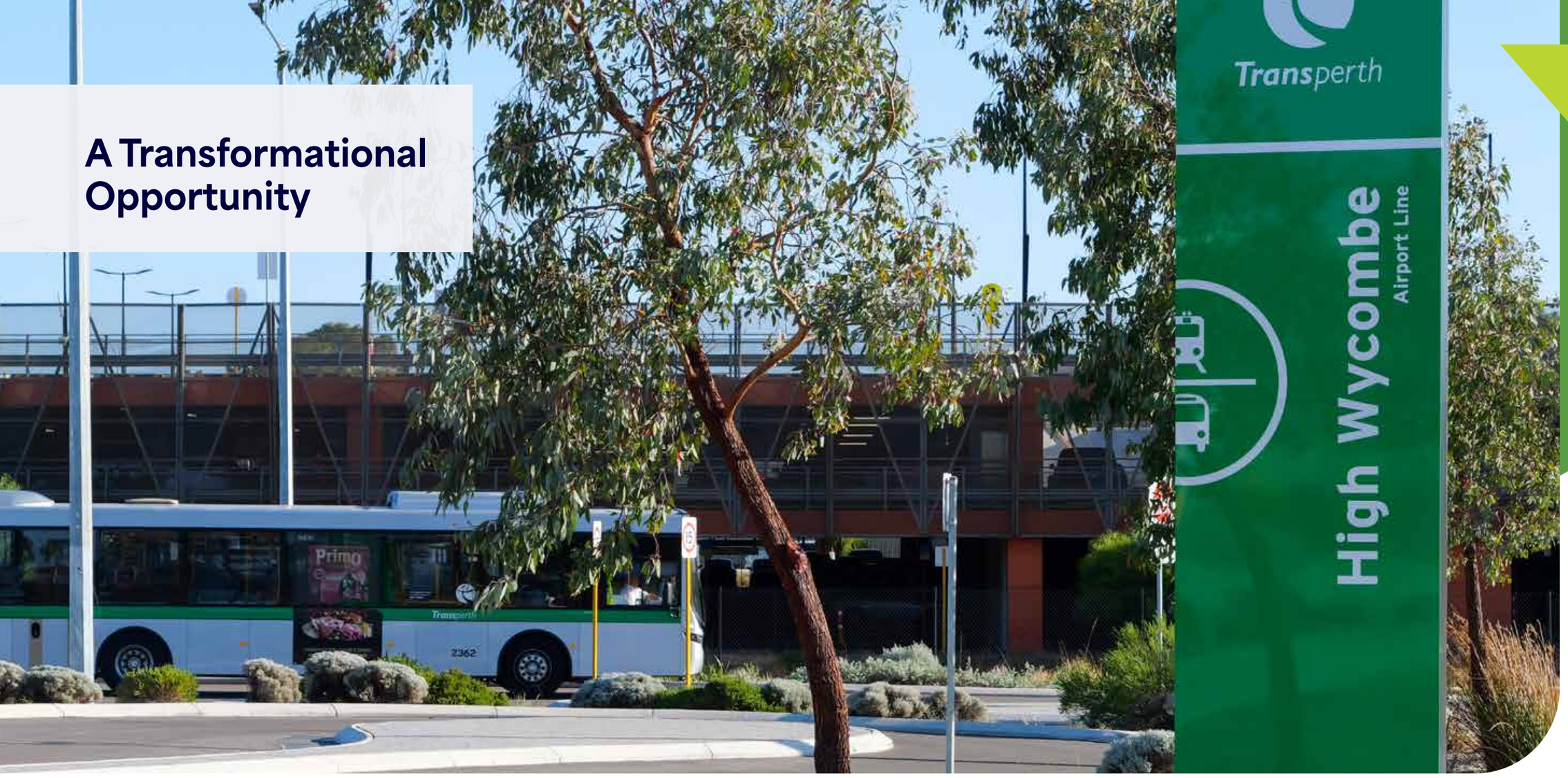
The precinct will deliver 3,000 new homes, contribute $1.4 billion to the Gross State Product and add $742.9 million to the real incomes of residents of Western Australia. State Government revenue is expected to increase by around $3.3million (excluding Transfer Duty) from the construction of the High Wycombe South Development Project.

Once developed, the **State Government is expected to receive an estimated $1.5million per annum** from payroll taxation and the Emergency Services Levy in addition to an **uplift in public transport revenue of $2.4million per annum from an additional 1,300 trips per day.**

Please see quick reference on pg. 22 and 23 and ACIL ALLEN's full Economic Impact Analysis attached to back of the prospectus for more information.

Front cover is a conceptual render of 3,000 community homes.

A Transformational Opportunity



The High Wycombe Residential Precinct is set to become one of Perth's strategically significant transport-oriented developments. As a key pillar of METRONET's vision for sustainable, connected urban growth, High Wycombe offers exceptional access to major transport links, expansive green spaces, and the upcoming state-of-the-art Proposed Community and Aquatic Hub.

At a time when Perth and Western Australia face a severe housing shortage, the development of the High Wycombe Residential Precinct presents an unmatched opportunity to deliver much-needed homes. However, realising this potential requires critical government investment in infrastructure which includes roads, public open space, and drainage. Without these essential commitments, the precinct will fail to attract developers, leaving a train station without a thriving local community.

The City of Kalamunda is ready to partner with State and Federal Governments to bring this vision to life.

With the expertise, ambition, and community-driven focus to deliver real outcomes, we are committed to working together to unlock the full potential of High Wycombe and create a vibrant, well-connected community for the future.

Local property owners are primed and ready to sell and develop their properties to deliver much-needed housing for the precinct

An investment of $42.2 million will unlock 3,000 homes in High Wycombe South and help to stimulate the establishment of a further 8,800 lots in neighbouring Maida Vale, significantly contributing to Perth's inner urban long-term housing supply.

This investment is just over $4,000 per dwelling, and only $1,339 per person to have access to a safe, sustainable, interconnected, transport-oriented dwelling that they can call their home.

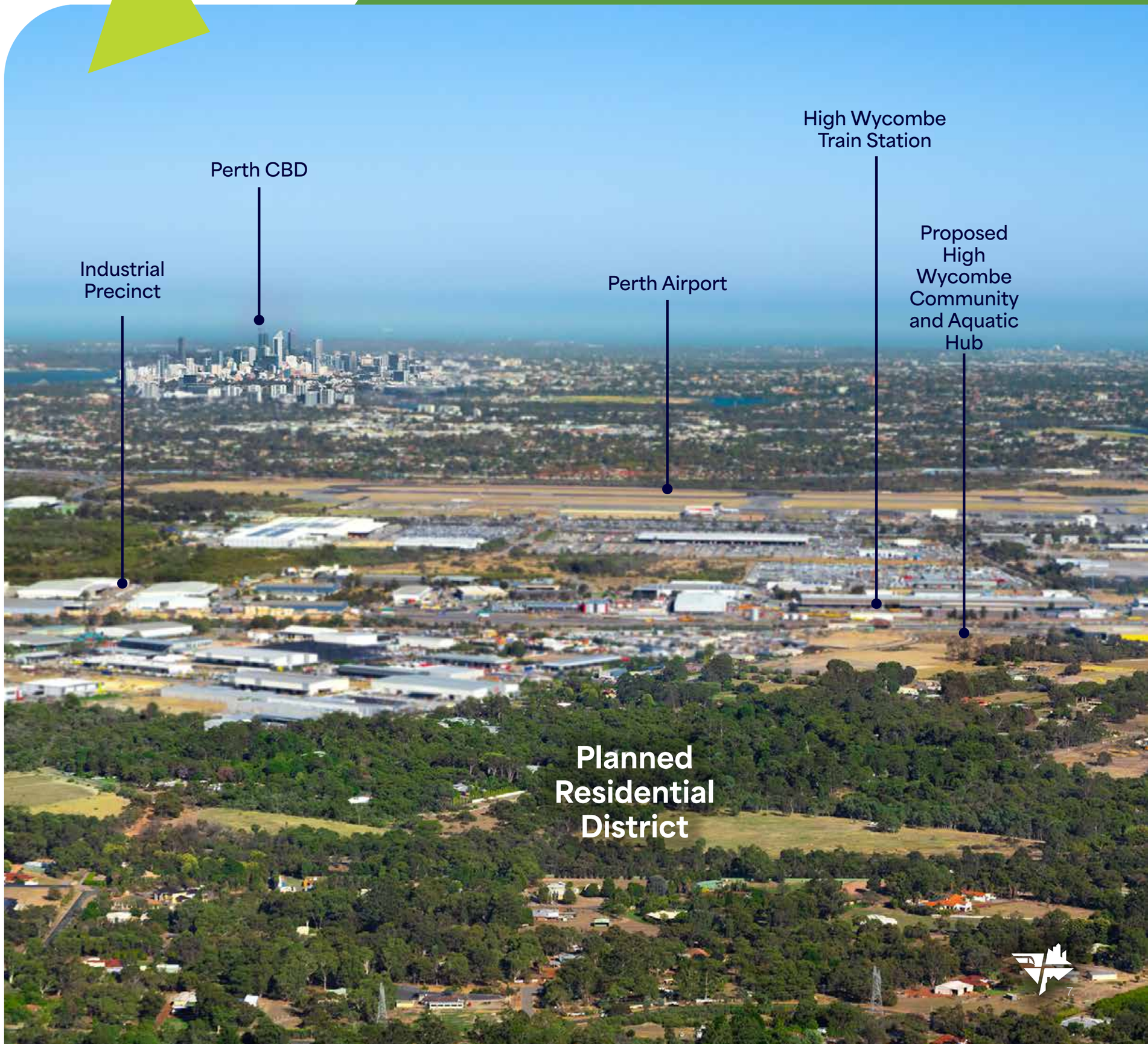
Bringing the METRONET Vision to Life

At the heart of METRONET's vision for Perth is the promise of accessible, people-friendly communities connected by reliable and modern public transport. High Wycombe plays a pivotal role in this vision, forming an integral part of the $1.86 billion Forrestfield-Airport Link. The precinct is uniquely positioned to become an attractive and walkable community, offering direct access to METRONET's rail and bus services, as well as key road transport corridors.

Right now, it is a station without a surrounding community.

The key to keeping the development and Metronet on track is government investment in essential infrastructure such as roads, public open space, and drainage. This will clear the line for residential development, unlocking the true potential of this transit-oriented hub.

This investment will help attract tier 2 and 3 developers who are best suited to activate the precinct. With strategic support, METRONET, High Wycombe South and its newly integrated residential precinct can rapidly transform into a vibrant urban hub, drawing in new residents and businesses seeking sustainable, well-connected living spaces.



Optimising the Return on Investment

With over $2 billion in government investment already committed to public infrastructure

–including the Forrestfield-Airport Link, propsoed High Wycombe Community and Aquatic Hub, multi-storey car park, bus depot, and road upgrades, High Wycombe is primed to emerge as a key transit-oriented development (TOD) precinct. This substantial investment has set the foundation for a well-connected, high-amenity urban hub.

However, the full potential of government investments in public facilities will only be realised with complementary residential development around the METRONET station.

Without the development, there will be an under utilised train station and a community facility with low patronage.

A housing development delivered by the City will maximise the utilisation of public transport services, ensuring that the station remains a central node in the METRONET network. This will optimise the return on investment while simultaneously generating new jobs, stimulating local economic growth, and providing essential services to meet the needs of a growing community.

With the right investment, state and federal government success can be fast-tracked, ensuring public transport services operate at full capacity while driving local economic growth.







High Wycombe is primed to emerge as a key transit-oriented development (TOD) precinct.



High Wycombe: A Model for Solving Perth's Housing Crisis

Perth faces a housing crisis, with urgent demand for affordable homes. The State Government has allocated $1.1 billion in the 2024-25 Budget to boost land supply, while the Federal Government has committed $6.2 billion to support new housing nationwide.

High Wycombe offers a unique opportunity to demonstrate a best-practice, multi-government approach to addressing this.



Aligning Federal, State, and Local Government priorities can transform the area into a national model for transit-oriented development. Investment and a coordinated approach to infrastructure, planning efficiency, and land development will unlock housing supply and create a vibrant, connected community.

Local property owners are ready to sell and develop their land, but crucial government investment is needed to make these projects viable. Without this support, high-density residential development remains financially unfeasible, limiting the area's potential to contribute to Perth's housing needs.

As a key candidate for transit-oriented development, High Wycombe is well-positioned to support sustainable, high-density housing.

Targeted infrastructure investment–such as roads, public open space, and drainage–will enable affordable housing in a strategically important part of Perth.

By embracing a cohesive, intergovernmental approach, High Wycombe can set a benchmark for integrating housing, transport, and community infrastructure. This collaborative effort will not only ease the housing crisis but also establish a model for sustainable urban development across Australia.

Supporting a Sustainable Future

High Wycombe is set to become a leading example of sustainable housing, closely aligned with METRONET's transit-oriented development (TOD) and sustainability goals and contributes to the broader State and Federal Government goal of achieving net zero by 2050. These efforts will play a crucial role in transitioning to a greener, more connected urban environment.

By focusing on development around the High Wycombe Train Station, the precinct

- Will reduce vehicle dependency, alleviate traffic congestion, and lower emissions.
- Direct access to Perth's train and bus network will foster walkable, higher-density communities, providing residents with easy access to amenities, employment, and services without the need for cars.



Credit: Forbes.com

The City of Kalamunda is fully aligned with the government's sustainability agenda. The City's Climate Action Plan and Clean and Green Local Environment Strategy are key drivers for delivering High Wycombe's sustainable future.

A spectacular opportunity to include in the development a possible **solar farm** that will provide green energy to the 10,200 new dwellings.

Potential **Power Bank Battery infrastructure** to be located at the solar city and key community battery sites to provide consistent energy loading.

The **Forest Neighbourhood** vision for the precinct includes 30 hectares of preserved green space, ensuring new housing integrates seamlessly with nature.

Initiatives such as **carbon sequestration** using clay, large-scale FOGO composting, and energy-efficient developments underscore Kalamunda's commitment to climate-positive projects, further enhancing High Wycombe's role in supporting the State's net zero targets.

However, this vision for sustainability can only be realised with government investment in key infrastructure that is essential to enable the development of residential housing and support the long-term success of the High Wycombe precinct.

Perth's Future Economic and Employment Hub



Credit: www.waitoc.com

High Wycombe is poised to become a premier economic and employment hub, driven by its modern light industrial estate and exceptional strategic location. With direct access to key transport infrastructure–including Perth Airport, High Wycombe Train Station, and the bus port–the area is ideally positioned to support a wide range of industries such as retail, commercial, and services, creating thousands of job opportunities.

The development of residential areas will further amplify the area's potential. It will provide residents with convenient access to local businesses, fostering a thriving entrepreneurial ecosystem. This dynamic environment will not only generate long-term employment prospects but also enhance the region's liveability by offering essential services and amenities within close reach.

As the population grows, ongoing demand for retail, hospitality, and professional services will contribute to the area's economic vitality. Additionally, the need for community services such as allied health, social, and support services will encourage a diverse and dynamic economy. This growth will further stimulate job creation and attract investment to the area.

By seamlessly integrating residential and business precincts, High Wycombe will drive innovation, create new jobs, and promote sustained economic growth.

As the area continues to develop, it will play a pivotal role in Perth's prosperity, delivering lasting benefits to both the region and the state.

The Gateway to Perth's Nature Playground

Developing new residential properties in High Wycombe presents a unique opportunity to provide residents with direct access to Perth's Nature Playground. Nestled at the foothills of the Perth Hills, High Wycombe offers proximity to stunning natural landscapes, outdoor recreation, and vibrant local attractions, making it an ideal location for families, professionals, and lifestyle seekers.

The area is renowned for its bushland, walking trails, and adventure sports, with highlights such as Lesmurdie Falls, Mundy Regional Park, and the Bibbulmun Track just a short drive away. Future High Wycombe residents will have easy access to hiking, mountain biking, camping, and scenic lookouts, fostering a healthy and active lifestyle.

Beyond nature, the region boasts a thriving food and wine scene, including award-winning wineries, cider houses, and the Kalamunda Farmers Market.

With new homes strategically positioned near transport links and METRONET, High Wycombe will serve as a well-connected hub that balances urban convenience with access to nature, adventure, and local culture.

By unlocking housing supply in High Wycombe, we are creating a gateway to a unique, high-quality lifestyle in one of Perth's most sought-after regions.

Removing the Impediments to Progress

Despite the immense potential, progress in High Wycombe is currently stuck at the station due to high development costs and uncertainty around infrastructure funding. Addressing these barriers will allow the precinct to pick up speed and become a contemporary, transit-oriented community.

Prohibitive Development Cost

The cost contribution rate for developers and ultimately home owners is unaffordable. It is currently over $76/m2 and needs to fall under $50/m2 for any development to be viable–despite the unique value proposition this precinct offers.

Land Constraints

The precinct faces land constraints, including conservation zones and a former landfill site, reducing the developable area.

Market Barriers

Uncertainty around funding for key infrastructure has hindered landowners from selling and developers from investing, stalling progress in the precinct.

Transit-Oriented Development at Risk

Without the necessary infrastructure investment, High Wycombe's potential as a contemporary transit-oriented development will remain unrealised. Delayed investment could result in an underutilised train station and an under-patronised proposed Community and Aquatic Hub, leaving the area undeveloped for decades.



Watch Our Community Education Video

As part of the City's ongoing commitment to transparency and partnership, an educational video has been created to communicate directly with the residents, landowners, developers and future community of High Wycombe South. It is a statement of intent. **The City's vision for this precinct is built on collaboration,** shared understanding and long-term advocacy for a thriving, connected neighbourhood.





Through the video, we aim to show that the **City is not a distant regulator but an active partner walking alongside the community.** It brings to life the City's approach of working hand-in-hand with residents to realise the precinct's potential, from unlocking infrastructure and housing opportunities to shaping a sustainable, liveable future that balances growth with place identity.

The story conveyed through the video reaffirms the City's commitment to being an advocate partner for landowners as they navigate the journey from planning to delivery.





"The City's vision for this precinct is built on collaboration"

Economic Impact Assessment

Summary of ACIL ALLEN's Economic Benefit Assement

completed on 7 Spetermber 2025.

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Economic and Social Benefits for Western Australia

If developed, the High Wycombe South Development Precinct represents significant economic and social benefit to Western Australia through the creation of an attractive place to live and visit centrally located on the Perth Airport train line and just 12.5 kilometers from the Perth Central Business District. These benefits include:

Economic modelling indicates the Project will make a major contribution to Western Australia's economy

During Construction

- $1.4 billion added to Gross State Product
- $742.9 million in additional real incomes
- 7,400 direct and indirect FTE jobs

Once Operational

- 1,000 FTE jobs per annum
- $184.7 million per annum to Gross State Product
- $112.3 million per annum in real incomes

"During construction alone, the precinct will add $1.4 billion to Gross State Product"

New Housing and Population

The Development will feature a diverse mix of dwelling types, with medium to high-density living focused around the High Wycombe Train Station and proposed Community and Aquatic Hub, and lowerdensity housing distributed throughout the residential precinct. Once complete, it is estimated that around 7,500 people will call the Development home.

Supporting the Broader Business Community

The Development will host an ecosystem of approximately 55 businesses across retail, health services, childcare, food and beverage, and community services. Construction costs are estimated at $1.65 billion, creating major opportunities for local suppliers during both the build and operational phases, including maintenance of the built environment, infrastructure, and open spaces

State Government Revenue

The Project is expected to increase State Government revenue by approximately $3.3 million (excluding Transfer Duty) during construction. Once operational, annual revenue will include $1.5 million from Payroll Taxation and the Emergency Services Levy, and an uplift in public transport revenue of $2.4 million per annum from an estimated 1,300 additional trips per day

Social Benefits

- Protection of Poison Gully Creek and other culturally significant areas for Noongar people
- Conservation of environmentally significant habitats supporting threatened flora and fauna
- Creation of public open spaces for recreation and community connection
- Establishment of a Community Hub offering recreation and shared facilities
- Delivery of 40 new social housing dwellings

"...an uplift in public transport revenue of $2.4 million per annum from an estimated 1,300 additional trips per day."



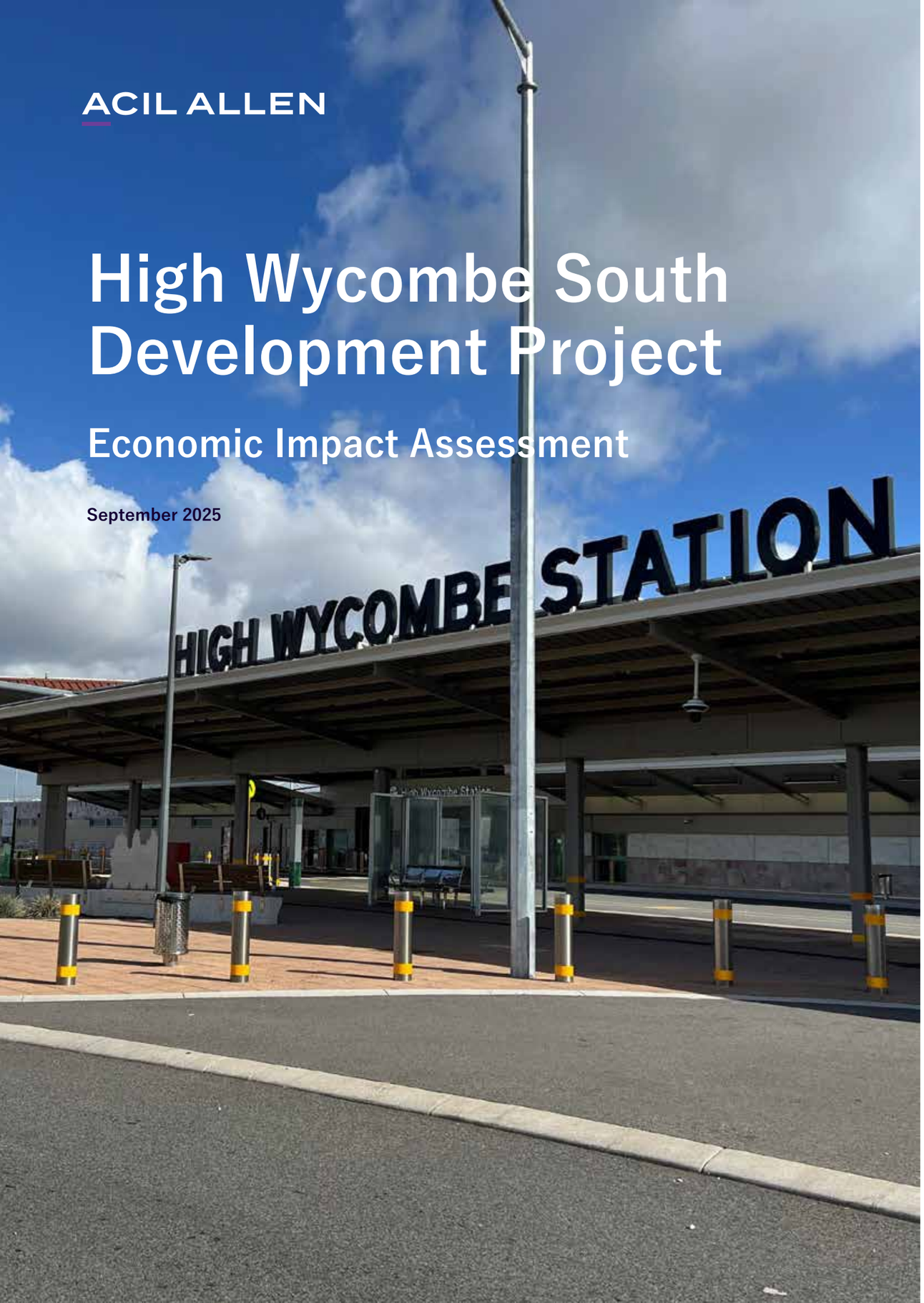
Investing in the Future

An investment of $42.2m is required in critical infrastructure of roads, drainage and public open space to bring the Metronet Vision of an integrated residential and transport hub to life.

This equates to a $4,017 per lot and $1339 per person. If the investment is equally shared between state and federal government, it is an investment of $669 per lot per government. (NOTE: Based on 11,200 new dwellings and 3 persons per household).

The following table describes the essential infrastructure, and the associated investment needed to bring the High Wycombe Residential Precinct to life.

Item	Requirements	Investment Request	Change to the DCP
Technical Advisory Group	Establishment of effective infrastructure coordination element, through the formation of a Technical Advisory Group led by DPLH with all key stakeholders to support the implementation of this precinct.	Provision of officer support from key infrastructure agencies	No change
Green Link - Ecological corridor	Relinquish the reimbursement of funds for the WAPC's purchase of land within the green link. Finalisation of MRS Amendment to classify 7.35ha of regionally significant open space as Parks and Recreation under the Metropolitan Region Scheme. NOTE: Note this is not currently in the proposed DCP	The State Government to fund the $11m required to retain this land in public ownership for conservation and recreation purposes.	No change
Sewerage	Timely delivery through the Water Corporation's Capital Delivery program of <375mm reticulated sewer to service each development cell in the precinct. NOTE: not currently in the DCP and is being coordinated by Water Corporation.	Estimate $2-3m - To be confirmed by Water Corporation.	
Drainage	To strategically acquire and improve district drainage infrastructure through the administration of the DCP NOTE: All drainage land and construction is included in the DCP.	$8m allocated to the City to facilitate through the management of the DCP. Land - $5.85m Drainage construction - $2.12m	~$8m reduction to DCP.
Roads	Key structuring roads and associated intersections to unlock development cells • Milner Road • Raven Street • TOD Connector Roads	$15.7m allocated to the City to facilitate through the management of the DCP: • Milner Road - $6.3m • TOD Connector - $4.2m • Raven Street - $1.5m • Land assembly - $3.7m (Raven Street and TOD Connector)	~$8m reduction to DCP.
Precinct Coordination	Project management, acquisition costs, risk mitigation and construction contingency.	12% of total infrastructure costs $4.5m	



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High Wycombe South Development Project

Economic Impact Assessment

September 2025

About ACIL Allen

ACIL Allen is a leading independent economics, policy and strategy advisory firm, dedicated to helping clients solve complex issues.

Our purpose is to help clients make informed decisions about complex economic and public policy issues.

Our vision is to be Australia's most trusted economics, policy and strategy advisory firm. We are committed and passionate about providing rigorous independent advice that contributes to a better world.

Report to:

City of Kalamunda

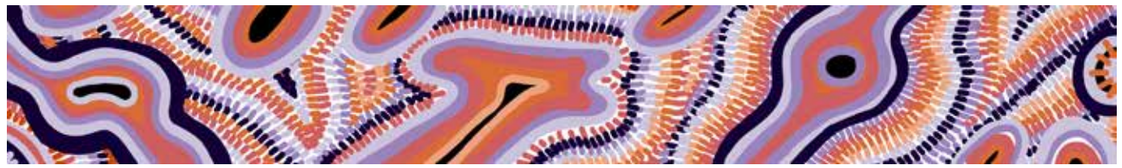
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Goomup, by Jarni McGuire

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Glossary

Abbreviations	Definition
$m	Million dollars
FTE	Full Time Equivalent
m^2	Square meters of area
km	Kilometer
WA Government	Government of Western Australia

Term	Definition
Job creation	*The jobs supported in the broader economy* The number of full time equivalent jobs created in the broader economy from the spending and employment required to construct and operate a project and along the supply chains that support the development. Total job creation includes the direct employment on a project and the indirect (flow-on) employment in the broader economy. Employment is measured on an FTE basis to take into account all the full time, part time, and casual jobs created.
Gross product	*A measure of the size of an economy* Gross product is a measure of the output generated by an economy over a period of time (typically a year). It represents the total dollar value of all finalised goods and services produced and is considered as a measure of the size of the economy. At a regional level it is referred to as Gross Regional Product (GRP), at a State level it is referred to as Gross State Product (GSP), and at a National level it is referred to as Gross Domestic Product (GDP).
Incomes	*A measure of the welfare of residents in an economy or the increase in ability to purchase goods and services and to accumulate wealth from an increase in wages* Changes in real income are important as they provide an indication of the change in economic welfare of the residents of a region through their ability to purchase goods and services.

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Summary Report

High Wycombe South Development Project

The planned High Wycombe South Development Project in the City of Kalamunda sits on the doorstep of the Perth Central Business District. It comprises an area of 190 hectares made up of the High Wycombe South Residential Precinct (Residential Precinct) and the Transit Oriented Development Precinct area (TOD Precinct) and represents the establishment of a community of **over 3,000 new homes complemented by a Community hub, green spaces, Primary School, and business ecosystem** built around the High Wycombe Train Station.

This report details the economic and social impact of developing the High Wycombe South Development Project. It includes the impact of the construction phase to establish the civil works and the built environment, and the impact once it is fully developed. The economic and social assessment considers the impact of the spending to construct the Project together with the impact from the businesses that are expected to locate in the area, and the spending by the City of Kalamunda to operate and maintain it.

If developed, the High Wycombe South Development Project represents significant economic and social benefit to Western Australia through the creation of an attractive place to live and visit centrally located on the Perth Airport train line and just 12.5 kilometers from the Perth Central Business District. These benefits include:

Economic benefits such as:

- the creation of jobs and business opportunities
- a uplift in public transport usage from the proximity of housing and public spaces close to the High Wycombe Train Station
- increased State Government revenue generated during construction and on an ongoing annual basis
- a boost to local businesses in providing goods and services to construct the Project and once it is established.

Social benefits such as:

- the protection of Poison Gully Creek and other areas of cultural importance to Noongar people as the traditional custodians of the land
- the protection of environmentally significant areas that contain threatened and vulnerable flora species and habitat for cockatoos and other fauna
- public open space for residents and visitors to spend time with family and friends outdoors
- a Community hub containing recreation facilities and other areas
- the provision of 40 new social houses.

New housing and population

The High Wycombe South Development Project is planned to consist of a mix of dwelling types with a medium to high density urban neighbourhood around the High Wycombe Train Station and the Community hub, and low, medium and high density dwellings in the Residential Precinct. Once fully developed, it is estimated around **7,500 people** will live at the Development.

Business and jobs

Employment precincts will be located in and around the Community hub and open spaces, with provision for a Primary School and small business area in the Residential Precinct.

Together, the employment precincts will directly employ around **550 full time equivalent (FTE) jobs** spread across full time, part time and casual positions representing a 5 per cent increase in the full time workforce in the City of Kalamunda.

Supporting the broader business community

The High Wycombe South Development Project will have an estimated space for an ecosystem of around **55 businesses** in the retail industry, health services, childcare, food and beverage outlets, and other services that support local populations.

In addition, the Project will support businesses in the broader economy. It is expected that the construction of the High Wycombe South Development Project will cost around **$1.65 billion** with the majority of these costs associated with the construction of the dwellings. This expenditure represents significant **opportunities for local businesses** in the form of the supply goods and services to construct the Project and in the ongoing supply of goods and services to maintain the built environment, infrastructure, and open spaces.

Economic impact

Economic modelling has been used to estimate the direct and flow on contribution of the Project to the Western Australian economy. The **construction** of the High Wycombe South Development Project is estimated to contribute:

- **$1.4 billion** to the Gross State Product of Western Australia
- **$742.9 million** to the real incomes of the residents of Western Australia
- **7,400** direct and indirect FTE jobs in the State.

The majority of these impacts are from the construction of the dwellings which have a higher combined capital cost and require large workforces to construct, and the construction of the Community hub which also has a higher capital cost.

Once the High Wycombe South Development Project is fully developed, it is expected to add:

- **$184.7 million per annum** to Gross State Product
- **$112.3 million per annum** to real incomes
- **1,000 FTE jobs per annum** including 550 FTE jobs directly employed by the Project and a further 450 FTE jobs in the broader State economy that are stimulated by the Project.

Nearly all of the impacts in construction and operation are realised in the Perth Metropolitan Area which is where most of the goods, services, and wages are expected to be sourced from to construct and maintain the Development. This flow on benefit will further support businesses along the supply chains that service the High Wycombe South Development Project.

In operation, the retail and other businesses will be the main driver of economic impacts. As a result, **the majority of the impact is realised in the TOD Precinct** where most of the business activity is centred.

State Government revenue

State Government revenue is expected to increase by around $3.3 million (excluding Transfer Duty) from the construction of the High Wycombe South Development Project. Once developed, the **Western Australian Government is expected to receive an estimated $1.5 million per annum** from Payroll Taxation and the Emergency Services Levy in addition to an **uplift in public transport revenue of $2.4 million per annum from an additional 1,300 trips per day**.

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Main Report

1 About this report

The High Wycombe South Development Project in the City of Kalamunda sits on the doorstep of the Perth Central Business District. It represents the establishment of a community of over 3,000 new homes complemented by a Community hub, green spaces, Primary School, and business ecosystem that are all built around the High Wycombe Train Station.

1.1 High Wycombe South Development Project

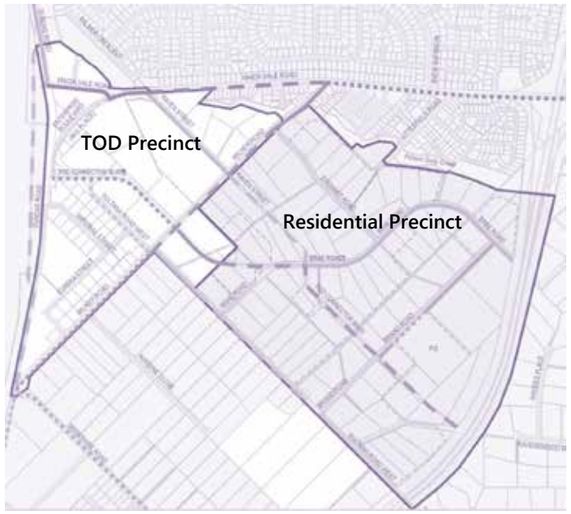
The High Wycombe South Development Project is located in the City of Kalamunda. It is located 12.5 kilometers (km) east of the Perth Central Business District and lies adjacent to the High Wycombe Train Station which is currently the terminus of the Airport Train Line.

The area comprises of 190 hectares (ha) and includes the High Wycombe South Residential Precinct (Residential Precinct) and the Transit Oriented Development Precinct area (TOD Precinct) with the latter forming part of the Metronet East Redevelopment Area (**Figure 1.1**).

The 123.1 ha Residential Precinct will feature a Primary School, business area, open space, bushland, and a mix of residential dwellings located on privately owned and government owned land within the City of Kalamunda. The 60 ha TOD Precinct is primarily located on Western Australian Government (WA Government) owned land adjacent to the existing High Wycombe Train Station. It will feature a Community hub and a mix of commercial and residential uses including affordable housing.

The development of the High Wycombe South Development Project will take place over time. There is some private activity already occurring within the Residential Precinct however the Project is not expected to be fully developed until 2050.

Figure 1.1 High Wycombe South Development Project



Source: ACIL Allen

1.2 Study objective and scope

This report details the impact of the development of the High Wycombe South Development Project and the economic and social benefits that the Project would bring to the State if it were fully developed. It includes the impact of the construction phase to establish the civil works and the built environment, as well as the estimated annual impact once it is fully developed. The economic and social assessment considers the impact of the spending to construct the Project together with the impact from the businesses that are expected to locate at the Precinct once it is developed and the spending by the City of Kalamunda to operate and maintain it.

The assessment considers the total impact of the Wycombe South Development Project including the impact of residents and businesses who relocate to the area from other parts of the Perth Metropolitan Area or the broader State. It does not take into consideration any net change in business revenue or population in the State or any net change in the City of Kalamunda's overall costs or revenues from its current operating position.

1.3 Key assumptions

This report makes assumptions including:

Real dollars - All dollar values are expressed in real 2025 Australian dollars.

Data sources - Data and other information was obtained from the City of Kalamunda together with publicly available information describing the TOD. This data was used to inform the report and the economic modelling including estimates of the:

- Capital expenditure for the construction of the High Wycombe South Development Project
- Employment precincts including the types of businesses and other organisations that are likely to establish
- Employment during construction and once the High Wycombe South Development Project is fully developed
- Size of the population
- Operating costs of the City of Kalamunda.

1.4 Approach

ACIL Allen developed a customised Input Output model of the Western Australian economy and the Perth Metropolitan Area for the purposes of estimating the direct and indirect economic impact of the High Wycombe South Development Project. The inputs to the modelling are estimates of the:

- spending on goods, services and wages to construct the High Wycombe South Development Project including the dwellings, businesses, public buildings, and open spaces and the infrastructure required to support it such as roads and services infrastructure
- operation of the businesses including their spending on goods, services and wages
- spending on goods, services and wages by the City of Kalamunda to operate and maintain the High Wycombe South Development Project.

Further details of the approach is provided in Chapter Three of this report.

1.5 Report outline

Chapter Two of this report describes the High Wycombe South Development Project and outlines its direct characteristics in terms of the construction spending, employment, and operational spending. Chapter Three presents the results of the economic modelling which captures the direct and the multiplier impacts of the Project. The final chapter describes the economic and social beyond those included in the economic modelling.

2 High Wycombe South Development

The High Wycombe South Development Project is an area of approximately 190 ha located 12.5 kilometres east of the Perth Central Business District adjacent to the High Wycombe to Perth Train Line. The area is bound by Roe Highway to the east, Sultana Road to the south, Dundas Road and railway to the west and the culturally significant Poison Gully Creek to the north.

2.1 Residential Precinct

The City of Kalamunda Residential Precinct comprises a total area of 123.1 ha (including the adjacent Roe Highway Reserve) with 47.5 ha of land designated for residential development and 30 ha of green public spaces in the form of local open space, environmental conservation areas and existing Bush Forever bushland reserves. A future primary school will be located within the Precinct along with a business area along Sultana Road (**Figure 2.1**).

Figure 2.1 Residential Precinct



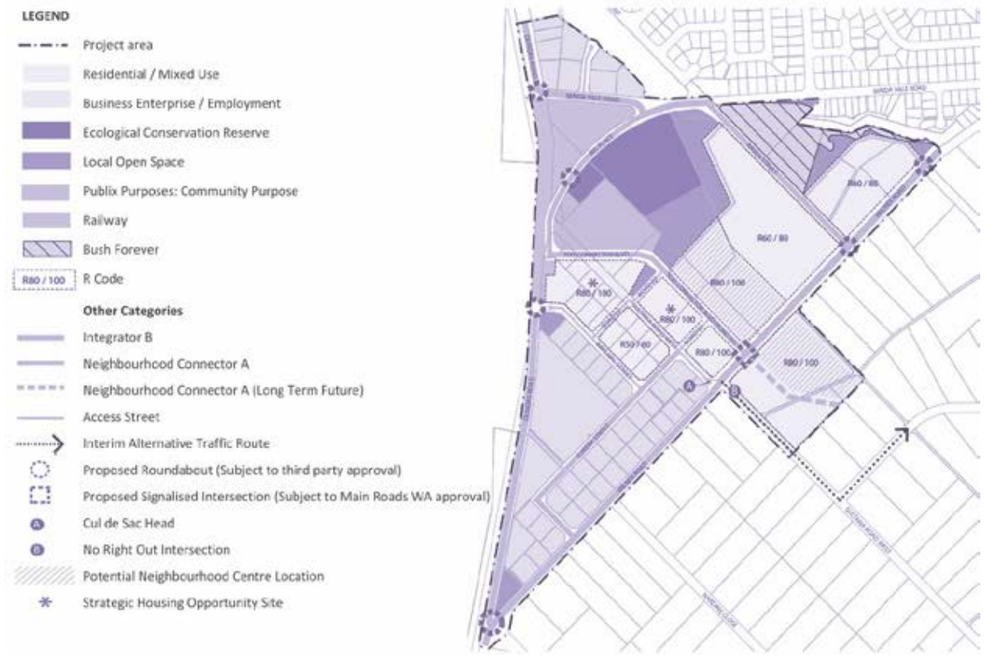
Source: City of Kalamunda

2.2 Transit Oriented Development

The TOD Precinct is a 60 ha redevelopment area located west of the Residential Precinct and adjacent to the High Wycombe Train Station and within the Metronet East Redevelopment Area.

It will include 650 dwellings, retail and other business centre, and 9 ha of public open space including ecological conservation areas and preexisting Bush Forever areas. A Community hub will include an aquatic centre and gymnasium (**Figure 2.2**).

Figure 2.2 TOD Precinct



Source: City of Kalamunda

2.3 Residences

The High Wycombe South Development Project will consist of a mix of dwelling types with a medium to high density urban neighbourhood around the High Wycombe Train Station and the Community hub, and low, medium and high density dwellings located in the Residential Precinct.

The Precinct will be an attractive place in which to live and work with the built structure focussed on high-quality design, green, inviting streetscapes, sustainable water management, and legible local streets, efficient road networks, and a safe pedestrian environment.

Dwellings

Once fully developed, the High Wycombe South Development Project will contain over 3,000 dwellings including 938 single lot dwellings, 1,860 medium density dwellings, and 268 dwellings in apartment buildings.

The majority of these will be located in the Residential Precinct where there will be just over 2,400 dwellings. A further 650 dwellings will be located in the TOD Precinct which will comprise of medium density and apartment buildings (**Table 2.1**).



Table 2.1 Number of dwellings by dwelling type: High Wycombe South Development Project

	TOD Precinct	Residential Precinct	Total
Single lot		938	938
Medium density	531	1,329	1,860
Apartments	118	150	268
Total	**649**	**2,417**	**3,066**

Source: ACIL Allen

Population estimates

An estimated 7,500 people will live in the High Wycombe South Development Project once it is fully developed (**Table 2.2**). This represents a 10 per cent increase in the current population of the City of Kalamunda.

Table 2.2 Estimated population: High Wycombe South Development Project

Precinct	Population
Residential Precinct (by 2064)	5,923
TOD Precinct	1,570
Total	**7,493**

Source: High Wycombe South Yields Analysis (March 2023)

2.4 Employment precincts

There will be employment precincts in the High Wycombe South Development which will mostly be located in and around the Community hub, with provision for a Primary School and business area in the Residential Precinct.

Overall, the development will result in an ecosystem of around 55 businesses involved in retail, food and beverage, health services, childcare, and other services that support local populations. Together, they will directly support around 550 full time equivalent (FTE) jobs spread across full time, part time and casual positions (**Table 2.3**) and a range of roles and skills sets.

Table 2.3 Employment estimates: High Wycombe South Development Project (FTE)

Business type	Number of jobs
Retail	265
Food and beverage	75
Medical and childcare	65
Other non retail	60
Primary School	40
Community hub	45
Total	**550**

Source: ACIL Allen

Retail

There will be provision for retail spaces in the TOD area and the Residential Precinct. The 5,160m^2 of retail space in the TOD will include a supermarket and complementary retail businesses, as well as showroom retail outlets such as furniture stores. Retail businesses in the Residential Precinct will be located along Sultana Road and could include a garden centre, laundry mat, mechanic, and newsagent that cater for the immediate area. It is estimated that retail jobs will form nearly half of all employment in the High Wycombe South Development Project making up 265 jobs.

Non retail

A further 200 FTE jobs are estimated to be created in other businesses such as food outlets, and those that supply services to the surrounding population. There will be space for a cafe in the Community hub and the potential for other food outlets elsewhere in the TOD and the Residential Precinct. The TOD has allowance for 6,150m^2 of non retail areas including provision for a childcare centre and healthcare, financial and other professional services businesses.

Community hub

The Community hub will provide the surrounding community with important social gathering, meeting and activity spaces and will be the first part of the TOD that is developed.[1] It will feature an aquatic centre with a 50m pool and smaller pools with slides as well as a childcare centre, fitness centre, and public open spaces including a playground. Once fully operational it is expected to employ an estimated operational workforce of 45 FTE.

Primary School

A Primary School in the Residential Precinct will cater for the children living in and around the High Wycombe South Development. It is expected to employ around 40 FTE staff based on the average FTE employment in Western Australian public primary schools.

[1] Element Advisory (2025), METRONET East High Wycombe Structure Plan V1, DevelopmentWA, WA Government

3 Economic impact

The construction and operation of the High Wycombe South Development Project will have an impact on the local, State and National economy through the direct impact from the spending and employment required to construct it and once it is fully developed.

3.1 Construction costs

It is expected that the construction of the High Wycombe South Development Project will cost around $1.65 billion with the majority of these costs associated with the construction of the more than 3,000 dwellings located within it (**Table 3.1**). The costs to build the dwellings will be borne by private investors noting that some dwellings will be constructed by the WA Government for affordable housing. These construction works represent important opportunities for businesses in the Perth Metropolitan Area.

Table 3.1 Construction costs: High Wycombe South Development Project ($ million)

	$ million
Private dwellings	$1,415.3
Shopping centre	$18.1
Residential Precinct businesses	$6.6
Primary school	$45.5
Community Hub	$110.0
Civil and other works	$58.3
Total	**$1,653.7**

Source: ACIL Allen from various sources

Civil and associated works

Civil and associated works will be required to service the new dwellings and other built environment. This includes upgrades to existing infrastructure and the provision of new infrastructure such as:

- new and upgraded road infrastructure including shared paths and drainage
- drainage infrastructure including drainage basins, and landscaping
- improvements to open spaces including landscaping, drainage, provision of utilities, and construction or installation of facilities
- land required to facilitate the delivery of the infrastructure and open spaces which is not already in public ownership.

It is estimated that there will be $58.3 million of civil and associated works. Included in this estimate are the administration costs for the development such as legal fees, the completion of planning, traffic, drainage, road and other technical and profession studies, borrowing costs, and management costs.[2]

[2] City of Kalamunda (2024), High Wycombe South Residential Precinct Development Contribution Plan Report, City of Kalamunda

Dwellings

The cost to construct the more than 3,000 dwellings is expected to be $1.4 billion (**Table 3.2**) with 60 per cent of these costs associated with the construction of medium density dwellings which represent 61 per cent of the number of dwellings planned for the Precinct. The costs to construct these dwellings will be borne by the land holders including developers, and other private owners. It is estimated that the WA Government will incur around $13.7 million of costs to construct at least 40 social houses planned for the TOD Precinct. These estimates have been calculated by ACIL Allen based on published costs per square metre.[3]

Table 3.2 Construction costs: Dwellings by type ($ million)

Residences	Residential Precinct	TOD Precinct	Total
Single lot	$474.6	$0.0	$474.6
Medium density	$608.2	$243.0	$851.1
Apartment	$50.1	$39.4	$89.5
Total	**$1,132.9**	**$282.4**	**$1,415.3**

Source: ACIL Allen

Businesses

The cost to construct the buildings that will house the businesses located in the High Wycombe South Development have been estimated by ACIL Allen to be $24.6 million based on published costs per square metre.[4] This includes the construction of a supermarket and complementary business area in the TOD Precinct, and the business area along Sultana Road in the Residential Precinct. These costs include the construction of the buildings, parking and landscaping. They do not include their fitout to make them fit for their business purpose.

Community hub

The Community hub will require construction costs of $110.0 million.[5] This includes the costs to construct the buildings, swimming pools, playground, landscaping, and business and administration areas.

Primary School

The cost to construct the Primary School is based on the recent construction of primary schools in the Perth Metropolitan Area and has been estimated by ACIL Allen to be $45.5 million.

[3] Perth Construction Costs July 2025 https://napierblakeley.com/overview/datacards/55/perth-construction-costs accessed August 2025

[4] Perth Construction Costs July 2025 https://napierblakeley.com/overview/datacards/55/perth-construction-costs accessed August 2025

[5] City of Kalamunda

3.2 Operating costs

The City of Kalamunda will require additional staff to operate and maintain the High Wycombe South Development Project including the management of public places and infrastructure, and the servicing of the dwellings located in it. This includes the maintenance and renewal of roads, landscaping, protection of culturally significant areas, rubbish removal, and collection of rates and other charges. It also includes the provision of additional staff such as community development officers required to manage the additional public space in the City of Kalamunda.

Total operating costs have been estimated to be $11.6 million per annum which includes $7.2 million per annum to operate and maintain the Community hub.

3.3 Economic modelling

Input Output modelling was used to determine the impact of the High Wycombe South Development Project on the economies of the Perth Metropolitan Area and Western Australia. Economic modelling provides estimates of the total economic impact of a stimulus to the economy *and* the indirect or flow-on effects this has in the broader economy. These flow-on effects result from the linkages between industries in the economy.

The outputs of the economic modelling are:

— **Gross Regional Product and Gross State Product** – or economic value added is a measure of the final value of the output generated by an economy calculated as the value of production less the costs of goods and services used to generate that production. This economic value is known as Gross Product which at a regional level is referred to as Gross Regional Product and at a State level Gross State Product.

— **Incomes of residents** - a measure of the ability to purchase goods and services and is therefore a measure of the wealth in an economy. A rise in the incomes of residents indicates a rise in the capacity for current consumption, but also an increased ability to accumulate financial and other assets. The change in income is a measure of the change in welfare of an economy.

— **Job creation** - measured in FTE jobs is the sum of the direct employment of employees of the businesses and other organisations located at the High Wycombe South Development, and the indirect or multiplier jobs created as a result these operations. Economic contribution analysis refers to jobs as the employment of one FTE person for one year. Job creation is presented in terms of FTE jobs which are the sum of the full time, part time, and casual jobs. It is expressed in this way to take account of the number of jobs created in the economy rather than the number of workers who are employed.

A more detailed description of Input Output modelling is presented in the appendices.

3.4 Inputs to economic modelling

The key inputs to economic modelling include estimates of:



— Construction costs to construct the civil works and the built structures

— Construction employment to construct the civil works and the built structures

— Operation costs of the businesses and the Community hub including their spending on goods, services and wages

— Operations employment at the Community hub, businesses, Primary School, and at the City of Kalamunda

— City of Kalamunda operation costs

— Additional State and Local Government Authority revenues from taxation, fees and charges.

3.5 Gross Product

Gross product is a measure of the output generated by an economy over a year. It represents the total dollar value of all finalised goods and services produced and is considered a measure of the size of the economy.

The construction of the High Wycombe South Development Project is estimated to contribute $1.4 billion to the Gross State Product of Western Australia. The majority or $1.2 billion of this impact will come from the construction of the dwellings which have a higher combined capital cost. There are also significant contributions from the construction of the Community hub which is expected to add $96.0 million to Gross State Product (**Table 3.3**).

Table 3.3 Impact on Gross State and Regional Product ($ million)

	Perth Metro Area	Western Australia
Construction		
Dwellings	1,125.0	1,199.6
Community hub	90.5	96.0
Retail and other	20.6	21.7
Primary School	37.5	39.7
Other	37.0	38.8
Total construction	**1,310.6**	**1,395.8**
Operation per annum		
Community hub	7.8	8.2
Retail and other	150.0	157.9
Primary School	6.9	7.2
City of Kalamunda	10.7	11.4
Total operation per annum	**175.3**	**184.7**

Source: ACIL Allen

Nearly all of the impact from the construction of the High Wycombe South Development Project will be realised in the Perth Metropolitan Area where a large share of the construction spending is incurred and from where nearly all of the workforce will be sourced. It is estimated that the Gross Regional Product of the Perth Metropolitan Area will increase by $1.3 billion (**Figure 3.1**).

Figure 3.1 Impact on Gross State and Regional Product ($ million)



Source: ACIL Allen

Once the High Wycombe South Development Project is fully developed, it is expected to increase Gross State Product by $184.7 million per annum with nearly all of this impact realised in the Perth Metropolitan Area (**Figure 3.1**).

In operation, the retail and other businesses will be the main driver of Gross State Product adding an estimated $157.9 million per annum (**Table 3.3**). This greater impact is because of their spending on goods, services, and wages to operate their businesses which adds value to the economy. As a result, the majority of the impact once the Project is fully developed, is realised in the TOD Precinct where most of the business activity is centred.

3.6 Incomes

Real income is a measure of the ability of the residents of an economy to purchase goods and services provides. It provides a measure of the welfare impact that a project has on people living in a region.

The construction of the High Wycombe South Development Project is expected to increase the real incomes of the residents of Western Australia by $742.9 million of which $706.1 million will benefit the residents of the Perth Metropolitan Area (**Table 3.4**).

An expected $630.7 million will be created by the construction of the dwellings and $55.1 million by the Community hub. These larger impacts are partly because of the higher construction workforces required to build them and they are therefore associated with higher wages.



Once the High Wycombe South Development Project is fully developed, there will be an expected increase in the real incomes of the State's residents of $112.3 million per annum. Nearly all of the impact in construction and operation will be realised in the Perth Metropolitan Area which is where the workforce will be sourced from and therefore where the majority of the wages will be paid to.

The majority of the impact on real incomes comes from the activities in the TOD Precinct where most of the businesses and the Community hub are located and where the majority of the direct employment is focussed (**Figure 3.2**).

Table 3.4 Impact on real incomes ($ million)

	Perth Metro Area	Western Australia
Construction		
Dwellings	598.4	630.7
Community hub	52.8	55.1
Retail and other	12.0	12.5
Primary School	21.8	22.8
Other	21.0	21.8
Total construction	**706.1**	**742.9**
Operation per annum		
Community hub	5.2	5.4
Retail and other	91.6	95.0
Primary School	4.7	4.9
City of Kalamunda	6.7	7.1
Total operation per annum	**108.2**	**112.3**

Source: ACIL Allen

Figure 3.2 Impact on real incomes ($ million)



Source: ACIL Allen

3.7 Job creation

Job creation captures the number of FTE jobs created or supported as a result of the construction and operation of a project including the direct and indirect (flow on) employment in the broader economy.

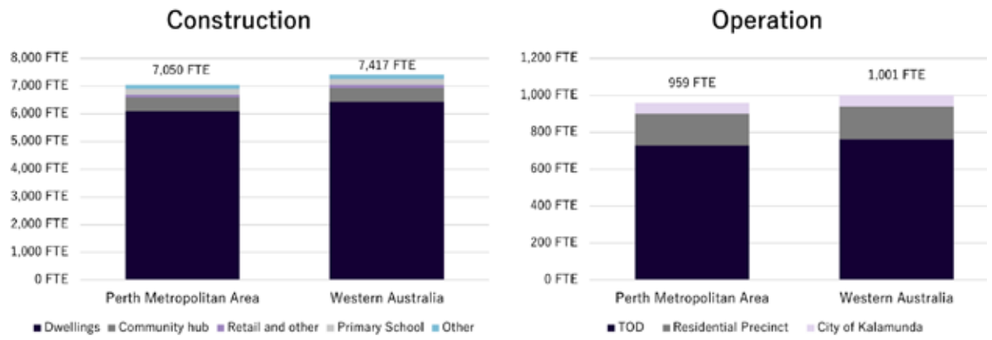
The High Wycombe South Development Project will require a direct workforce to construct it. The construction activities will also create flow on employment in the broader economy. It is estimated that the construction of the High Wycombe South Development Project will create an estimated 7,400 direct and indirect FTE jobs in the State of which 6,425 will be created by the construction of the dwellings and 500 by the construction of the Community hub (**Table 3.5**).

Table 3.5 Job creation (FTE)

	Perth Metro Area	Western Australia
Construction		
Dwellings	6,107	6,428
Community hub	485	509
Retail and other	106	112
Primary School	201	211
Other	150	158
Total construction	**7,050**	**7,417**
Operation per annum		
Community hub	69	71
Retail and other	778	814
Primary School	53	54
City of Kalamunda	59	62
Total operation per annum	**959**	**1,001**

Source: ACIL Allen

Figure 3.3 Job creation (FTE)



Source: ACIL Allen

Once the High Wycombe South Development Project is fully developed, there will be estimated job creation of 1,000 FTE jobs per annum including 550 FTE jobs directly employed by the Project and a further 450 FTE jobs in the broader State economy that are stimulated by the Project. Nearly all of these jobs will be created in the Perth Metropolitan Area but importantly the Development also benefits the jobs market in other parts of the State because of the flow on impact (**Figure 3.3**).

The majority of the job creation once the Project is developed is realised in the TOD Precinct where most of the businesses and the Community Hub are located and where the majority of the direct employment is supported.



4 Economic and social benefits

The development of the High Wycombe South Project will provide social and economic benefits to the local area and the broader State that will benefit the surrounding community and in Western Australia more broadly.

4.1 Alignment with Government policy

The High Wycombe South Development Project aligns with the priorities of the WA Government by:

- Providing social housing and helping to achieve the State Government's target of 2,600 new affordable houses by 2030
- Supporting the vision of Metronet for development of communities and economies along the transport system
- Enabling economic and social development in the State by providing the housing to support this development.

Future State Accelerating Diversify WA supports the WA Government's vision for the State to be globally recognised for its unique set of strengths and capabilities and highly sought after as a place to live, visit, study and do business. Future State provides the approach to attracting investment and growing trade opportunities that will enable Western Australian industry to become smarter, more sustainable and diversified. Providing housing in proximity to the Perth Central Business District and Perth Airport will assist in attracting the skills to support the Government's vision.

WA Housing Strategy 2020-2030 aims to create an agile housing system that underpins individual, family and community wellbeing. It targets the construction of 2,600 new social homes by 2030 that provide a choice of homes for people of all cultures, ages, incomes, and circumstances and build communities and homes that are designed for now and the future. The High Wycombe South Project will assist in the supply of social housing to meet the target of the current strategy and the future supply of social housing in the State.

Perth and Peel@3.5 million presents a long-term strategy for homes and jobs in the Perth and Peel region. It contains 10 urban consolidation principles that guide infill development and match the design principles of the High Wycombe South Project. These include the provision of well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types. The focus is for higher-density residential development located along transit corridors.

Metronet has a vision for a well-connected Perth with more transport, housing and employment choices. Its objectives include supporting economic growth with better connected businesses and greater access to jobs, and creating communities that have a sense of belonging and support Perth's growth and prosperity. The High Wycombe South Project will create a new community and business ecosystem connected to the broader Perth Metropolitan Area and the State through the Metronet transport system.

4.2 Supporting the broader business community

The construction of the High Wycombe South Development Project will cost around $1.65 billion with the majority of these costs associated with the construction of the 3,000 dwellings. This expenditure represents significant opportunities for local businesses to supply goods and services to construct the civil works, housing, other built infrastructure, and the open spaces. There are also ongoing opportunities in the supply of goods and services to maintain the built environment, infrastructure, and open spaces once it is developed.

4.3 Creating local jobs

The development of the High Wycombe South Development Project will result in direct job creation required to construct the development, and in the employment precincts once it is fully developed. This includes around 550 FTE jobs spread across full time, part time and casual positions and in a range of roles and skills sets. Most of these roles will be required in businesses that service the surrounding population as well as the Primary School and the Community hub. They represent ongoing long term jobs for local people.

In addition, the Development will create jobs in the broader Perth Metropolitan Area economy and the State which are the jobs that are created in the value chains that are stimulated by the construction and operation of the Development. Economic modelling suggests that an estimated 7,400 FTE direct and flow on jobs will be created in the broader economy from the construction activities. Around 1,000 FTE annual jobs will be supported once the High Wycombe South Development Project is fully developed including 550 FTE direct jobs and a further 450 FTE jobs that are stimulated in the State economy.

As of the 2021 Census there were 16,385 people who worked at a location within the City of Kalamunda of which 9,680 worked full time. The direct employment once the High Wycombe South Development is fully developed represents an increase in the full time workforce supported in the City of Kalamunda of 5 per cent.

4.4 Uplift in train passengers



The number of passengers using the Airport Train Line is increasing on a year on year basis however there was a decline in usage in the second half of 2024-25. The development of the High Wycombe South Project will assist in increasing the use of the train line because of the close proximity of the Project to the High Wycombe train station and its convenient connections to the Perth Central Business District and the wider Metronet system.

It is assumed that 18 per cent of the population will use the train based on the use of public transport in Cockburn Central (as a comparable area) as of the 2021 Australian Bureau of Statistics Census. If 18 per cent of the population living at the High Wycombe South Project caught the train this would mean an additional 1,350 people catching the train each day or an uplift in the current use of the train line of 9 per cent. This would be equivalent to increased public transport revenue of an estimated $2.4 million per annum.

If 25 per cent of the new population caught the train each day there would be a 13 per cent increase in the patronage of the Airport Train Line and additional public transport revenue of an estimated $3.3 million.

4.5 Local Government revenue

The increase in dwellings and businesses in the City of Kalamunda represents additional revenue for the City in the form of rates and licences, fees and other charges. It is estimated that once full developed, there will be an increase in annual revenue to the City of Kalamunda from the High Wycombe South Development of:

- $9.2 million per annum from rates and associated rubbish collection charges
- $7.8 million per annum from the operation of the Community hub and the businesses located throughout the Development.[6]

The City of Kalamunda is also expected to receive around $4.5 million from building and associated permits required for the construction of the dwellings and other buildings.

4.6 State Government revenue

State Government revenue will be benefit from the Development from one off increases in Stamp Duty and the Building and Construction Industry Training Fund Levy in the construction phase, and ongoing annual revenue from the Emergency Services Levy and Payroll Taxation. Other than the daycare centre and the supermarket, no business in the High Wycombe South Development is assumed to meet the threshold for Payroll Taxation.

The City of Kalamunda will collect the Emergency Services Levy on behalf of the WA Government to fund the State's fire and emergency services. The revenue is dedicated to fund a range of services including Career Fire and Rescue Service, Volunteer Fire and Rescue Service, Local Government Bush Fire Brigades, Volunteer State Emergency Service Units, and Multi-service Department of Fire and Emergency Services Units.

It is estimated that the Emergency Services Levy will generate $1.2 million per annum for the State Government and Payroll Taxation will generate $317,000 per annum raising State Government taxation by $1.5 million on an annual basis. The Construction Industry Training Fund Levy will generate $3.3 million from the construction of the Development. Estimates of Transfer Duty (Stamp Duty) have not been made as it is assumed that many of the households and dwellings will fall below the threshold for this to apply.

4.7 Protecting culturally significant areas

All of the TOD Precinct is located within a registered Aboriginal Heritage Site known as Poison Gully Creek, which also encompasses much of the surrounding area. In addition, Crumpet Creek is a heritage area but does not fall within the Aboriginal Heritage Act 1972. There is also potential for previously unknown Aboriginal heritage artefacts, deposits or other archaeological material to be uncovered.[7]

[6] City of Kalamunda

[7] Development WA and Metronet (no date), High Wycombe Station Metronet Precinct: Precinct Implementation Plan, WA Government

4.8 Providing housing on transport routes

Perth and Peel[8] is the land use strategy for the Perth Metropolitan Area and the Peel Region. It identifies 10 urban consolidation principles that guide infill development including the preference for high quality higher-density housing characterised by, amongst other things, planning for and developing key public transport corridors, in and around station precincts to support the growth of diverse residential and employment opportunities beyond the Central Business District. The High Wycombe South Development Project represents a significant opportunity to reinforce connected city objectives through accessibility to public transport and the broader transport network via the High Wycombe Train Station.

Complementing this proximity, is housing diversity, provision for social housing, and a variety of employment opportunities within 12.5 km of the Perth Central Business District.

4.9 Social housing

The WA Housing Strategy has a target of a minimum of 20 per cent social and affordable homes in Government residential developments.[9] This target suggests that at least 40 dwellings in the High Wycombe South Development Project will be affordable housing with the project providing 2 per cent of the 2,600 affordable homes planned to be constructed by the WA Government over the decade to 2035.[10]

4.10 Increase in civic pride

The development of the High Wycombe South Development will create an attractive and sustainable place for people to live and visit. It will include a Community hub designed to draw the surrounding community as well as open spaces such as Green Link that protect ecologically and culturally significant areas. The built environment will reflect good design principles that enhance the distinctive characteristics of the local area contributing to a sense of place.[11]

There is potential for events to be held at the Community hub and elsewhere helping to showcase the area to the wider Perth Metropolitan Area community.

The built environment, and the protection of culturally important and environmentally significant areas will create a sense of pride for residents and visitors to the Development.

4.11 Spending time with family and friends

Spending time with family and friends has a social benefit through the social interactions and from learning and enforcing life skills. The High Wycombe South Development will include a range of facilities to engage with family and friends including the aquatic centre and the broader Community hub, public open spaces, retail outlets, food and beverage outlets, and bushland areas. Its streetscapes are designed to be high amenity urban environments promoting walkable, pedestrian friendly interactions.[12]

[8] WA Planning Commission (2018), Perth and Peel @3.5 million, WA Government

[9] Department of Communities (2025), WA Housing Strategy 2020-2030, WA Government

[10] https://www.wa.gov.au/government/document-collections/wa-housing-strategy-2020-2030#:~:text=The%20WA%20Housing%20Strategy%202020,Package%20announced%20in%20June%202020.

[11] Cameron, Chisolm, Nicol (2022), High Wycombe Station Metronet Precinct Sites A&B, WA Government

[12] Element Advisory (2025), METRONET East High Wycombe Structure Plan V1, DevelopmentWA, WA Government

4.12 Green Link

The High Wycombe South Development Project aims to retain and enhance the significant environmental values of the area to the greatest extent practical.[13] Green Link is a 11.28ha ecological corridor within the Residential Precinct that traverses generally along the northern side of Brand Road and connecting the culturally significant Poison Gully Creek and an existing Bush Forever site on Sultana Road West.

The protection of the area supports environmental values including threatened and vulnerable flora such as the Conospermum undulatum (wavy-leafed smokebush), and Banksia Woodlands, as well as providing foraging and potential breeding habitat for Carnaby's Cockatoo (Zanda latirostris) and Forest Red-Tailed Black Cockatoo (Calyptorhynchus banksia naso).[14]

[13] Element Advisory (2025), METRONET East High Wycombe Structure Plan V1, DevelopmentWA, WA Government
[14] City of Kalamunda (2024), Metropolitan Region Scheme Amendment Request: High Wycombe South Residential Precinct - Green Link

A Input Output modelling

Input Output models capture the direct and indirect effects of expenditure for an industry by tracing the industries it purchases inputs from, and the industries it sells its outputs to. They are used to produce results for key economic indicators including economic value added created by a project expressed as Gross Product, incomes of residents in terms of wages and salaries earned, and job creation expressed as a Full Time Equivalent basis.

A.1 Input Output modelling

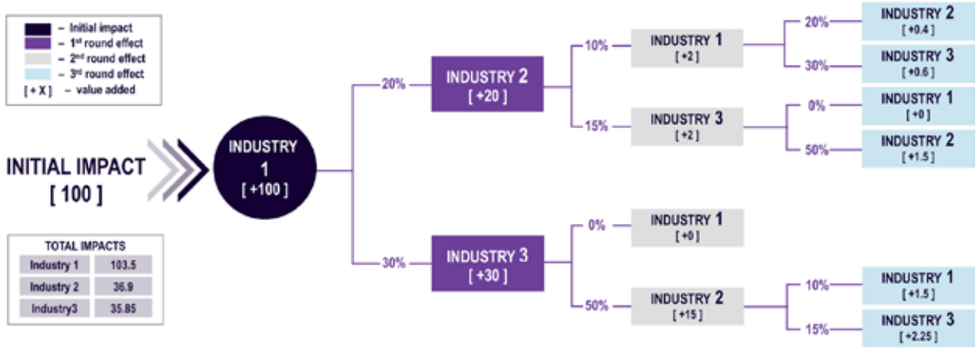
An Input Output table provides a snapshot of the transactions occurring within an economy over a selected period. Input Output models capture the direct and indirect effects of expenditure for an industry by tracing the industries it purchases inputs from, and the industries it sells its outputs to. For example, the Input Output model for Western Australia captures purchases from and sales to industries within the State, and from other states and territories of Australia and overseas.

Input Output tables also include payments to labour by industry (wages) and returns to the capital employed by industry. These payments to labour and capital are summed to estimate value added which is the building block of Gross Product.

Figure A.1 depicts how an impact flows through a very simple economy that comprises of three industries.

1. The initial impact occurs in Industry 1 where an additional 100 units of value are added to its output. In order to generate this additional output, Industry 1 requires additional inputs from Industry 2 and Industry 3.
2. This increase in demand for goods and/or services from Industry 2 and Industry 3 means that their output increases as well. This in turn requires input from Industry 1 and 3 and Industry 1 and 2 respectively which also results in an increase their output to satisfy this additional demand.

Figure A.1 Simple trace through of an Input Output model



Source: ACIL Allen

The impacts grow smaller with each iteration and ultimately converge to zero. This is because they always only share the impact that occurred in the preceding iteration.

The following table details the sectors that Input Output tables produce results for.

Table A.1 Industries of ACIL Allen's Input Output tables

	Sector		Sector				
1	Paddy rice	18	Liquefied natural gas (LNG)	35	Wood products	52	Manufactures nec
2	Wheat	19	Other natural gas	36	Paper products, publishing	53	Electricity generation
3	Cereal grains nec	20	Minerals nec	37	Diesel (incl. nonconventional diesel)	54	Electricity transmission and distribution
4	Vegetables, fruit, nuts	21	Bovine meat products	38	Other petroleum, coal products	55	Gas manufacture, distribution
5	Oil seeds	22	Meat products nec	39	Chemical, rubber, plastic products	56	Water
6	Sugar cane, sugar beef	23	Vegetables oils and fats	40	Iron ore	57	Construction
7	Plant- based fibres	24	Dairy products	41	Bauxite	58	Trade
8	Crops nec	25	Processed rice	42	Mineral products nec	59	Road transport
9	Bovine cattle, sheep, goats, horses	26	Sugar	43	Ferrous metals	60	Rail and pipeline transport
10	Animal products nec	27	Food products nec	44	Alumina	61	Water transport
11	Raw milk	28	Wine	45	Primary aluminium	62	Air transport
12	Wool, silk worm cocoons	29	Beer	46	Metals nec	63	Transport nec
13	Forestry	30	Spirits and RTDs	47	Metal products	64	Communication
14	Fishing	31	Other beverages & tobacco products	48	Motor vehicle and parts	65	Financial services nec
15	Brown coal	32	Textiles	49	Transport equipment nec	66	Insurance
16	Black coal	33	Wearing apparel	50	Electronic equipment	67	Business services nec
17	Oil	34	Leather products	51	Machinery and equipment nec	68	Recreational and other services
						69	Public Administration, Defence, Education, Health

Source: ACIL Allen

Acknowledgment of Country

We respectfully acknowledge the Traditional Owners, the Whadjuk Noongar People as the Custodians of this land. We also pay respect to all Aboriginal community Elders, past, present and future who have and continue to reside in the area and have been an integral part of the history of this region.



Administration Centre:

2 Railway Road, KALAMUNDA,
Western Australia 6076

(08) 9257 9999

enquiries@kalamunda.wa.gov.au

Key Contact:

Nathan Ritchie

Director Development

Nathan.Ritchie@kalamunda.wa.gov.au

City of Kalamunda