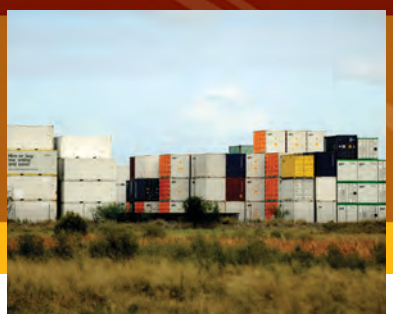
Industrial Development Strategy

December 2018



city of kalamunda

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Contents

Executive Summary 1
1.0 Introduction 3
1.1 Goal 4
1.2 Objectives 4
2.0 State Planning Framework 5
2.1 State Planning Strategy 5
2.2 Economic And Employment Lands Strategy 2012 (Eels) 5
2.3 North East Sub-Regional Planning Framework 6
2.4 Industrial Land Needs Study (Ilns) 6
2.5 Kewdale-Hazelmere Integrated Masterplan (Khim) 7
2.6 State Planning Policy 4.1 State Industrial Buffer / Draft State Planning Policy 4.1 Industrial Interface 7
2.7 Development Control Policy 4.1 Industrial Subdivision 7
2.8 Development Control Policy 4.2 Planning For Hazards And Safety 8
2.9 State Planning Policy 3.7 – Planning In Bushfire Prone Areas 8
2.10 Development Control Policy 4.3 – Planning For High-Pressure Gas Pipelines 8
2.11 State Planning Policy 2.9 – Water Resources 8
3.0 Regional Context 9
4.0 Local Planning Framework 14
4.1 City's Strategic Community Plan 14
4.2 Local Planning Strategy 2010 14
4.3 Local Planning Scheme No. 3 16
5.0 Local Profile 17
5.1 Population Demographics 17
5.2 Economy And Employment 17
5.3 Transport Linkages 21
5.4 Infrastructure Availability 22
5.5 Quantity Of Industrial Land 23
6.0 Inland Port Industrial Research 24
Map 1: Industrial Areas - City Of Kalamunda 30
Map 2: Industrial Areas - Regional Context 31
7.0 Analysis Of Key Areas / Issues 32
7.1 Forrestfield Marshalling Yards 32
7.2 Forrestfield Industrial Area 35

7.3 Forrestfield/High Wycombe Stage 1 37
7.4 Maddington-Kenwick Strategic Employment Area (Mksea) / Kalamunda Wedge 40
7.5 Walliston Industrial Area 42
7.6 Hatch Court / Stirling Crescent 44
7.7 Kewdale Industrial Area 46
7.8 Forrestfield North Industrial Area 48
7.9 High Wycombe Special Use 5 50
7.10 Forrestfield Special Use 1 53
7.11 Locations Identified By North East Sub-Regional Planning Framework 56
7.12 Investigation Areas 57
7.13 Residential And Industrial Interface 57
7.14 Environmental Considerations 58
7.15 Water Considerations 58
7.16 Contaminated Sites 58
8.0 Engagement Outcomes 60
8.1 Industry Focus Group 60
8.2 Community Engagement 61
9.0 Observations 64
10.0 Strategies And Actions 65
11.0 Review 70
12.0 Implementation 71
12.1 Disclaimer 71
Appendix 1: Population Demographics 72
Appendix 2: Infrastructure Servicing 73
Appendix 3: Nbn Rollout 74
Appendix 4: Suburb Industrial Area Breakdown 75
Appendix 5: Site Plans 76
Appendix 6: Metropolitan Context Plan 86
Appendix 7: Engagement Summary 87
Appendix 8: References 129

EXECUTIVE SUMMARY

The Industrial Development Strategy (the Strategy) is intended to provide direction in regard to strategic and statutory planning decision making within the City of Kalamunda (the City) to facilitate and manage growth and changes to industrial estates within the municipal area.

The City's industrial areas are well situated for industrial activity given their proximity to major freight routes, established industrial estates and Perth Airport. High Wycombe, Forrestfield and Wattle Grove in particular have accommodated significant industrial expansion over the past 30 years and have areas suitable for further growth.

The Strategy builds on the City's Strategic Community Plan to facilitate diverse and sustainable industrial development to meet changing social and economic needs and support the success and growth of industry and business.

The vision of the Strategy is to enhance and expand upon our industrial precincts to accommodate future growth and diversity in industrial land uses and develop modern, efficient and attractive industrial estates that provide for the local and regional community.

Key development precincts identified within the Strategy are generally consistent with the sites identified in the Western Australian Planning Commission's (WAPC) Economic and Employment Land Strategy in addition to other identified areas and are broadly outlined as follows:

1. **Forrestfield Marshalling Yards:** Representing the existing marshalling yards / intermodal freight facility between Perth Airport and Dundas Road;
2. **Forrestfield Industrial Area:** Representing the established Forrestfield industrial precinct west of Roe Highway in Forrestfield;
3. **Forrestfield / High Wycombe Light Industrial Area Stage 1:** Representing the growing industrial precinct to the north of the Forrestfield Industrial Area;
4. **Maddington Kenwick Strategic Employment Area (MKSEA):** Representing the north-eastern most section of the MKSEA precinct, colloquially known as the 'Kalamunda Wedge' area, a newly established industrial area with future industrial development;
5. **Walliston Industrial Area:** Representing the established industrial area within Walliston, which has potential for renewal and intensification;
6. **Hatch Court / Stirling Crescent Light Industrial Area:** Representing an area identified for light industrial development abutting the City of Swan's Hazelmere Industrial Area and Perth Airport land, subject to further detailed planning;
7. **Kewdale Industrial Area:** Representing the eastern portion of the established Kewdale Industrial Area between Roe Highway, Tonkin Highway and the Freight Rail Line;
8. **Forrestfield North Industrial Area:** Representing an area of existing industrial land use to the south west of the Forrestfield North District Structure Plan Area. The Local Structure Planning process will determine the future land use direction for this precinct;

9. **High Wycombe Special Use 5:** Representing a warehousing precinct along Abernethy Road and Dundas Road, zoned Special Use with the purpose of facilitating a business park; and

10. **Forrestfield Special Use 1:** Representing a service industry lot within the heart of Forrestfield's established residential area, zoned Special Use.

The progression of key actions identified within this Strategy for each of these areas will be implemented via the preparation of new *Local Planning Scheme No.4* and the Local Planning framework, and where necessary, amendments to the *Metropolitan Region Scheme.*

1.0 INTRODUCTION

The City currently has a total of approximately 351ha of industrial land, spread across five suburbs in Forrestfield, High Wycombe, Wattle Grove, Kewdale and Walliston.

The City's Local Planning Strategy (2010) drew on existing strategic documents at the time and resulted in a number of planning implications related to planning for industrial areas:

- Ongoing demand for industrial land due to freight rail facility in High Wycombe.
- The City's location is of strategic importance to transport-oriented industry as it is well located relative to major road and rail systems to and from the Eastern States and intra-state.
- Kewdale-Hazelmere Integrated Masterplan (KHIM) and Economic and Employment Lands Strategy (EELS) recommended that existing Rural and Special Rural land to the west of Roe Highway should be rezoned for industrial uses.
- Expanded industrial areas should help respond to the demand for truck parking activity throughout the City.
- Land located south of Welshpool Road East abutting the City of Gosnells to be rezoned to allow for industrial development as a result of the Maddington Kenwick Strategic Employment Area.

Importantly, there have been some key developments in regard to the above planning implications, as summarised below:

- Forrestfield/High Wycombe Industrial Area Stage 1 planning framework developed for freight and logistics based light industrial uses. Development is progressing in this precinct and progressing as is the delivery of key infrastructure projects.
- Maddington Kenwick Strategic Employment Area (MKSEA) has been rezoned to industrial. Infrastructure upgrades and subdivision/development has recently commenced with further development in the near future.
- The State Government's announcement in 2014 confirming the Forrestfield-Airport Link project, resulted in a major shift in the strategic context envisaged by the KHIM and EELS plans for the provision of industrial land in High Wycombe. This resulted in the need to redefine the potential land uses surrounding the future station, focusing on mixed use development incorporating retail, commercial and higher density residential.

This Strategy seeks to build upon the strategic directions of the Local Planning Strategy 2010 and deliver a new set of objectives updated with the intentions of the latest State strategic documents, local planning aspirations, best practice examples, and incorporating updated statistical data. The Strategy will ultimately form a component of a new Local Planning Strategy for the City.

1.1 GOAL

The Strategy builds on the priorities of the City's Strategic Community Plan by supporting our local economy and using our land and assets sustainably, diversely and effectively. The Strategy has the following overarching goal:

The City of Kalamunda will enhance and expand upon our industrial precincts to accommodate growth and diversity in industrial land uses and develop modern, efficient and attractive industrial estates that provide for the local and regional business community.

1.2 OBJECTIVES

The objectives of the Industrial Development Strategy are to:

- Develop an understanding of the key functions, attributes and needs of the City's industrial areas.
- Acknowledge the regional and local influences that determine the opportunities and constraints for the City's industrial areas.
- Outline strategies and actions that guide future strategic and statutory planning decision making in regard to industrial land use and development considerations in the City's industrial areas, with a particular focus on:
    - Attracting high quality businesses that can withstand changing market conditions.
    - Provide incentives to develop and invest in existing industrial areas.
    - Guide development to address regional needs.
    - Improve local employment opportunities in industrial areas.

The above objectives are further expanded within the Strategic Directions and Actions section of the Strategy.

2.0 STATE PLANNING FRAMEWORK

2.1 STATE PLANNING STRATEGY

The State Planning Strategy is a long-term strategic plan which provides a vision and broad strategic direction regarding land use and development for Western Australia. It recognises the importance of providing strategically identified industrial areas that are connected to suitable transport infrastructure and appropriately integrated with surrounding compatible land uses to ensure long term sustainability.

2.2 ECONOMIC AND EMPLOYMENT LANDS STRATEGY 2012 (EELS)

The aim of EELS is to ensure that adequate forward planning is undertaken to provide employment land in both the Perth and Peel regions to 2031. Employment land is defined as land that could be used for employment generating activities, including land zoned for industrial and commercial purposes.

EELS identifies the areas, type and locations of general and light industrial land required over the next 20 years. The Local Planning Strategy will generally be in accordance with the areas identified in EELS except where local issues arise and require alternative outcomes.

EELS identifies the Forrestfield Industrial Area Stages 1, 2 and 3 as the City's contribution towards the North-East Metropolitan Sub-region. Overall, the Sub-region is estimated to require an additional 424 hectares of industrial land by 2031. Of that, the City's contribution through the Forrestfield Industrial Area equates to 240 hectares, with the planning for Stage 1 (70 hectares) already finalised.

On 7 August 2014, the Western Australian Planning Commission (WAPC) advised the City that, due to the proposed Forrestfield Airport Link and Forrestfield train station, the proposed Forrestfield Industrial Area Stages 2 and 3, should no longer proceed. Instead, the WAPC requested the City to undertake District Structure Planning to identify new opportunities for office/commercial and residential land uses, which would make better use of the proposed train station.

Since Stages 2 and 3 of Forrestfield Industrial Area equate to approximately 170 hectares, the City cannot provide its original 240 hectare contribution of industrial land to the North-East Metropolitan Sub-region as envisaged under EELS, unless the Local Planning Strategy identifies additional or alternative locations for industrial land.

EELS also identifies the Maddington Kenwick Strategic Employment Area (MKSEA) as being located within the City of Gosnells with a small section referred to as the "Kalamunda wedge" being located within the City. MKSEA is characterised by fragmented landownership, high levels of access to Tonkin and Roe Highways, low-lying topography and in close proximity to an existing workforce population.

It should be noted that EELS is now 6 years old, and the economy has changed significantly since its adoption. Therefore some of the recommendations of EELS may no longer be relevant.

2.3 NORTH EAST SUB-REGIONAL PLANNING FRAMEWORK

The final North-East Sub-Regional Framework (Framework) was released on 23 March 2018. The Framework is mostly in alignment with EELS but also takes into account all local government Local Planning Strategies. In the City's case, the Local Planning Strategy 2010 identified MKSEA to be expanded from the City of Gosnells into Wattle Grove, south of Welshpool Road East. The Framework included this change and, in December of 2015, the Metropolitan Region Scheme was amended to rezone the City of Kalamunda's portion of MKSEA as Industrial.

The Framework also identifies the Forrestfield Train Station and shows the Forrestfield North area as Urban. This represents a loss of 170ha of industrial land from Stages 2 and 3 of the Forrestfield / High Wycombe Industrial Area. The Framework only identifies an additional 50ha within the MKSEA area. This results in the City having foregone a total of 124ha of potential industrial land given the shift in land use for Forrestfield North. Opportunities for additional industrial land may need to be borne by the rest of the sub-region.

Not all industrial land is specifically identified for industrial purposes under the Framework or under the Metropolitan Region Scheme. For example the Framework identifies two (2) of the City's industrial areas within the Urban zone, Forrestfield/High Wycombe Industrial Area (Stage 1) and the Hatch Court / Stirling Crescent light industrial area. Both of these areas would permit light industrial uses which are generally compatible with urban land uses and are therefore able to be considered in the Urban zone.

The City has a dwelling target of an additional 11,452 dwellings and population target of an additional 25,194 by 2050. The majority of this growth is anticipated to occur in High Wycombe, Forrestfield, Wattle Grove and Maida Vale which is also in the area where the City's key industrial sites are located and where industrial development will predominantly occur. This is beneficial in terms of growing the City's employment self-sufficiency and creation of consolidated demand for service infrastructure, with associated potential congestion and land use conflict planning issues needing to be addressed.

2.4 INDUSTRIAL LAND NEEDS STUDY (ILNS)

The ILNS was prepared in 2008 by Syme Marmion & Co for the Department for Planning and Infrastructure (now Department of Planning, Lands and Heritage). ILNS models the drivers of supply and demand to determine future requirements of industrial land by 2030. This included population and settlement growth, economic growth and decline, and location criteria and market preferences.

Many of the references made within ILNS relate to the strong, growing industrial market of 2005 – 2008. At that time, ILNS identified a supply shortage and interpreted that there would be a deficit of between 990 to 2,300 hectares of industrial land in the Perth and Peel regions by 2030.

While the more recent contraction in mining resources sector has seen a reduction in demand for industrial land, large tenants and investment groups are still seeking high quality industrial sites in strategic locations. This is reflected through recent sales of land in Forrestfield and Wattle Grove.

In addition to recent changes to the economic environment, it should be noted that this Study is now 10 years old and may no longer accurately represent the true industrial demand in the current market.

2.5 KEWDALE-HAZELMERE INTEGRATED MASTERPLAN (KHIM)

The KHIM was prepared 2006 by the WAPC. The Kewdale-Hazelmere area is a major strategic area for the freight industry in the Perth Region. The area has extensive road/rail intermodal freight infrastructure networks and overlaps three levels of government jurisdictions. There is also the challenge to facilitate the rapid expansion and change occurring in the freight industry and accommodate the existing population of residents within the area.

The KHIM makes a number of recommendations that impact the City. This includes revising the access strategy for Abernethy Road, structure planning for the Forrestfield North and Forrestfield/High Wycombe Industrial Area with appropriate land use interface designs for residential and industrial areas abutting land and upgrading the freight rail line within the Forrestfield Marshalling Yards.

It should be noted that the KHIM is now 12 years old, and certain aspects of the plan may be outdated and require review.

2.6 STATE PLANNING POLICY 4.1 STATE INDUSTRIAL BUFFER / DRAFT STATE PLANNING POLICY 4.1 INDUSTRIAL INTERFACE

State Planning Policy 4.1 (SPP 4.1) is a guiding document applicable to existing and new industrial areas and industrial uses. Its purpose is to protect industry from encroachment of sensitive land uses and, conversely, to protect sensitive land uses from potentially hazardous industrial activity. SPP 4.1 achieves this by recommending buffers be applied to industrial land where sufficient separation distances cannot be met on-site.

It is noted that this policy is currently under review, with a key component being the appropriate planning at the residential and industrial interface. Refer to Section 5.9 of the Strategy for detailed analysis of residential and industrial interface.

The measures contained in SPP 4.1 will be considered in this document for the purposes of managing and planning for existing and new industrial areas.

2.7 DEVELOPMENT CONTROL POLICY 4.1 INDUSTRIAL SUBDIVISION

Adopted in 1988, Development Control Policy 4.1 (DC4.1) is still relatively contemporary in its operation. Lot sizes are not controlled in a strict manner; rather, it is suggested that lot sizes be determined later in the process to allow for a flexible design outcome that suits the function and purpose of each particular industrial area. The DC4.1 also has requirements around access, public open space and infrastructure servicing, which are further detailed at the structure planning or scheme amendment stages.

DC 4.1 will be considered as a component of the creation of industrial policies and during the assessment of new industrial areas and activities.

2.8 DEVELOPMENT CONTROL POLICY 4.2 PLANNING FOR HAZARDS AND SAFETY

Adopted in 1991, Development Control Policy 4.2 (DC4.2) provides for location of industrial developments relative to more sensitive land uses. DC 4.2 also includes some guidance on buffer zones and separation distances similar to SPP 4.1.

All proposals within the Strategy are consistent with DC 4.2.

2.9 STATE PLANNING POLICY 3.7 – PLANNING IN BUSHFIRE PRONE AREAS

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) directs how land use should address bushfire risk management in Western Australia. Future industrial areas, developments and strategic proposals will need to consider bushfire risks and the implications that bushfire hazards may have on existing and/or proposed industrial areas. Any significant proposal will need to be referred to the Department of Fire and Emergency Services for comment and consideration. It is important that existing industrial areas take into consideration bushfire risk mitigation to align with updated bushfire management practices.

2.10 DEVELOPMENT CONTROL POLICY 4.3 – PLANNING FOR HIGH-PRESSURE GAS PIPELINES

Development Control Policy 4.3 (DC 4.3) policy establishes the Western Australian Planning Commission's (WAPC) position regarding development along high-pressure gas pipelines. It seeks to protect people from unacceptable levels of risk from high-pressure gas pipelines by protecting high-pressure gas pipelines from unregulated encroachment. High pressure gas lines are located along the boundaries of MKSEA, Forrestfield Industrial Area and Forrestfield/High Wycombe Industrial Area Stage 1. Any future planning proposals within close proximity to gas lines need to be in accordance with DC 4.3.

2.11 STATE PLANNING POLICY 2.9 – WATER RESOURCES

State Planning Policy 2.9 (SPP 2.9) aims to protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values; assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and promote and assist in the management and sustainable use of water resources. In accordance with SPP 2.9, water resource management issues should be considered early in the planning process to ensure integrated land use and water resource planning and protection. The incorporation of Water Sensitive Urban Design principals including opportunities to retrofit existing stormwater infrastructure, can lead to improved water management, natural features and use of public open space, enhanced recreational opportunities and reduced flooding risk.

3.0 REGIONAL CONTEXT

The City's foothill suburbs have several characteristics that make them well located for industrial development. These characteristics include the following:

- The City's Industrial areas are centrally located within an extensive road and rail network.
- Connectivity to surrounding industrial estates; with Welshpool/Kewdale, Maddington, MKSEA, South Guildford and Hazelmere in close proximity.
- Key road connections Roe Highway, Tonkin Highway, Abernethy Road and Welshpool Road East provide easily accessible routes to key freight and industrial locations.
- Close proximity to Perth Airport. Perth Airport borders the City to the west and is easily accessible via Tonkin Highway and Abernethy Road.
- The City has land available, particularly in Wattle Grove and Forrestfield for future industrial development which is well located due to the above points.
- Planned residential development (e.g. Forrestfield North) provides increased demand for population driven industrial uses.

The following table provides a summary of other industrial areas in the region that influence the City's industrial areas.

Industrial Areas	Details	Relevance
City of Swan (CoS)		
Hazelmere Enterprise Area	The Hazelmere Enterprise Area (HEA) forms part of the Kewdale-Hazelmere Integrated Masterplan (KHIM) area. The area comprises approximately 210 hectares of land proposed to be rezoned to industrial. This area is well located for industrial development due to its close proximity to Roe Highway, Tonkin Highway, Great Eastern Highway, Perth Airport and existing industrial in Hazelmere and South Guildford. Most of the area	The HEA borders the northern parts of High Wycombe and Maida Vale. HEA provide an alternative industrial land supply and development opportunity outside of the City. The HEA will need to consider how to appropriately plan the residential/industrial interface due to the industrial of Hazelmere abutting residential of High Wycombe and Maida Vale.

	was previously zoned rural and has been rezoned for industrial development. There is still a significant portion of the HEA that is yet to be developed. This precinct includes several areas of environmental importance including the Helena River and Hazelmere Lakes. The area also includes areas of residential.	
Malaga	A diverse industrial area with a range of lot sizes and land uses. Located in the north-west of the City of Swan, Malaga is well located at the head of the Tonkin Highway / Reid Highway intersection, serving important connections to the airport, Perth CBD and industrial areas to the south. Alexander Drive also borders the site to the west and Hepburn Avenue is located to the north of the site. Most of the site has been developed, with a few remaining land parcels the north and east of the site. The North Link project which incorporates a redesigned Reid Highway/Tonkin Highway/Hepburn Avenue intersection runs along the eastern boundary of the site.	Although not in close proximity to the City, Tonkin Highway and Reid Highway which becomes Roe Highway provide key linkages between Malaga and the City's industrial areas.
South Guildford	South Guildford is a small established industrial area to the south of the City of Swan. The site has reached full development. South Guildford's main key connection is via the Great Eastern Highway/Bypass which connects to the Perth Airport and Perth CBD to the west and industrial areas and other key connections to the east.	South Guildford has direct access to the City via Kalamunda Road. Connections to industrial areas within the City stem off Kalamunda Road and Great Eastern Bypass via Abernethy Road and Roe Highway.

City of Canning (CoC)		
Welshpool / Kewdale	Located to the north-east of the City of Canning, Welshpool/Kewdale is a well-established industrial area that has key connections to the Perth CBD via Orrong Road and Albany Highway, Fremantle Port via Leach Highway, Kwinana Industrial Area and industrial areas to the north and south via Roe Highway, and the Airport via Abernethy Road and Horrie Miller Drive. The site has been fully developed with no future areas of expansion. The Kewdale Freight Terminal is a vital location for the movement of freight. Most of Kewdale is located within the City of Belmont.	Located to the west of the City's suburb Wattle Grove, the Roe Highway / Welshpool Road East intersection provides a natural barrier between the residential of Wattle Grove and industrial of Welshpool. The industrial interface will have to continue to be considered at this location. Welshpool /Kewdale has direct access to the City's industrial areas via Roe Highway, Dundas Road and Abernethy Road.
Canning Vale	Located to the south-east of the City of Canning. Canning Vale also forms part of the City of Gosnells to the west. Canning Vale has almost reached its full development potential. Canning Vale's main connection is via Roe Highway which borders the site to the north and provides a key connection to the Kwinana Industrial Area and other industrial areas to the north and south.	Although not in close proximity to the City, Roe Highway provides a key linkage between Canning Vale and the City's industrial areas.
City of Gosnells (CoG)		
Maddington Kenwick Strategic Employment Area (MKSEA)	MKSEA was first identified by the State Government for industrial development in 1990. In August 2014, the City of Gosnells completed the necessary studies in support of the rezoning of the major portion of the Maddington-Kenwick Strategic Employment Area (MKSEA) within their boundaries, from Rural to Industrial.	MKSEA is located to the south of the City, along the Wattle Grove border (incorporating a small wedge within Wattle Grove). The industrial interface with the Wattle Grove residential areas will be an important consideration for the planning of the site.

	MKSEA is a large site recently rezoned from Rural to industrial. The site incorporates a small area within Wattle Grove. MSKEA provides industrial infill between the existing industrial areas of Maddington and Welshpool. MKSEA is located between the key freight routes of Tonkin Highway, Roe Highway and Welshpool Road East which provide key connections to Perth Airport, Kwinana Industrial Area and the Perth CBD respectively. Development in MKSEA will commence over the coming years.	MKSEA has direct connection to the City's industrial areas via Roe Highway. MKSEA in the City of Gosnells provides an alternative industrial land supply and development opportunity outside of the City.
Maddington	An established industrial area to the north of the City of Gosnells. The majority of the Maddington industrial area has been developed. Maddington has key connections to the Perth Airport via Tonkin Highway, and Perth CBD, strategic commercial centres to the west and industrial areas to the west via Albany Highway.	Maddington is in close proximity to the City to the south of Wattle Grove. The key connection for industrial traffic to the City from Maddington is via Tonkin Highway and then on to Roe Highway to access the industrial areas.
City of Belmont (CoB)		
Kewdale	Located to the south-east of the City of Belmont, Kewdale is a well-established industrial area that has key connections to the Perth CBD via Orrong Road and Albany Highway, Fremantle Port via Leach Highway, Kwinana Industrial Area and industrial areas to the north and south via Roe Highway, and the Airport via Abernethy Road and Horrie Miller Drive. The site has been fully developed with no future areas of expansion. The Kewdale Freight Terminal is a vital location for the movement of freight.	Located to the west of the City's suburb Wattle Grove, the Roe Highway / Welshpool Road East intersection provides a natural barrier between the residential of Wattle Grove and industrial of Welshpool. The industrial interface will have to continue to be considered at this location. Welshpool /Kewdale has direct access to the City's industrial areas via Roe Highway, Dundas Road and Abernethy Road.

Belmont Business Park	Located to the north of the City of Belmont, Belmont business park is an established industrial area with key connections along Great Eastern Highway and to Perth Airport.	Belmont Business Park is easily connected to the City of Kalamunda via the Great Eastern High Bypass and through Perth Airport. There are potential supply chain linkages between Belmont Business Park and the City of Kalamunda's Industrial Areas.
Perth Airport		
Perth Airport	Located on Australian Government land and leased and operated by the Westralia Airports Corporation. This land is reserved under the Metropolitan Region Scheme for 'public purposes'. Perth Airport is the hub of air freight operations in Pert. The industrial and freight component of Perth Airport is relatively small with significant future expansion anticipated. Perth Airport is well located to key industrial and freight locations via key connections Great Eastern Highway, Tonkin Highway, Horrie Miller Drive/Kewdale Road, Abernethy Road and Leach Highway.	Located to the west of the City of Kalamunda. There is a significant interface to the Forrestfield industrial area. The City's Forrestfield Industrial Area is a 'spill-over' from the Perth Airport and has key connections to Perth Airport via Tonkin Highway and Abernethy Road. Perth Airport offers an alternative industrial land supply and development opportunity outside of the City. Sensitive land uses such as residential within close proximity to the Airport are considered via State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport.

4.0 LOCAL PLANNING FRAMEWORK

4.1 CITY'S STRATEGIC COMMUNITY PLAN

Kalamunda Advancing 2027 is the City's Strategic Community Plan, which guides the strategic direction of the City.

The City's endorsed vision in Kalamunda Advancing is 'Connected communities, valuing nature and creating our future together'.

Priority 3 – Kalamunda develops to support our local economy and use our land and assets diversely and effectively. The relevant strategies that this Industrial Development Strategy will target are:

3.1.1 Plan for Diverse and Sustainable housing, community facilities and industrial development to meet changing social and economic needs.

3.2.1 Optimal management of all assets.

3.3.1 Facilitate and support the success and growth of industry and businesses.

These strategies were influenced by the results of the Community Perceptions Survey 2016. In the survey, our community identified a need for greater transparency, clear communication, job creation and forward thinking.

The City's Corporate Business Plan identifies the following actions that this Industrial Development Strategy will satisfy:

3.1.1.10 Review the Local Planning Strategy ensuring sustainable development and preservation of environmental values are recognised.

3.1.1.17 Prepare an Industrial Development Strategy to identify and justify future industrial land in the City as an input into the new Local Planning Strategy.

4.2 LOCAL PLANNING STRATEGY 2010

The Local Planning Strategy 2010 (LPS) was prepared to set out the long term strategic planning directions in regard to land use planning for the City, based on relevant State and Regional planning policies. The 2010 LPS was ultimately endorsed by the WAPC in 2013. Local Planning Strategies are required to be reviewed every five (5) years; This Strategy is a component of the City's preparation to review the LPS.

The vision statements relating to industrial land use provided in the 2010 LPS includes:

- Expand industrial development and uses within the Shire (now City) taking advantage of the broader state industrial and transport policies, and the development related to Perth Airport.
- Develop industrial areas to maximise economic and employment opportunities without compromising the amenity of the adjacent land uses or the natural environment.

The 2010 LPS had the following strategies relating to industrial land use:

- Implement the recommendations of the Kewdale-Hazelmere integrated master plan (KHIMP), with the development of the Forrestfield/High Wycombe Industrial area.
- Consolidate industrial uses west of Roe Highway and east of Perth Airport to form a single industrial freight hub and provide additional employment opportunities.

- Implementation of recommendations contained in the Economic and Employment Lands Strategy.
- Review road and transport hierarchy around existing and planned industrial area to support freight movements and seek government financial assistance to address vehicle blackspots.
- Work with the City of Gosnells in respect to the planning implications of the Maddington Kenwick Strategic Employment Area for land owners in the Shire of Kalamunda.

The following table indicates the status of implementation of the abovementioned strategies through Scheme Amendments and Policy Initiatives:

Initiative	Progress	Comments
Incorporate relevant zoning changes as proposed in the Economic and Employment Lands Strategy – Non-Heavy Industry (2012).	Forrestfield/High Wycombe Industrial Area and MKSEA rezoned as recommended by the EELS. Forrestfield North not rezoned for industrial due to the train station located to the western border of the site, with a transit-oriented-development considered a more appropriate planning response.	Review required on whether there is a need to pursue additional land that was lost as a result of the Forrestfield North area not progressing for industrial development.
Prepare Environmentally Sensitive Design guidelines for industrial development and other controls to manage potential impact on the amenity of adjacent areas.	Forrestfield/High Wycombe Industrial Area design guidelines have been developed. MKSEA design guidelines have also been progressed.	There continues to be a need to consider implementation of design guidelines to other industrial areas within the City.
Work with State Government and Landcorp to secure partnership to develop the Forrestfield/High Wycombe Industrial Area.	Partnership did not eventuate. The City has undertaken the structure planning and project management for the Forrestfield/High Wycombe Industrial Area.	No partnership required. Continue project management of the Structure Plan and Development Contribution Schemes. Explore the potential opportunities.
Undertake comprehensive planning and analysis of the Forrestfield/High Wycombe Industrial area.	Structure planning undertaken for the site with project infrastructure works ongoing.	Continue to facilitate infrastructure works.
Identify land located to the south of Welshpool Road East abutting the City of Gosnells as future Industrial Development.	Land identified (MKSEA) has been rezoned to industrial. Further rezoning required for the area surrounding Yule Brook.	Oversee the planning of the site and ensure the planning and development meets modern principles and adheres to the relevant planning frameworks.

The City has initiated some of the actions as mentioned above since the LPS 2010 was adopted. This Strategy and ultimately the future Local Planning Strategy will review actions that have not been fully implemented.

4.3 LOCAL PLANNING SCHEME NO. 3

Local Planning Scheme No. 3 (LPS3) sets out the planning framework and requirements for land use planning within the City. More specifically the zoning table of LSP3 sets the permissibility of land uses in industrial zones. The Site Requirements Table sets out the site requirements in industrial zones. LPS3 also sets out the objectives and development requirements in industrial zones. LPS3 is planned to be superseded by the City's Local Planning Scheme No. 4 which is will be progressed as part of the preparation of a future Local Planning Strategy.

5.0 LOCAL PROFILE

5.1 POPULATION DEMOGRAPHICS

Population Demographics obtained from Profile. Id (2017).

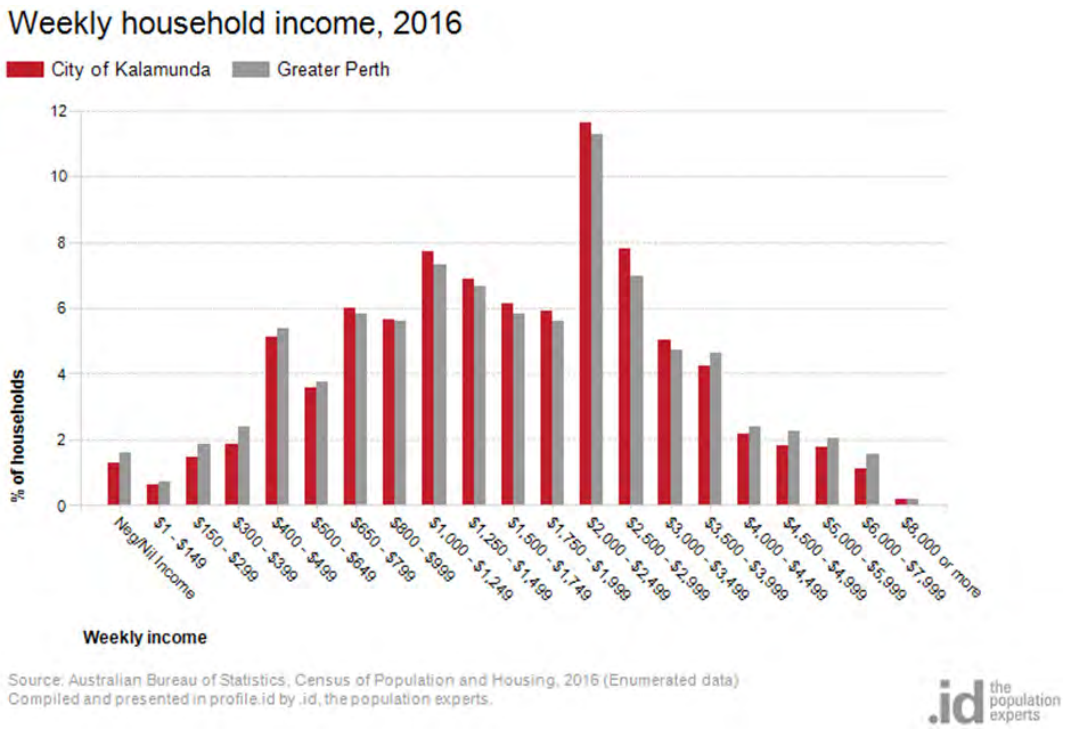
The City has a 2018 forecast population of 60,739 people. This is predicted to increase to 76,179 people by 2036. The suburbs of Forrestfield, High Wycombe and Wattle Grove are expected to experience some of the highest population rises within the City as well as the Forrestfield North development area. High Wycombe population is set to rise by 1373 people, 12,563 to 13,936 in the next 18 years (this is not including population rise from Forrestfield North). Forrestfield population is predicted to rise by 3465 people in the next 18 years, 13,614 to 17,079. Wattle Grove is predicted to rise by 643 people in the next 18 years, 6586 people to 7229. The Forrestfield North development area is set to add an additional 6303 people over the next 18 years, 310 to 6613. These localities are all in close proximity to the City's and neighbouring local government's industrial areas. The population increase from these suburbs will be able to increase the local industrial workforce and provide a challenge to cater for increased demand for population driven industrial uses. Given the increase and expansion in the residential population, the industrial interface will need to be considered with any future planning of industrial areas within close proximity to residential.

Refer to Appendix 1 for detailed table of the above data.

5.2 ECONOMY AND EMPLOYMENT

Economy and Employment obtained from Profile id (2016).

The City's residents' are considered to be predominantly in the 'medium income' bracket, with the City having higher percentages of people in the $650-$3499 weekly household income brackets compared to Greater Perth. The City has lower percentages of people in the $0-$649 and $3500 and greater weekly income brackets.



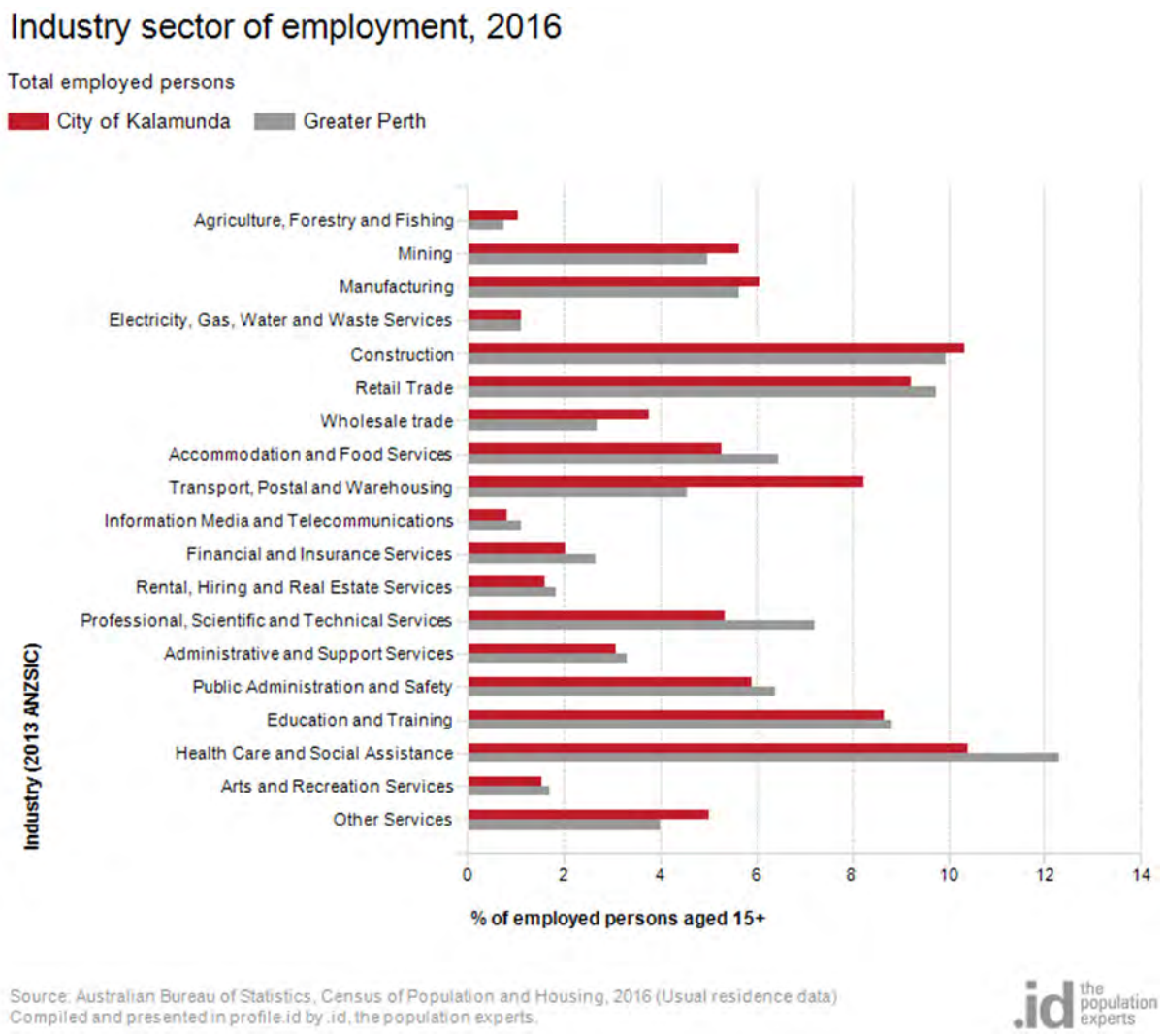
Source: Profile id 2016

The City's residents' five most common employment sectors are health care and social assistance, construction, retail trade, education and training, and transport, postal and warehousing. The majority of these industries are associated with industrial areas.

The City has higher percentages of people than Greater Perth employed in the following industries:

- agriculture, forestry and fishing;
- mining;
- manufacturing;
- electricity, gas, water and waste services;
- construction;
- wholesale trade; and
- transport, postal and warehousing

These industries all have association with industrial areas, demonstrating the significant workforce the City has employed in industrial areas. This demonstrates an importance to provide industrial land to enable residents to work close to home.



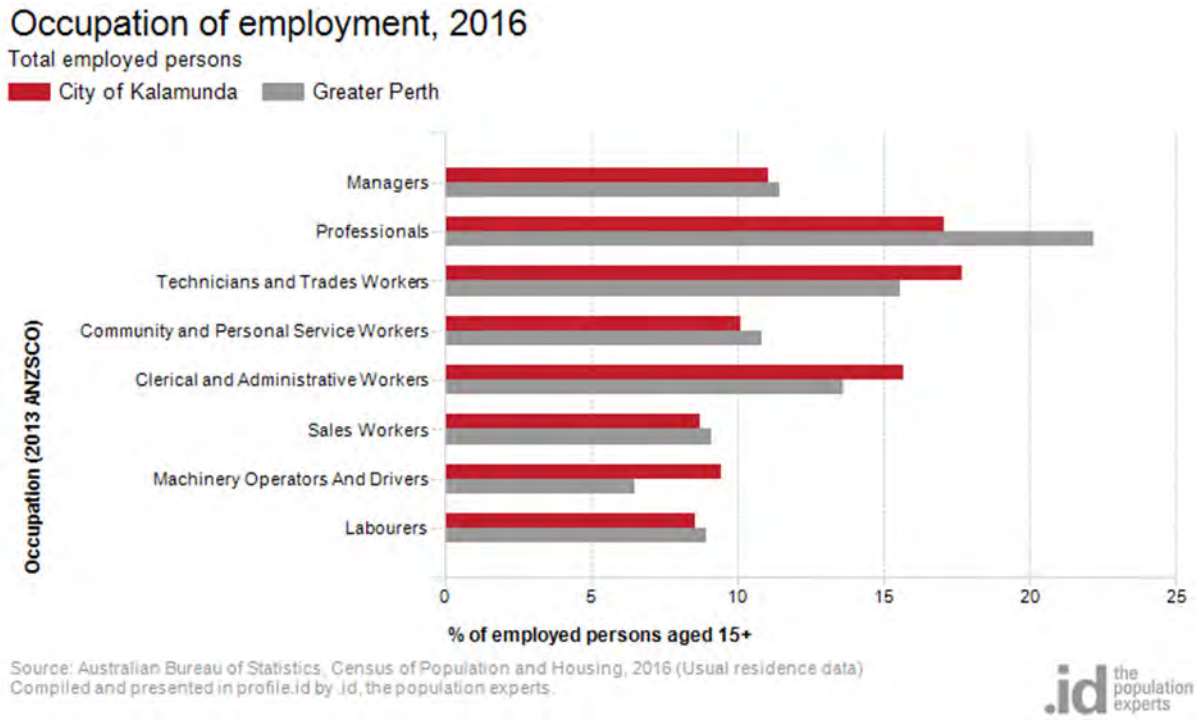
Source: Profile id 2016

The City's residents' three most common occupations of employment are technicians and trade workers, professionals and clerical and administrative workers. Technicians, trade workers and administrative workers in particular are associated with employment in industrial areas.

The City has higher percentages of people than Greater Perth with the following occupations:

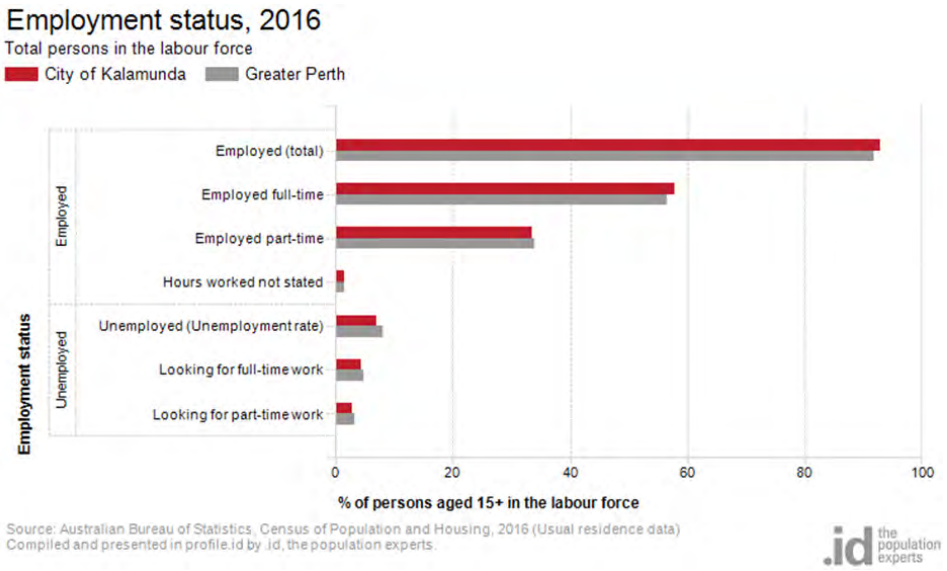
- technician and trade workers
- clerical and administrative workers
- machinery operators and drivers

These occupations all have association with industrial areas, demonstrating the importance of the City's industrial areas for creating local employment.



Source: Profile id 2016

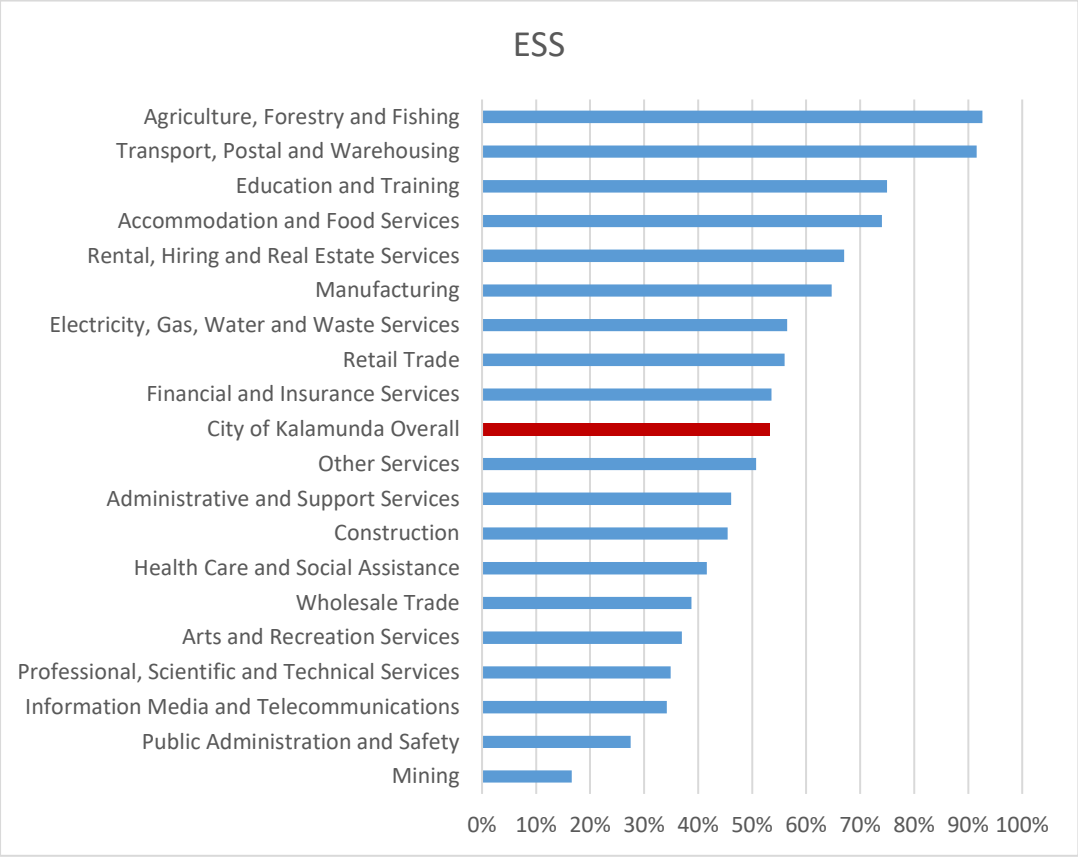
The City has higher percentage of its population employed and employed full-time than Greater Perth and has a lower percentage of its population employed part-time and unemployed than Greater Perth.



Source: Profile id 2016

Kalamunda has a relatively low rate of employment self-sufficiency (53%). Only the Agriculture Forestry and Fishing, Transport Postal and Warehousing, Education and Training and Accommodation and Food Services sectors have employment self-sufficiency rates at over 70%. This means that the majority of City resident workers travel outside of the City for employment. However, even though the City has low employment self-sufficiency, a high proportion of the resident workforce work in the City of Belmont, City of Swan, and Perth Airport which have substantial industrial and commercial estates.

City of Kalamunda – Employment Self-Sufficiency by Industry, 2016



Source: ABS Census 2016 (Employment, Industry Sector by Place of Work and Place of Usual Residence)

5.3 TRANSPORT LINKAGES

5.3.1 ROADS

The City has the following key transport linkages that service industrial traffic:

Name of Road	Direction of Travel	Key Destinations	Future Plans and Funding
Roe Highway	North/South	• Kwinana FWY • Jandakot Airport • Canning Vale industrial area • Willetton industrial area • Reid HWY • Great Eastern HWY • Great Eastern HWY Bypass • Great Northern HWY	Main Roads future plans to remove all at grade intersections and convert to grade-separated. Kalamunda Road/Roe Highway intersection will be affected by these plans.
Tonkin Highway	North/South	• Perth Airport • Malaga industrial area • Maddington industrial area • Great Eastern HWY – connection to Perth CBD	As part of Main Roads' future plans to remove all at grade intersections and convert to grade-separated roads, in April 2018 the State and Federal Governments have committed funding towards improving the Hale Road and Welshpool Road interchanges.
Abernethy Road	West/East North/South	• Perth Airport • Hazelmere Industrial area • Kewdale/Welshpool Industrial area	Future road upgrades planned for Abernethy Road. Future runway project for Perth Airport to consider Grogan Road connection to Abernethy Road.
Welshpool Road East	West/East	• Kewdale/Welshpool Industrial area • Orrong Road – Perth CBD	Welshpool Road/Tonkin Highway intersection planned to be grade separated. In April 2018 the State and

			Federal Governments have committed funding towards improving the Welshpool Road interchange.
Kalamunda Road	West/East	• Hazelmere Industrial area • Great Eastern HWY Bypass • Great Eastern HWY	Kalamunda Road/Roe Highway intersection planned to be grade separated.

The above key transport links, connect the City's industrial areas to other key industrial areas, freight links and activity centres.

5.3.2 PUBLIC TRANSPORT

Public transport access to existing industrial areas is currently limited and infrequent. There are currently no bus services to the Forrestfield Industrial Area and Forrestfield/High Wycombe Industrial Area. Access to these localities is expected to improve when the Forrestfield Train Station opens with the train station in close proximity and additional bus routes utilising Berkshire Road to link with the Train Station expected. There is an existing bus route that utilises Abernethy Road and provides access to the Forrestfield Marshalling Yard. The Walliston Bus Depot is located in the Walliston Industrial Area and is where buses servicing Kalamunda are stored and serviced by the Public Transport Authority. Most of the bus routes however terminate in Kalamunda, with bus routes starting or ending in Walliston are infrequent. To encourage modal shift to public transport the City will need to liaise with PTA to justify the addition of bus servicing to industrial areas.

5.3.3 CYCLING

The only existing cycle lanes currently servicing industrial areas in the City are along Abernethy Road providing cycle access to Forrestfield Marshalling Yards and along Dundas Road providing cycling access to the Forrestfield Industrial Area and Forrestfield/High Wycombe Industrial Area. Further expansion on this cycle infrastructure will be required to further encourage modal shift to cycling and connect with existing networks throughout the metropolitan area. Bicycle infrastructure improvements throughout the City, including within the City's industrial areas have been identified in the City's Bicycle Plan which is anticipated to be adopted in 2018.

5.4 INFRASTRUCTURE AVAILABILITY

Reticulated sewer in the City is limited to the industrial areas of Forrestfield, High Wycombe, Maida Vale and Wattle Grove. The central area surrounding the Kalamunda town centre is also serviced. Any future industrial development will occur in areas which are currently rural and not serviced by sewer. The majority of the City is serviced by reticulated water, apart from the parks and recreation areas and fringe Hills Rural areas.

The City will continue to work with landowners and the State Government to facilitate the extension of sewer to existing and future industrial estates, but recognise that interim solutions via on-site treatment of wastewater are potentially acceptable subject to land capability assessment.

All current and future industrial areas have access to electricity. All established industrial areas have above-ground power. The City to work with Western Power to investigate potential power upgrades such as underground power to established industrial areas and ensure that future industrial areas incorporate power infrastructure that is future proof and up to modern day standards.

See Appendix 2 for servicing map.

Existing National Broadband Network (NBN) currently services the Hills Rural Area, High Wycombe, Maida Vale and the Forrestfield Industrial Area. The remainder of the Hills Area (Kalamunda, Lesmurdie and Walliston) are currently in the process of build out and according to the NBN will be fully operational by April 2018. The remaining non-serviced NBN areas of Wattle Grove and Forrestfield are planned to receive the NBN rollout between mid-2018 to late-2019. This demonstrates that all industrial businesses will have access to the NBN network currently or in the near future.

See Appendix 3 for NBN roll out map.

5.5 QUANTITY OF INDUSTRIAL LAND

The availability of land is a key consideration for industrial operators in determining whether to establish an industrial development in the City.

The City currently has a total of approximately 395ha of industrial land, spread across five suburbs; Forrestfield, High Wycombe, Wattle Grove, Kewdale and Walliston. This figure accounts for the area of the industrial land parcels and does not include road land or any other public infrastructure land within the industrial areas.

Refer to Appendix Map 1

Forrestfield has the most amount of industrial land with approximately 197ha, equating to approximately 50% of the City's total industrial land supply. All industrial land in the City is located on the foothills apart from Walliston which has approximately 7ha of industrial land.

The City has the following amount of existing land for each zone under the Local Planning Scheme:

Light Industry	71ha
General Industry	242ha
Industrial Development	76ha
Special Use	6ha

The City is expected to have an additional 28ha of land rezoned for industrial in the future, which takes the total amount of industrial land to 423ha.

Approximately 308ha of the 423ha of the existing and future industrial land within the City has already been developed. There is approximately 115ha remaining that is yet to be developed. The majority of the undeveloped industrial land is from the Forrestfield/High Wycombe Stage 1 Industrial Area, Hatch Court and MKSEA.

See Appendix 4 for suburb breakdown of industrial areas.

6.0 INLAND PORT INDUSTRIAL RESEARCH

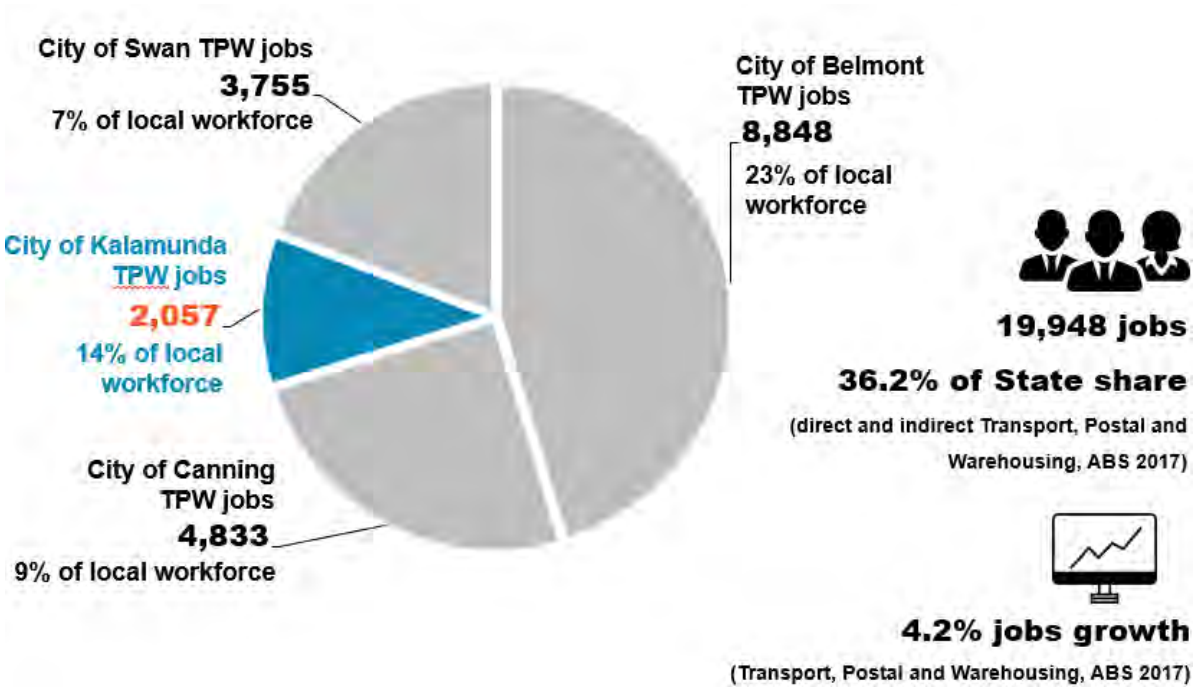
Planning consultants Site, Planning and Design (Site P+D) have been undertaking research for the inland port project which involves the City of Kalamunda, City of Swan, City of Belmont, City of Canning and Perth Airport. The research assesses the importance of industrial land, particularly freight within the inland port region to the State's economy, the potential for future development and enhancement and industry's views on the existing and future state of industry within the inland port region.

The Federal Department of Infrastructure, Regional Development and Cities reports that the freight and logistics industry accounts for approximately 8.6 per cent of GDP in the national economy (Site, Planning and Design 2018). Analysis conducted for the Inquiry (into National Freight and Supply Chain Priorities) suggests that the freight task is projected to double in the next 20 years (Site, Planning and Design 2018). Local, State and Federal Governments will play a central role in strategic and integrated land use and transport planning to service the growing freight task, capitalise on the economic benefits, minimise the cost of living and maintain the quality and amenity of our urban environments (Site, Planning and Design 2018).

"A 1% improvement in the efficiency of the sector generates $2 billion of gains to the economy each year" (Australian Logistics Council 2018).

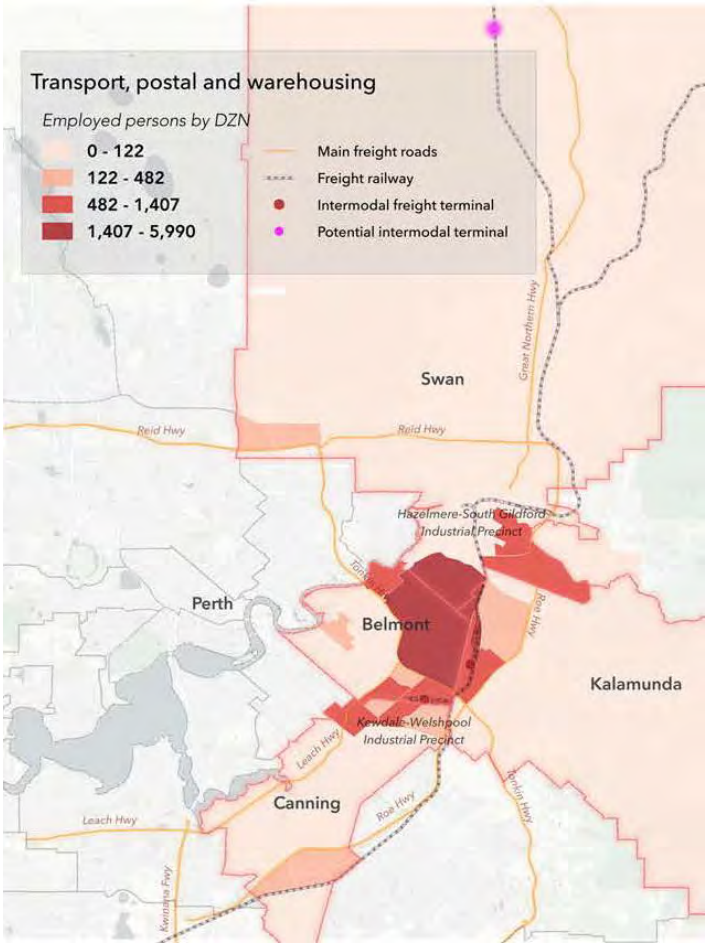
Transport, Postal and Warehousing (TPW) is a significant employment generator within the inland port region. This is highlighted in the below figures.

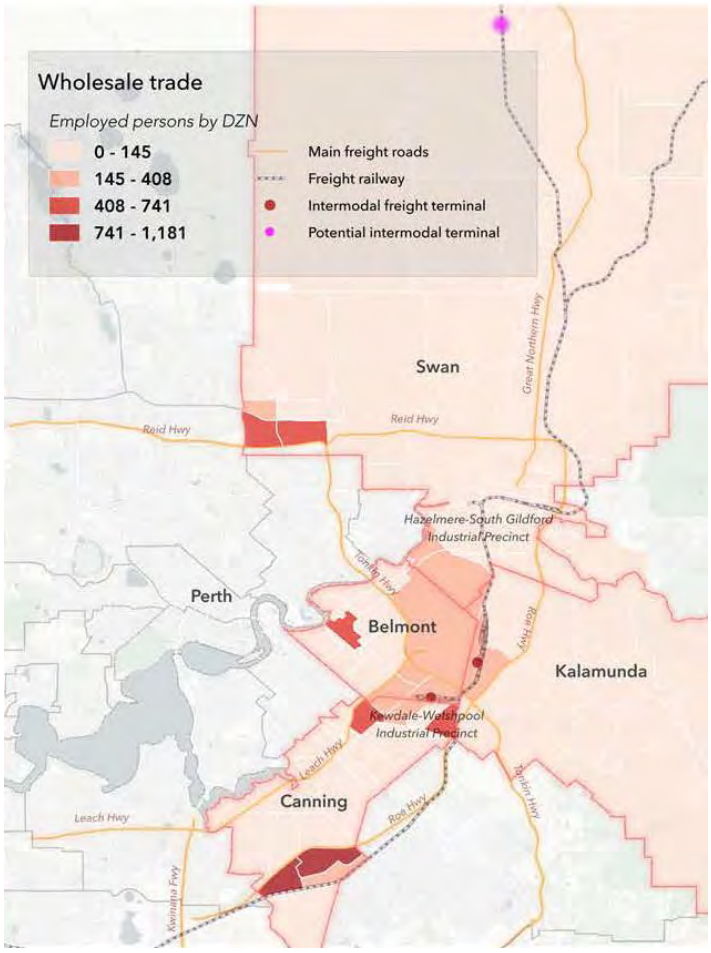
Transport, Postal and Warehousing Employment by Local Government Area



Source: Site, Planning and Design 2018 and ABS 2017

Employment Concentration

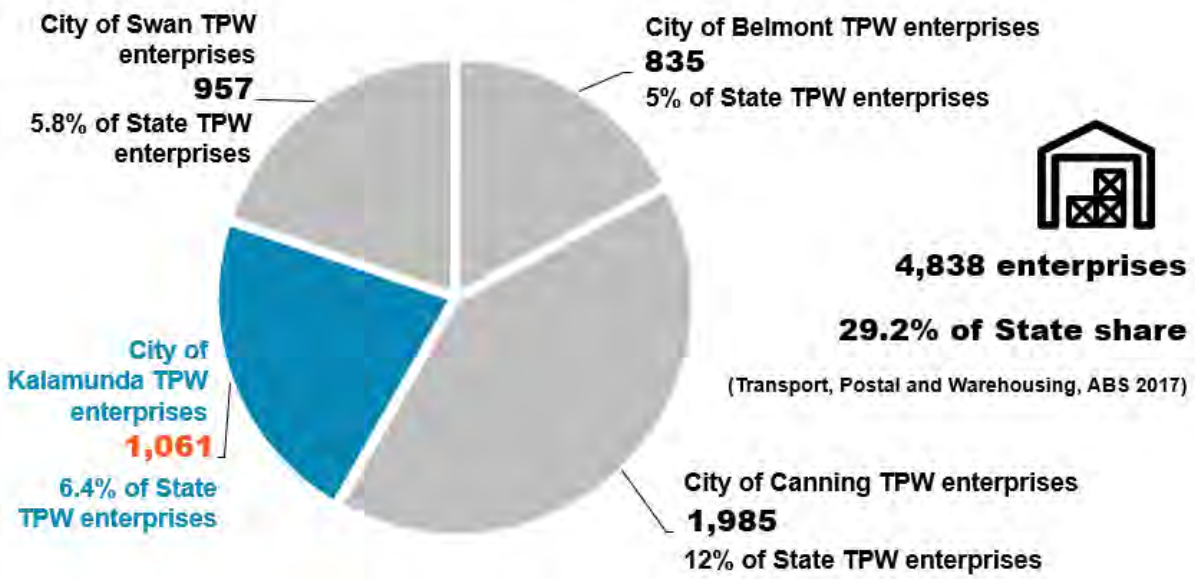




Source: Site, Planning and Design 2018

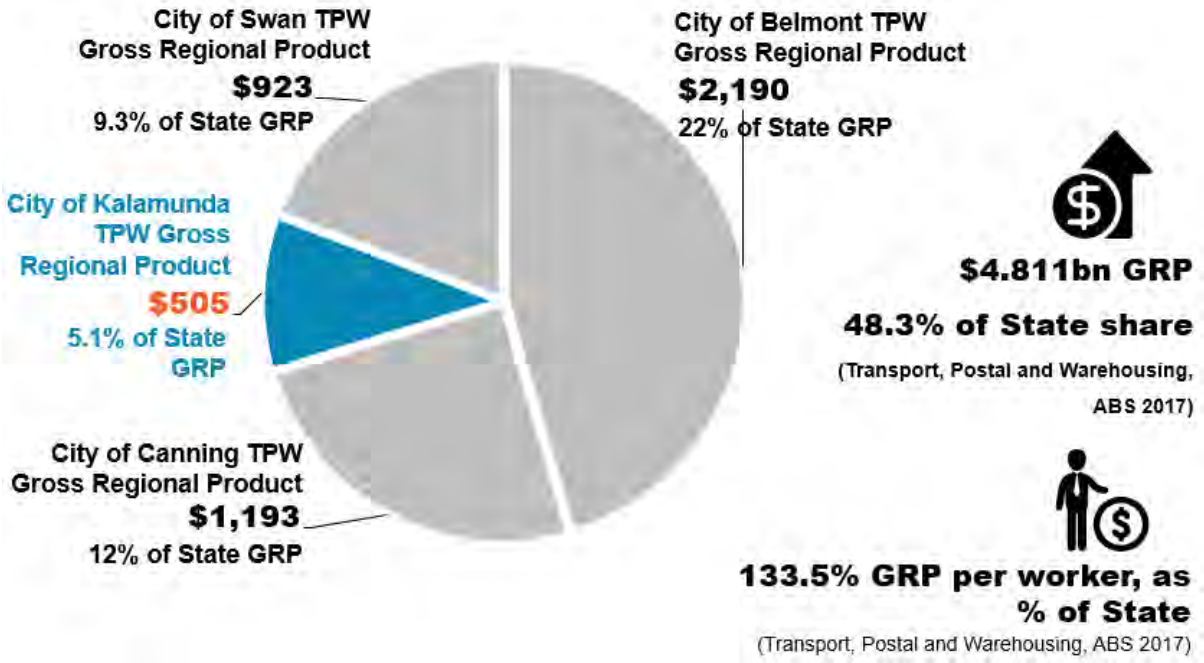
The inland port accounts for a significant portion of the State's Transport, Postal and Warehousing enterprises and gross regional product (GRP). This is highlighted in the below figures. Most notable from the research is that the City of Kalamunda accounts for the second most Transport, Postal and Warehousing enterprises within the inland port, yet has the lowest gross regional product output.

Transport, Postal and Warehousing Enterprise by Local Government Area



Source: Site, Planning and Design 2018 and ABS 2017

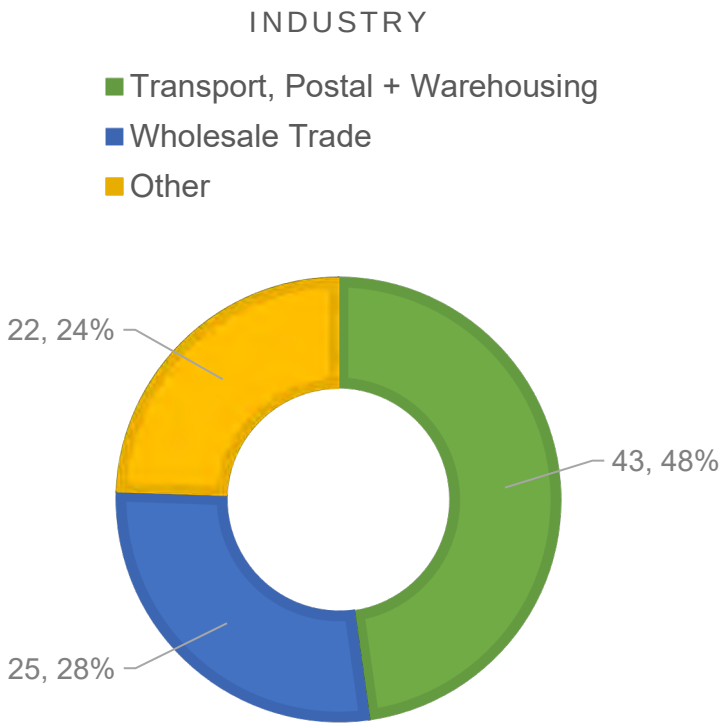
Transport, Postal and Warehousing Gross Regional Product by Local Government Area



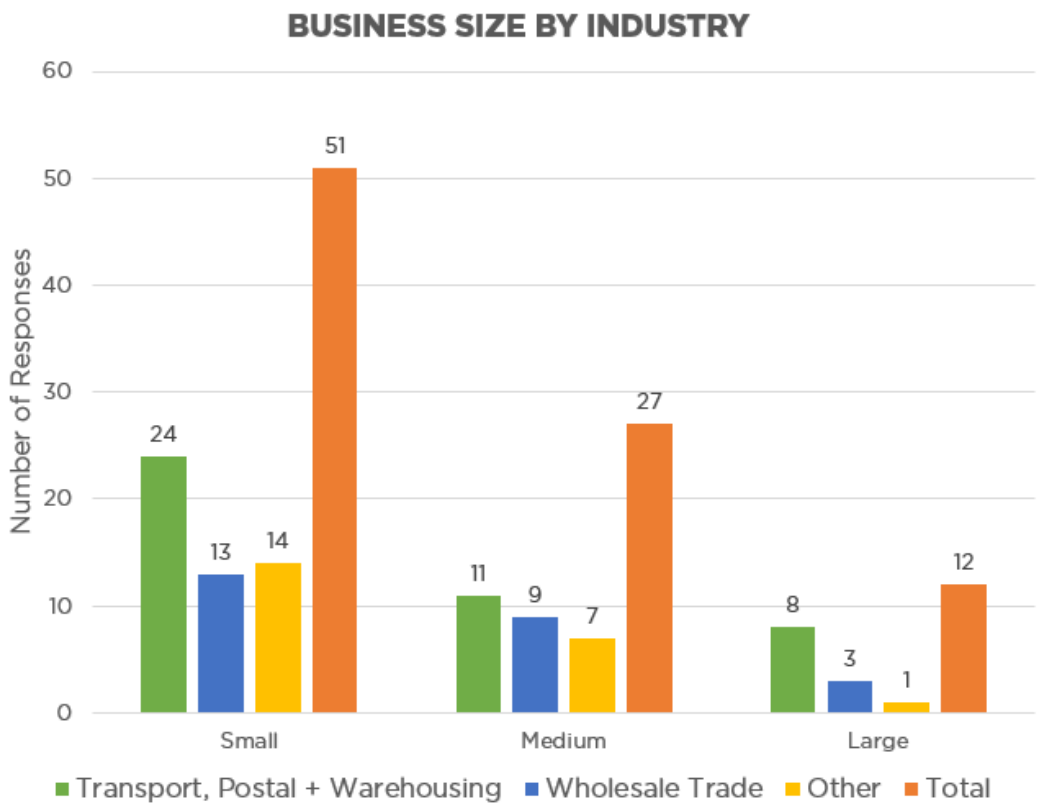
Source: Site, Planning and Design 2018 and ABS 2017

Industrial businesses within the Inland Port were surveyed on the factors that influence their business and opinions on their businesses needs and desires.

Inland Port Respondent Profile



Source: Site, Planning and Design 2018



Source: Site, Planning and Design 2018

Businesses expressed that the key priority factors that influence business decisions to locate within the Inland Port was the access to the freight road network, land/building availability, land/building cost, quality/standard of the road network and being in an established freight and logistics precinct. The order of these priorities is highlighted in the figure below. Forrestfield, in particular, has distinct advantages with its location having easy access to the freight network, with Roe Highway and Abernethy Road in close proximity to any business that locates within Forrestfield.

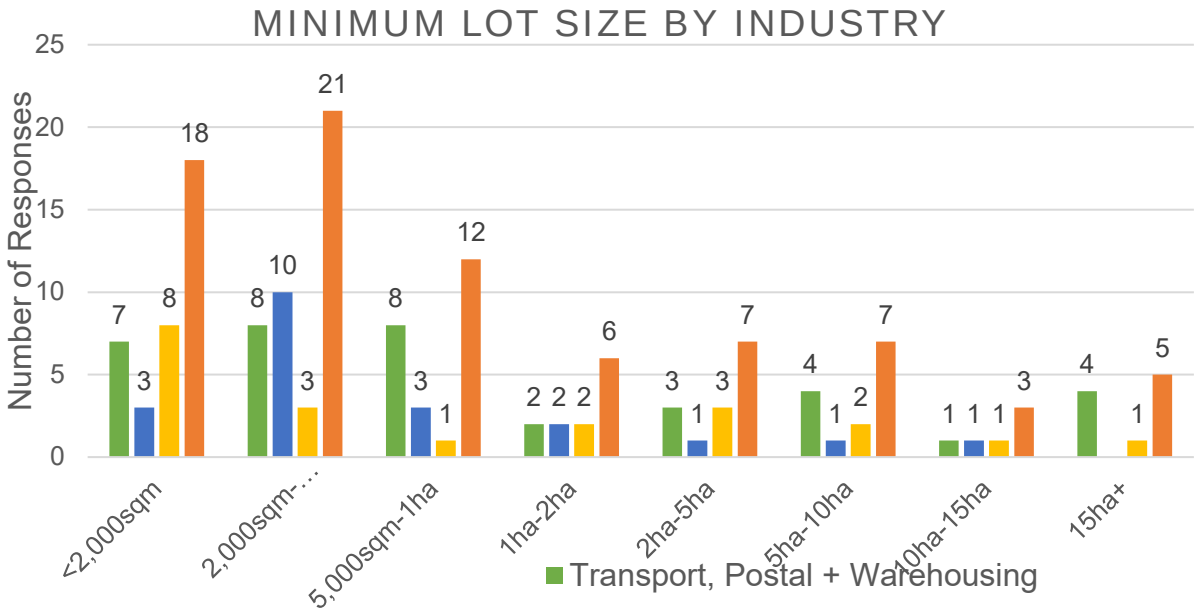
Top 5 High-Priority Factors Influencing Business Decisions to Locate Within the Inland Port Region

1. **ACCESS TO THE FREIGHT ROAD NETWORK**
2. **LAND/BUILDING AVAILABILITY**
3. **LAND/BUILDING COST**
4. **QUALITY/STANDARD OF THE ROAD NETWORK**
5. **BEING WITHIN AN ESTABLISHED FREIGHT AND LOGISTICS PRECINCT**

Source: Site, Planning and Design 2018

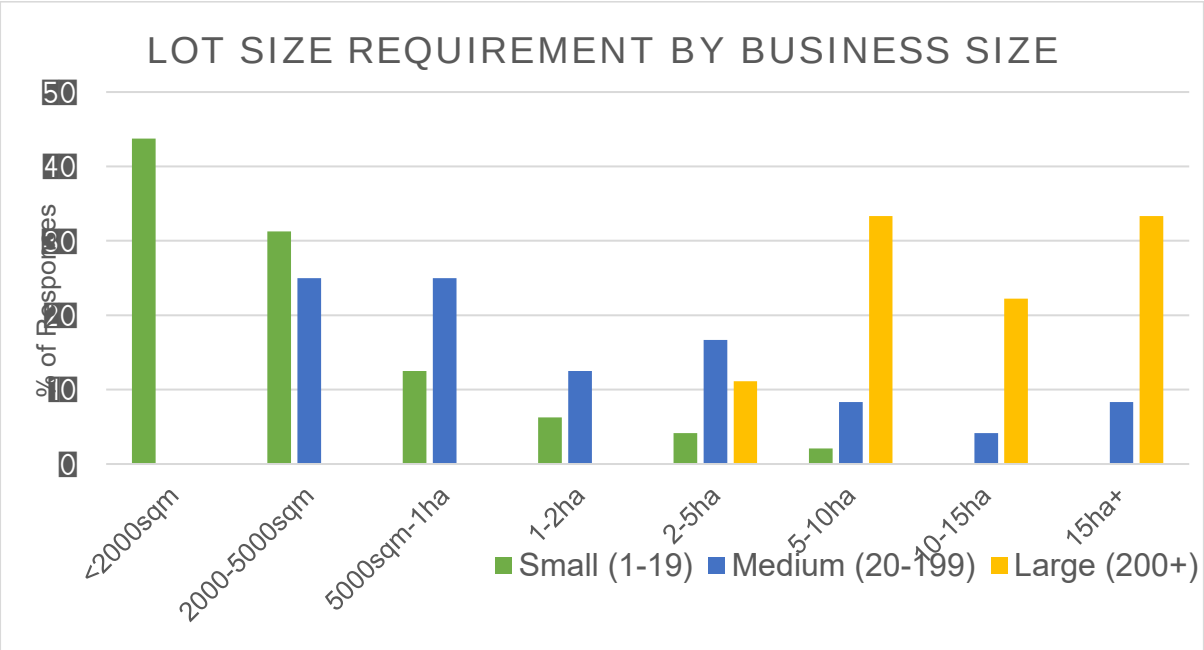
Businesses were asked about their desired lot size to operate their business. For the majority of businesses, lots under 1 hectare were the most desirable. There were a number of transport, postal and warehouse businesses that expressed a desire for lots greater than 5ha. As anticipated most smaller businesses require lots sizes less than 1 hectare, medium businesses require between 5000m2 and 5 hectares, and large businesses require over 5 hectares. The results are demonstrated below.

Minimum Lot Size Required by Industry



Source: Site, Planning and Design 2018

Lot Size Requirement by Business Size



Source: Site, Planning and Design 2018

Businesses expressed their priorities for impacts on industry that they want resolved, including where local government can influence change. The number one priority expressed by industry was for road congestion to be resolved. Other key priorities included heavy vehicle access, regulations, restrictions and red tape. The area which the City can have the most impact is the regulations, restrictions and red tape. This can be achieved by reviewing the Local Planning Scheme and policy. The results are detailed below.

Industry Priorities

TOP 5 INDUSTRY PRIORITIES

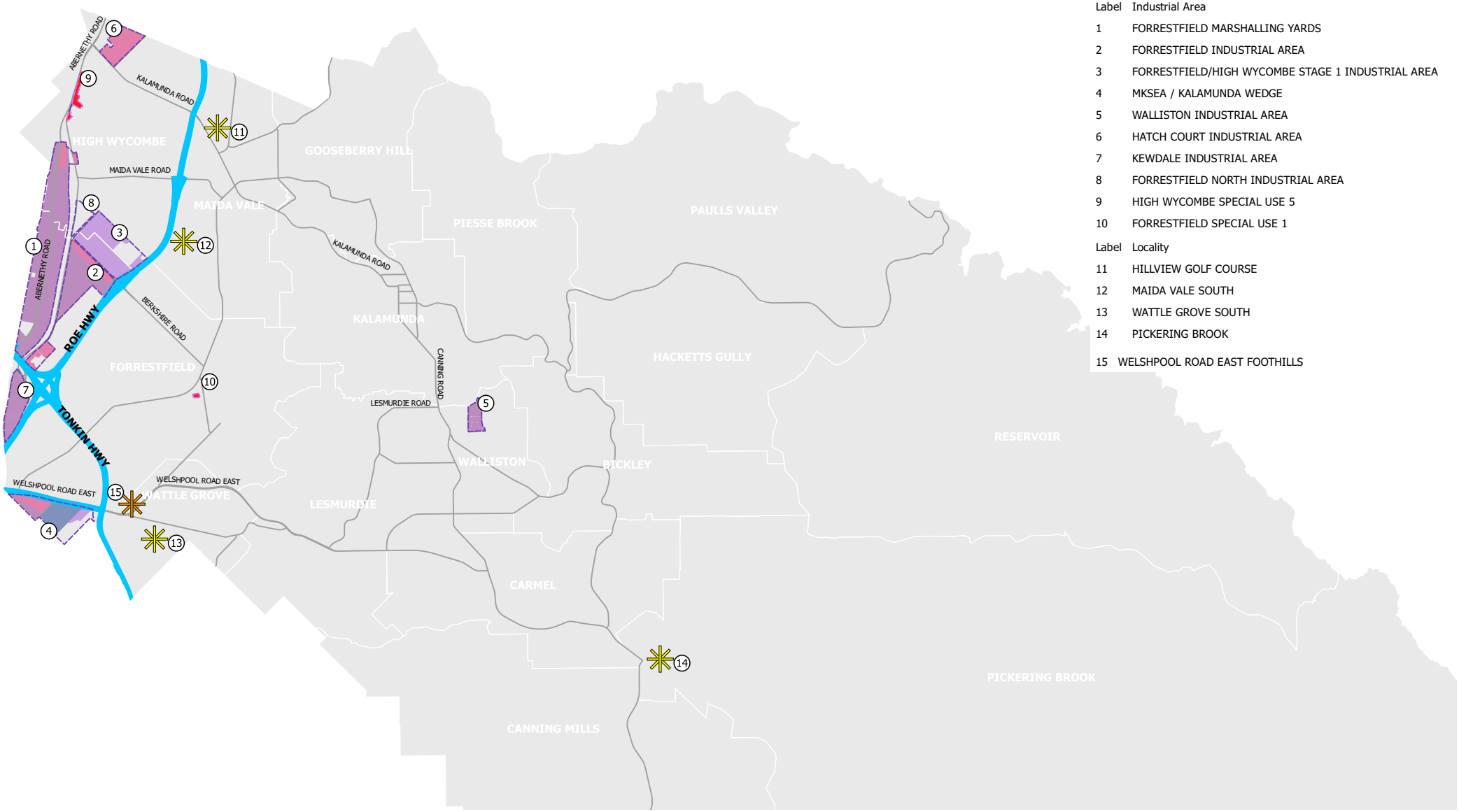
1. ROAD CONGESTION
2. HEAVY VEHICLE ACCESS
3. HUMAN RESOURCE CHALLENGES
4. REGULATIONS, RESTRICTIONS + RED TAPE
5. ECONOMIC CONDITIONS

TOP 5 WITHIN THE INFLUENCE OF LOCAL GOVERNMENT

1. ROAD CONGESTION
2. HEAVY VEHICLE ACCESS
3. REGULATIONS, RESTRICTIONS + RED TAPE
4. ROAD PLANNING AND DESIGN
5. URBAN ENCROACHMENT

Source: Site Planning and Design 2018

MAP 1: INDUSTRIAL AREAS - CITY OF KALAMUNDA



Label	Industrial Area
1	FORRESTFIELD MARSHALLING YARDS
2	FORRESTFIELD INDUSTRIAL AREA
3	FORRESTFIELD/HIGH WYCOMBE STAGE 1 INDUSTRIAL AREA
4	MKSEA / KALAMUNDA WEDGE
5	WALLISTON INDUSTRIAL AREA
6	HATCH COURT INDUSTRIAL AREA
7	KEWDALE INDUSTRIAL AREA
8	FORRESTFIELD NORTH INDUSTRIAL AREA
9	HIGH WYCOMBE SPECIAL USE 5
10	FORRESTFIELD SPECIAL USE 1
Label	**Locality**
11	HILLVIEW GOLF COURSE
12	MAIDA VALE SOUTH
13	WATTLE GROVE SOUTH
14	PICKERING BROOK
15	WELSHPOOL ROAD EAST FOOTHILLS

Legend

- Industrial Areas
- Future Industrial Areas
- North East Sub-Regional Planning Framework
- Investigation Areas

ZONES

- General industry
- Industrial development
- Light industry
- Special Use (Service Industry)

Roads

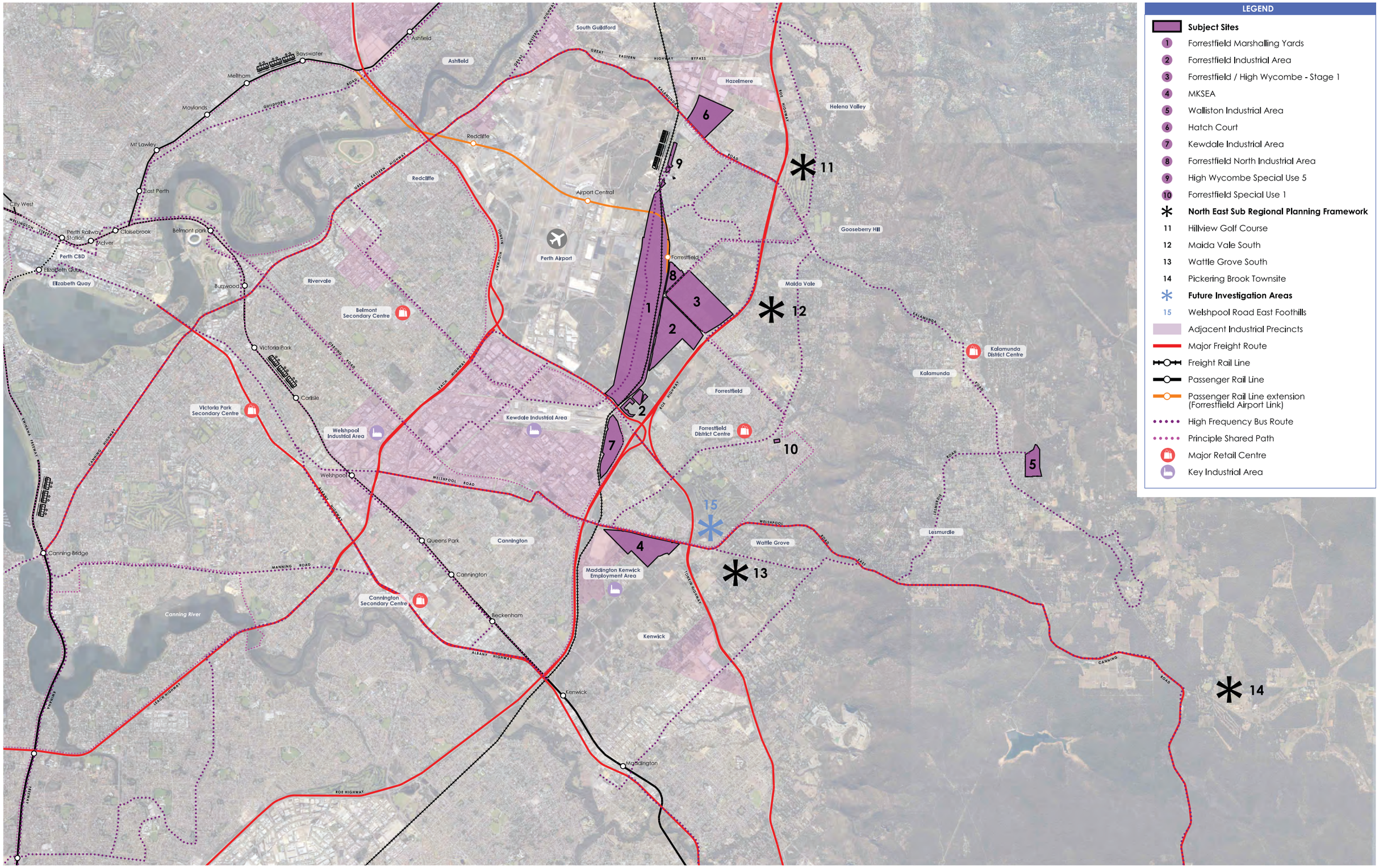
- State Road
- Major Roads

0 1000 2000 3000 4000 5000 m

1:100,000

city of kalamunda

MAP 2: INDUSTRIAL AREAS - REGIONAL CONTEXT



SUB-REGIONAL CONTEXT PLAN

City of Kalamunda Industrial Strategy

A City of Kalamunda Project

0m 0.5 1km

s: 1:70,000@A3
d: 20 Nov 2018
p: 17/103/002C

Taylor Burrell Barnett Town Planning and Design
Level 7, 160 St Georges Terrace, Perth WA 6000
p: (08) 9226 4276
e: admin@tbbplanning.com.au

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7.0 ANALYSIS OF KEY AREAS / ISSUES

The analysis of the key industrial areas within the City considers the contextual components associated with those areas as well as the key features that are associated with them. An assessment of the various features of the industrial areas was also undertaken, giving elements such as fencing, landscaping and parking a rating from 1 (being poor) to 5 (being excellent).

7.1 FORRESTFIELD MARSHALLING YARDS

The Forrestfield Marshalling Yards encompass more than 190ha of land across Forrestfield and High Wycombe from which some of the largest distribution and transport companies in Australia operate. The marshalling yard is an intermodal freight terminal for road and heavy rail, which also takes advantage of the adjacent airport.

The development of land within the marshalling yards precinct largely occurs without significant guidance from the City. Since the majority of the marshalling yards are built-out, there is little opportunity for development or redevelopment.

It is important to plan around this important strategic asset of state and regional significance. The residential development proposed at Forrestfield North will need to implement appropriate mitigation measures to prevent any adverse impacts on residents and businesses from the 24-hour operations at the Marshalling Yards. Noise and vibration are the key risks associated with development in close proximity to the Marshalling Yard, which will be investigated as part of the Forrestfield North Structure Planning process. Reducing the amount of residential development within the areas most affected by noise and vibration will be a key consideration. The development of large scale mixed use and commercial buildings and appropriate development requirements for buildings to reduce the impact of noise and vibration will be key strategies in the planning for Forrestfield North.

Draft State Planning Policy 5.4 Road and Rail Noise (SPP 5.4) has a trigger distance of 300m from the closest freight rail track whereby sensitive land uses should be avoided or where they do occur the appropriate interface management and development conditions are required to ensure adverse impacts are minimised.

Forrestfield Marshalling Yards:

Criteria	Existing
Local Planning Scheme Zoning	Majority General Industry Small portion Light Industry
Predominant Land uses	• Transport Depot • Warehouse • Storage • Rail and rolling stock maintenance and repairs • Intermodal terminal • Manufacturing
Industrial Typology	Freight and Logistics

Lot Sizes	0-1ha: 5 lots 1-2ha: 11 lots 2-3ha: 3 lots 3-4ha: 6 lots 4-5ha: 1 lots 5ha+: 4 lots
Movement Network	• Abernethy Road, Other Regional Road, • Freight Rail Line • Dundas Road
Infrastructure and Utilities	• Water • Gas • Electricity – part aboveground and underground • Sewer provided
Vacancy Rates	High rate of occupancy, very few vacancies advertised for lease.
Interface	Limited interface concerns to the west with Perth Airport. Future Forrestfield North and existing residential High Wycombe to the east interface. Improved interface treatment of Dundas road along High Wycombe should be considered. The planning of Forrestfield North will address interface considerations. Limited interface concerns to the south-east bordering Forrestfield Industrial Area.
Public Transport	One existing bus route – 298. The Forrestfield-Airport Train Link anticipated opening 2020 and associated future bus links may provide improved public transport access to the precinct.

Criteria	Rating	Comments
Fencing	2	Fencing is of reasonable condition but reflects poorly on the streetscape and its amenity, being generally of barbed wire/chain link design.
Landscaping	2	Poor condition; uncut grass, weeds and damaged patches on the verges.
Parking	2	Poor parking outcomes. The gated nature of car parking in the precinct has resulted in empty bays within gated areas and informal parking on the verge/street for those without gated parking access.
Verge / Streetscape	2	Generally poor condition. Grass on verge areas lacks health and in many cases is not cared for (weeds/overgrowth). Notably, there is a distinct lack of tree canopy coverage.
Building Stock	3	Overall mixture of old and new and poor and decent building stock. Coloured steel sheet aesthetic design (new stock, good condition) or larger concrete block design (old stock, poor condition).
Road Condition	1	Poor road condition. Significant number of pot holes (5-6cm depth), clear presence of high truck use in the wear of the road.

Signage	2	Generally poor condition and lack of signing. From the street there are few visible business/company signs, due to most being situated on developments behind fences. Limited way finding signage.
Pedestrian / Cycling Provision	1	No pathways / cycling lanes.

Strategies:

- **To protect the Forrestfield Marshalling Yards from encroaching urban development and mitigating noise and vibration issues in respect to future residential development.**
- **Maintain a high standard of landscaping and road maintenance.**

7.2 FORRESTFIELD INDUSTRIAL AREA

The Forrestfield Industrial Area is approximately 70 ha, zoned General Industry and home to some the City's more intense industrial activity. This area is subject to a 20-year-old structure plan that addresses interface and general development requirements.

Local Planning Scheme No. 3 and the Forrestfield Industrial Area Structure Plan control development but do not account for modern building typologies and lot layouts.

Forrestfield Industrial Area:

Criteria	Existing
Local Planning Scheme Zoning	• General Industry • Light Industry (Berkshire Road interface and southern portion)
Predominant Land use	• Warehouse • Storage • Transport Depot • Local Services • Fabrication and Manufacturing
Industrial Typology	• Warehousing and Distribution • General • Transport and Logistics
Lot Sizes	0-1ha: 58 1-2ha: 5 2-3ha: 4 3-4ha: 4 4-5ha: 4 5ha+: 1
Movement Network	• Berkshire Road • Dundas Road • Milner Road • Roe Highway
Infrastructure and Utilities	• Water • Gas • Electricity – Aboveground along Berkshire Road and Dundas Road. Underground within estate • Sewer (Partial – northern portion of precinct)
Vacancy Rates	High rate of occupancy with very few vacancies advertised for lease.
Interface	Limited interface concerns to the west, north and south with Perth Airport, Forrestfield/High Wycombe Industrial Area Stage 1 and Kewdale Industrial Area respectively. Roe Highway provides an effective interface buffer with Forrestfield residential to the east.
Public Transport	No existing public transport. The Forrestfield-Airport Train Link anticipated opening 2020 and associated future bus links will provide improved public transport access to the precinct, particularly with opportunities for buses along Berkshire Road.

Criteria	Rating	Comments
Fencing	3	Fencing is of reasonable condition; a mix of steel post and barbed wire/chain link wire design reflects well on the streetscape and its standard of amenity.
Landscaping	4	Landscape is in good condition; healthy grassed areas, good placement of rocks to prevent verge parking. Potential improvement on further canopy coverage.
Parking	4	Parking is well addressed; adequate formal parking on verges and along property boundaries.
Verge / Streetscape	3	The verge / streetscape is in good condition; present vegetation appears to be in good health. Area needs more tree canopy coverage. Good use of gravel on verges to encourage parking where appropriate.
Building Stock	3	Building stock is in reasonable condition with a range of building ages; mostly modern concrete designs, but notably a small presence of coloured steel sheet clad sheds and warehousing units.
Road Condition	4	The road network is in good condition; reasonable kerb condition, little sign of road wear.
Signage	5	The signage is very effective; strong sense of entry to industrial estate and wayfinding.
Pedestrian / Cycling Provision	1	No pathways / cycling lanes. Future development of Forrestfield North may involve upgrade of Berkshire Road and allow for provision of footpaths / cycle lanes.

Strategy:

- **Provide modern and flexible development guidance.**
- **Maintain a high standard of landscaping and road maintenance.**

7.3 FORRESTFIELD/HIGH WYCOMBE STAGE 1

Forrestfield/High Wycombe Stage 1 comprises an area of approximately 70 ha and provides for principally transport and logistics based industrial uses. The area is zoned Urban under the Metropolitan Region Scheme (MRS) and Industrial Development under the City's Local Planning Scheme No. 3. The North-East Sub-Regional Framework supports the urban classification of the land under the MRS.

The Industrial Development zone requires a Local Structure Plan be prepared for development guidance and permits land uses in accordance with transport- and logistics-based industries. The area is designed to accommodate Category 7 Restrict Access Vehicles (37.5m trucks) to take advantage of its proximity to Roe Highway and the significant upgrades by the state government in the Gateway project.

The Forrestfield/High Wycombe Stage 1 Local Structure Plan provides for future road connections, subdivision and design requirements. There is also a Development Contribution Plan (DCP) in place that collects funds from developing landowners to develop new roads, land acquisition for roads and other common infrastructure. Planning for this area has been had to take into consideration the proposed Forrestfield North urban development. The planning framework has recently been reviewed to address this interface and ensure it is contemporary, efficient, and in line with community aspirations.

A review of the planning framework investigated three key areas relating to the Forrestfield/High Wycombe Industrial Area Stage 1 Local Structure Plan:

- Land use permissibility and lot sizes;
- The proposed local road network; and
- The DCP.

Market analysis indicated that there would be no advantage for reducing or removing the minimum lot size for subdivision within the precinct generally, as the demand is highest for lots that exceed 2ha. However, the review indicated that Lots 50-52 Sultana Road West and Lots 5-6 Ashby Close would potentially benefit from a reduced lot size to facilitate subdivision and providing an alternative industrial product to the market. As a result a proposal was presented to the WAPC in early 2018 to enable the flexibility of reduced lot sizes to a minimum of 2000m² for these lots. In March 2018 the WAPC advised the City that there is insufficient justification for reduced lot sizes and that this proposal would not be supported.

The modifications also included changes to the movement network to allow for more efficient traffic movements within the site, with subsequent changes to the DCP in response to the modifications. A composite industrial zone has also be recommended to be introduced as a Scheme Amendment over Lot 50 which abuts the Forrestfield North development area. This will assist with appropriate industrial-residential interface management and the provision on an alternative lot product within the area.

Facilitating development in this area is key to delivering the proposed infrastructure and should be the focus of the planning framework.

Forrestfield/High Wycombe Stage 1:

Criteria	Existing
Local Planning Scheme Zoning	Industrial Development
Predominant Land uses	• Rural • Transport Depot • Warehouse • Storage
Industrial Typology	Transport and Logistics
Lot Sizes	0-1ha: 30 1-2ha: 21 2-3ha: 1 3-4ha: 1 4-5ha: 2 5ha+: 1
Movement Network	• Berkshire Road • Dundas Road • Milner Road • Roe Highway
Infrastructure and Utilities	• Water • Gas • Electricity – Aboveground along Berkshire Road and Dundas Road. Underground within estate. • Sewer – Berkshire Road and Milner Road.
Vacancy Rates	High level of occupancy for existing developments. The precinct is still not yet fully developed, with multiple lots still not transitioned from rural lifestyle to industrial.
Interface	Limited interface concerns to the south and west with Forrestfield Industrial Area and Forrestfield Marshalling Yards respectively. Roe Highway provides an effective interface buffer to the Forrestfield residential area to the east. The interface to the north is the future Forrestfield North residential precinct which will need to be carefully managed during detailed planning.
Public Transport	No existing public transport. The Forrestfield-Airport Train Link anticipated opening 2020 and associated future bus links may provide improved public transport access to the precinct, particularly with opportunities for buses along Berkshire Road.

Criteria	Rating	Comments
Fencing	4	Fencing is in good condition; a mix of steel post and chain link design. Well defined boundaries.
Landscaping	2	Landscaping is generally poor overall; decent hedging attempts along industrial fences and good examples of landscaping for existing industrial developments. While, the remaining

		area consists of dying or dead grass and sandy bogged areas. Notably, a large presence of weeds. Once the area is fully developed landscaping should be of a reasonable quality due to the requirement to adhere to design guidelines for the area.
Parking	4	Good parking outcomes; lots appear to have adequate parking within each gated area. No presence of informal street or verge parking.
Verge / Streetscape	2	The verge / streetscape condition is generally poor; vegetation often lacks health. Distinctly a lack of tree canopy coverage. Notably, a large presence of weeds. Once the precinct is fully developed the streetscape should be of a higher quality.
Building Stock	5	Building stock is of high quality and very recently developed; modern design of mostly concrete but also a presence of coloured steel sheet clad sheds and warehousing units.
Road Condition	4	The road condition is of good quality where infrastructure has been developed; reasonable kerb condition, no signs of road wear. Roads are still to be delivered and improved in the precinct.
Signage	4	Signage is effective; easily Identifiable signage on most properties and easy way finding.
Pedestrian / Cycling Provision	2	Poor pedestrian / cycling provision; few pedestrian pathways and in average condition. This is anticipated to improve as the precinct is developed.

Strategies:

- **Keep development contributions relevant and within relevant frameworks.**
- **Maintain a high standard of landscaping where appropriate and road maintenance.**
- **Attract large businesses by protecting key land parcels from subdivision.**
- **Provide opportunity for small and medium sized businesses to benefit from, and co-locate with, larger industries where appropriate**.
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**
- **Capitalise on the close proximity to the airport, freight marshalling yards and highways.**

7.4 MADDINGTON-KENWICK STRATEGIC EMPLOYMENT AREA (MKSEA) / KALAMUNDA WEDGE

In August 2014, the City of Gosnells completed all the necessary studies in support of the rezoning of the major portion of the Maddington-Kenwick Strategic Employment Area (MKSEA) within their boundaries, from Rural to Industrial in the MRS. 13% of MKSEA is within the City's boundaries, which results in approximately 20ha of existing industrial zoned land. This portion of MKSEA within the City's boundaries is often referred to as the Kalamunda Wedge. The area identified by the Strategy as MKSEA / Kalamunda Wedge includes this area in addition to the area south of Brook Road which in total equates to approximately 70ha. MKSEA in the City is bounded by Welshpool Road East and the City of Gosnells local government boundary. MKSEA is zoned General and Light Industry and has a specific policy to guide development and design. The area is not yet developed, but there are some leases and sales mainly to freight, logistics and warehousing operators. There is potential with MKSEA to accommodate ancillary services such as cafés, a gym, retail outlets and service stations.

The area bounded by Coldwell Street, Welshpool Road East, Brook Road and the City of Gosnells boundaries has an Industrial MRS zoning, however is yet to be rezoned under the City's LPS3. This is due to environmental values, Yule Brook and other planning matters being needing to be addressed. This area will be required to be rezoned to an appropriate industrial zone under the LPS3 and will require a Structure Plan. This area will also require a Development Contribution Plan to facilitate the development of infrastructure. The Structure Planning process and DCP will likely be undertaken by developers.

The area south of Brook Road has a small portion zoned Industrial Development, however is mostly zoned Parks and Recreation under the MRS and has significant environmental values.

The General Industry zone is intended for properties to accommodate industrial type uses as an extension to the freight and logistics precinct within the City of Gosnells. The Light Industry zone is intended for properties to accommodate service and light industrial uses as an interface to Welshpool Road East and a buffer to the residential land uses within Wattle Grove (Cell 9). The proposed provisions include a requirement for further bushfire, drainage and environmental assessments for future development in the entire amendment area. Design Guidelines for lots fronting Welshpool Road East have also been required to be developed to ensure a sensitive and appropriate interface with existing residential development in Cell 9 in accordance with SPP 4.1.

Maddington-Kenwick Strategic Employment Area:

Criteria	Existing
Local Planning Scheme Zoning	• General Industry • Light Industry (Welshpool Road East interface)
Predominant Land uses	• Rural • Storage
Industrial Typology	No existing industrial
Lot Sizes	*Note these figures are subject to change due to subdivisions being lodged for the purpose of developing the area. 0-1ha: 1

	1-2ha: 24 2-3ha: 1 3-4ha: 6 4-5ha: 0 5ha+: 0
Movement Network	• Welshpool Road East • Roe Highway
Infrastructure and Utilities	• Water • Gas • Electricity – Aboveground along Berkshire Road and Dundas Road. Underground within estate • Sewer (Partial – northern portion of precinct)
Vacancy Rates	Area is yet to be developed, however lease agreement arrangements have commenced and building development is anticipated to commence in the near future.
Interface	Limited interface concerns to the south with CoG MKSEA. Roe Highway provides an effective interface buffer with East Cannington (CoC) residential area. Welshpool Road East and development guidelines and provisions allow for effective interface treatment with Wattle Grove residential to the north. Tonkin Highway and environmental buffers provide an effective interface with the Wattle Grove special rural area to the east (Wattle Grove South).
Public Transport	282 and 283 bus routes run along the Welshpool Road East boundary.

Strategies:

- **Keep development contributions relevant and within frameworks.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**
- **Provide modern and flexible development guidance.**

7.5 WALLISTON INDUSTRIAL AREA

The Walliston Industrial Area was first established in the 1970s and is at full build out. The Walliston Industrial Area is a small industrial area, mostly providing the servicing needs of the Hills local residents. The City's Operations Centre is also located within the Walliston Industrial Area, providing an important operational location for the City. Many of the existing buildings date back to the 1970s, demonstrating a need to promote renewal within the area.

The Walliston Industrial Area abuts regional reserve to the north and east and low density residential to the west and south. The interface measures used are slithers of public open space and road reserves between the industrial area and residential area. Public realm opportunities should be investigated to improve the interface between the industrial and residential area.

Walliston Industrial Area:

Criteria	Existing
Local Planning Scheme Zoning	General Industry
Predominant Land uses	• Warehouse • Storage • Local Services • Fabrication and Manufacturing
Industrial Typology	General - Service
Lot Sizes	0-1ha: 28 1-2ha: 1 2-3ha: 1 3-4ha: 0 4-5ha: 0 5ha+: 0
Movement Network	• Canning Road • Lesmurdie Road
Infrastructure and Utilities	• Water • Electricity – (above ground)
Vacancy Rates	High level of occupancy with few vacancies advertised for lease.
Interface	Limited interface concerns to the north and east with regional reserves. Interface concerns to the west and south with small pockets of low quality public open space providing the buffer with the Walliston residential area.
Public Transport	Bus routes 295, 296 and 299 run via Banksia Road and Godfrey Street.

Criteria	Rating	Comments
Fencing	2	Fencing is of poor quality; chain link wire, and steel sheet fencing. Lacking in consistency and continuity between properties, resulting in a poor aesthetic outcome.
Landscaping	1	No to little landscaping.

Parking	3	Generally good parking outcomes; adequate parking for what is currently required, few gravelled verges for external parking. The external parking is heavily used. Lacking internal parking for cars.
Verge / Streetscape	3	The verge / streetscape condition is generally good; vegetation is healthy. Area is lacking grass and low-level vegetation, decent canopy coverage. Notably, high number of cars parked on verge areas.
Building Stock	2	Building stock is poor quality and old; mostly degraded brick and steel structures.
Road Condition	3	Road condition is generally good; low quality kerb condition, little signs of road wear.
Signage	2	The signage is relatively ineffective; from the street there is few visible signs, due to most being situated behind fencing/parked cars/trucks.
Pedestrian / Cycling Provision	1	No pathways or cycling lanes.

Strategies:

- **Provide modern and flexible development guidance.**
- **Maintain a high standard of landscaping and road maintenance**.
- **Investigate public realm improvements in industrial areas to improve the industrial-residential interface.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**

7.6 HATCH COURT / STIRLING CRESCENT

Hatch Court Industrial Area is located in the north-west corner of High Wycombe, abutting the City of Swan and Perth Airport. The site is currently zoned light industry (previously urban development) and is approximately 30 hectares. The site was originally rezoned from Rural to Urban under the MRS in 2010 and a Local Structure Plan to facilitate residential development was adopted by Council in 2013, however refused by the Department of Planning.

Subsequently it was decided that the location was more appropriate for industrial uses, given its location abutting the City of Swan's Hazelmere industrial development area and Perth Airport's industrial area, in addition to access to freight links such as Abernethy Road. Amendment 80 was initiated in 2015 to rezone the site from Urban Development to Light Industry. At Council's February 2017 OCM, Council adopted Amendment 80. In order to develop light industry within the site a Local Structure Plan must first be prepared and an associated Development Contribution Plan. Given the fragmented nature of landownerships, this planning process will likely be required to be undertaken by the City. The site abuts residential uses to the east, which will require an appropriate industrial – residential interface in accordance with SPP 4.1.

Main Roads have planned significant road upgrades and network changes that will impact on the planning of the Hatch Court Industrial Area. Future road network changes will occur as part of the future Great Eastern Highway Bypass (GEHB) grade separation program, Abernethy Road will become a key Restricted Access Vehicle (RAV) route from Forrestfield in the south, with an interchange at GEHB and will connect to Lloyd Street in the north. Stirling Crescent will be closed at GEHB and all RAV traffic currently utilising Stirling Crescent will be required to utilise Abernethy Road via Adelaide Street. Adelaide Street, at its western end, has been formally closed and will have to be constructed as a public road to facilitate development within this proposed industrial precinct. Talbot Road will be no longer connect to Abernethy Road with grade separation at the GEHB. As such, the internal traffic movements will require a review to reflect these road network changes and the primary precinct connection at the Adelaide Street / Abernethy Road intersection.

Hatch Court:

Item	Existing
Local Planning Scheme Zoning	Light Industry
Predominant land uses	Rural Lifestyle
Industrial Typology	No existing industrial typology
Lot Sizes	0-1ha: 0 1-2ha: 12 2-3ha: 2 3-4ha: 0 4-5ha: 1 5ha+: 1
Movement Network	• Kalamunda Road • Abernethy Road • Stirling Crescent
Infrastructure and Utilities	• Water • Electricity – Aboveground

	• Gas (along Stirling Crescent) • Sewer (eastern side of Stirling Crescent)
Vacancy Rates	Development is yet to occur.
Interface	Limited interface concerns to the north with Perth Airport and Hazelmere industrial areas. Significant interface concerns to the south and east with High Wycombe residential area.
Public Transport	Bus routes 295, 296, 299 and 304 border the site along Kalamunda Road.

Strategy:

- **Capitalise on the close proximity to the airport, freight marshalling yards and highways.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**

7.7 KEWDALE INDUSTRIAL AREA

The Kewdale Industrial Area is split between three local governments; City of Kalamunda, City of Belmont and City of Canning. The eastern portion, which is bounded by Roe Highway, Tonkin Highway and the Freight Rail Line, is within the City's boundary. This industrial area is approximately 38ha and is zoned General Industry. The area includes manufacturing, freight and warehousing industries which service the whole state. The industrial area is fully built out with old building stock and a mix of poor to reasonable streetscape outcomes. The Kewdale Industrial Area is well serviced by freight routes, being located between Roe Highway, Tonkin Highway and the Freight Rail Line, and having access to Dundas Road and Abernethy Road.

Kewdale Industrial Area:

Criteria	Existing
Local Planning Scheme Zoning	General Industry
Predominant Land uses	• Fabrication and Manufacturing • Civil and Construction • Warehousing • Freight
Industrial Typology	• Warehousing and Distribution • General • Transport and Logistics
Lot Sizes	0-1ha: 75 1-2ha: 4 2-3ha: 1 3-4ha: 2 4-5ha: 0 5ha+: 1
Movement Network	• Roe Highway • Tonkin Highway • Abernethy Road • Dundas Road • Freight Rail Line
Infrastructure and Utilities	• Sewer • Water • Gas • Electricity - Aboveground
Vacancy Rates	Moderate level of occupancy with lease opportunities scattered throughout the precinct.
Interface	Limited interface concerns to the north and west with Forrestfield Industrial Area / Forrestfield Marshalling Yards and the continued Kewdale Industrial Area respectively. Roe Highway creates an effective interface buffer between the Wattle Grove and Forrestfield residential areas to the south and east respectively.
Public Transport	No public transport.

Criteria	Rating	Comments
Fencing	2	Fencing is of poor quality; chain link wire and sheet steel fencing. Lacking in consistency and continuity between properties, resulting in a poor aesthetic outcome.
Landscaping	2	Landscaping is generally poor overall; some good examples of landscaping sporadically across the site. The remaining area consists of mostly dying or dead grass and sandy bogged areas.
Parking	2	Poor parking outcomes. The gated nature of car parking in the precinct has resulted in empty bays within gated areas and informal parking on the verge/street for those without gated parking access.
Verge / Streetscape	2	Generally poor condition; Grass on verge areas lacks health and in many cases is not cared for (weeds/overgrowth). Notably, there is a distinct lack of tree canopy coverage.
Building Stock	2	Building stock is poor quality and old; mostly degraded brick and steel structures.
Road Condition	3	Road condition is generally good; low quality kerb condition, little signs of road wear.
Signage	2	The signage is relatively ineffective; from the street there is few visible signs and limited wayfinding.
Pedestrian / Cycling Provision	1	No pathways or cycling lanes.

Strategies:

- **Provide modern and flexible development guidance.**
- **Maintain a high standard of landscaping and road maintenance.**
- **Investigate public realm improvements in industrial areas to improve the industrial-residential interface.**

7.8 FORRESTFIELD NORTH INDUSTRIAL AREA

The Forrestfield North Industrial Area is a light industry precinct within the south-western portion of the Structure Plan area and generally consists of freight and logistics businesses. The Forrestfield North Industrial Area is within the Transit Oriented Development Precinct of the Forrestfield North Structure Planning area. The future land use of the area will be determined within this Structure Planning process. Given its close proximity to the future Forrestfield Train Station the future land uses within the precinct may need to change to be uses more appropriate for a typical TOD, such as commercial or mixed business.

Forrestfield North Industrial Area:

Criteria	Existing
Local Planning Scheme Zoning	Light Industry
Predominant Land uses	• Freight • Logistics
Industrial Typology	• Transport and Logistics
Lot Sizes	0-1ha: 33 1-2ha: 1 2-3ha: 1 3-4ha: 0 4-5ha: 0 5ha+: 0
Movement Network	• Roe Highway • Dundas Road
Infrastructure and Utilities	• Sewer • Water • Gas • Electricity - Underground
Vacancy Rates	High level of occupancy with few vacancies advertised for lease.
Interface	Limited interface concerns to the west and south with the Freight Line and Forrestfield/High Wycombe Stage 1 Industrial Area respectively. The Forrestfield North Structure Planning process will deal with the appropriate interface treatments with the TOD and Residential Precincts to the north and east.
Public Transport	No public transport.

Criteria	Rating	Comments
Fencing	3	Fencing is of reasonable condition; a mix of steel post and barbed wire/chain link wire design reflects well on the streetscape and its amenity.
Landscaping	2	Landscaping is generally poor overall; some good examples of landscaping sporadically across the site. The remaining area consists of mostly dying or dead grass and sandy bogged areas.

Parking	2	Poor parking outcomes; informal parking on the verge/street outside many of the businesses.
Verge / Streetscape	2	Generally poor condition; Grass on verge areas lacks health and in many cases is not cared for (weeds/overgrowth). Notably, there is a distinct lack of tree canopy coverage.
Building Stock	3	Overall mix of old and new and poor and decent building stock. Coloured steel sheet clad aesthetic design or larger concrete block design.
Road Condition	4	The road network is in good condition; reasonable kerb condition, little sign of road wear.
Signage	2	The signage is relatively ineffective; from the street there is few visible signs and limited wayfinding.
Pedestrian / Cycling Provision	1	No pathways or cycling lanes.

Strategies:

- **Provide modern and flexible development guidance.**
- **Capitalise on the close proximity to the airport, freight marshalling yards and highways.**
- **Investigate sites for potential industrial development.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**

7.9 HIGH WYCOMBE SPECIAL USE 5

The High Wycombe Special Use 5 Precinct is a strip of industrial lots, mostly of warehousing and local service industries, along Abernethy and Dundas Road in High Wycombe. The Special Use Zone generally allows for light industry uses and the purpose of the Special Use Zone is to facilitate the development of a business park. The area is mostly built out with buildings typically less than 15 years old. The area does have interface issues with the High Wycombe residential area to the east. The area is well serviced by Abernethy Road and Dundas Road, allowing access to the broader freight area. Given its light industry typology there may be an opportunity to normalise the Special Use Zone into the Scheme by rezoning it to Light Industry and ensuring there are appropriate interface provisions in place.

Special Use 5 is outlined below:

No.	Description of Land	Special Use	Conditions
SU 5.	Portion of (25) WORRELL AVENUE, HIGH WYCOMBE Lot 1311 Lots 102 (88), 103 (90), 104 (81), 105 (85), Lots (89), 110 (111), 111 (117), 112 (123) & 113 (127) DUNDAS ROAD, HIGH WYCOMBE Lots 114 (136), 115 (132), 116 (130), 211 (105) & 122 (102) WITTENOOM ROAD, HIGH WYCOMBE	Business	a) The purpose of this zone is to facilitate the development of a Business Park which will incorporate a range of business and service trades activities. b) Within this zone the following uses are permitted (P): Office, Showroom, Warehouse, Hardware/Homemaker Centre, Service Industry, Car Parking, Garden Nursery, Consulting Rooms, Light Industry and Public Utilities. c) The following uses are not permitted unless specific approval is granted by the Council (AA): Reception Centre, Restaurants, Indoor Recreation, Public Amusement, Trade Displays, Child Care Premises. d) All other uses not mentioned above are not permitted. e) All buildings within this zone shall be constructed of brick, concrete, masonry or Colorbond or other such material as approved by Council. f) All development and/or buildings shall be appropriately sited,

			screened and landscaped to the satisfaction of the Council to provide a buffer for the residential area. g) Building setback - 15 metres from Main Road, 6 metres from Minor Road, or otherwise as approved by Council. Landscaping - 3 metres landscaping strips on the road frontage, or otherwise as approved by Council. h) Parking - generally in accordance with Scheme requirements; where not listed parking requirement is at the discretion of Council.

High Wycombe Special Use 5:

Criteria	Existing
Local Planning Scheme Zoning	Special Use 5
Predominant Land uses	• Warehousing • Storage • Local Services
Industrial Typology	• Warehousing
Lot Sizes	0-1ha: 34 1-2ha: 0 2-3ha: 0 3-4ha: 0 4-5ha: 0 5ha+: 0
Movement Network	• Abernethy Road • Dundas Road
Infrastructure and Utilities	• Electricity – Underground • Sewer • Water • Gas
Vacancy Rates	Industrial area is mostly occupied with some occurrences of leases available.
Interface	Limited interface concerns to the west with Perth Airport. Interface concerns to the east and south with High Wycombe residential area requiring appropriate interface management.
Public Transport	298 bus route travels along Dundas Road. The Forrestfield North Train Station anticipated opening in 2020 may provide improved associated bus routes to the area.

Criteria	Rating	Comments
Fencing	4	Limited fencing in front street setback area allowing businesses to be more open and visible.
Landscaping	3	Good examples of landscaping with well maintained lawn areas, hedging and trees. Some poor landscaping with dead grass and weeds.
Parking	5	All parking maintained on site with no spill over.
Verge / Streetscape	3	The verge / streetscape is in good condition; present vegetation appears to have good health. Area needs more tree canopy coverage.
Building Stock	4	Building stock is in reasonable condition and consists of generally new stock.
Road Condition	4	The road network is in good condition; reasonable kerb condition, little sign of road wear.
Signage	3	Signage is effective; easily Identifiable signage on most properties and easy way finding.
Pedestrian / Cycling Provision	2	No pathways or cycling lanes along Abernethy Road. Pedestrian paths along Dundas Road.

Strategies:

- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**
- **Provide modern and flexible development guidance.**
- **Maintain a high standard of landscaping and road maintenance.**
- **Investigate public realm improvements in industrial areas to improve the industrial-residential interface**

7.10 FORRESTFIELD SPECIAL USE 1

The Forrestfield Special Use 1 is a lot with several small industry units providing local industry services. The two main buildings are old, dating back to the 1970s and 1980s. The location of the lot is between Holmes Road, Alder Road and Laurel Road within the established Forrestfield residential precinct. This does provide interface concerns and question whether its location is appropriate. There may be opportunities to normalise the Special Use Zone into the Local Planning Scheme by either reflecting an industrial zone or identifying a more appropriate zone for the locality to enable redevelopment. This could be a commercial or mixed-use zone and will be considered as part of the Activity Centre Strategy and Housing Strategy.

Special Use 1 is outlined below:

No.	Description of Land	Special Use	Conditions
SU 1.	369 HOLMES ROAD, FORRESTFIELD Lot 1000	Service Industry	a) Landscaping shall be established and maintained to the satisfaction of the Council. For the purpose of interpretation of this sub-clause the species of flora shall be determined in negotiation with Council subject to the principles of landscaped screening being maintained. b) No building shall exceed 4.5 metres in height measured from finished ground level to ridge lines; or the height of buildings existing on the land on the gazettal date, whichever is the greater. c) Uses in the zone shall be limited to those uses classified as hereunder and each use shall be regarded as a use that is not permitted unless approval is granted by the local government: i. Light metal fabrication manufacture and sales. ii. Electrical engineering excluding retail sales. iii. Light vehicle body and caravan manufacture excluding trade display; iv. Hire service subject to no open-air display or outdoor storage.

			v. Printer and sign writer. vi. Retail hardware store to maximum gross leasable area of 520m2 subject to the requirement of seven (7) car parking bays for each 100 m2 gross leasable area of the hardware retail store. vii. Mechanical repairs and overhauls, and servicing of light vehicles excluding tyre recapping or retreading, panel beating, spray painting, or chassis reshaping. viii. Showroom. ix. Warehouse. x. Service industry.

Forrestfield Special Use 1:

Criteria	Existing
Local Planning Scheme Zoning	Special Use 1
Predominant Land uses	• Local Services
Industrial Typology	• General - Service
Lot Sizes	0-1ha: 1 1-2ha: 0 2-3ha: 0 3-4ha: 0 4-5ha: 0 5ha+: 0
Movement Network	• Hale Road • Anderson Road • Holmes Road
Infrastructure and Utilities	• Sewer • Electricity – Aboveground • Water • Gas
Vacancy Rates	A significant sized lease available within the small industrial complex.
Interface	Interface concerns with the south, west and north with the established Forrestfield residential area. Public Open Space provides an effective interface buffer to the residential area to the east.
Public Transport	685 and 288 run close by.

Criteria	Rating	Comments
Fencing	1	Fencing is of poor quality; chain link wire, and steel sheet fencing.
Landscaping	1	No landscaping present, either consisting of gravel, dead grass or bitumen.
Parking	3	Parking is generally contained on site.
Verge / Streetscape	1	Poor streetscape.
Building Stock	1	Buildings are old and dated.
Road Condition	3	Road is in good condition. Kerbs are cracking in locations.
Signage	2	Poor signage and wayfinding.
Pedestrian / Cycling Provision	3	Footpaths on Holmes Road and Laurel Street.

Strategies:

- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**
- **Provide modern and flexible development guidance.**
- **Maintain a high standard of landscaping and road maintenance.**
- **Investigate public realm improvements in industrial areas to improve the industrial-residential interface**

7.11 LOCATIONS IDENTIFIED BY NORTH EAST SUB-REGIONAL PLANNING FRAMEWORK

The final Framework was released on 23 March 2018. The Framework is mostly in alignment with EELS but also considers all local government's Local Planning Strategies. The areas identified in the Framework require future detailed planning to determine the most appropriate land use mix and public infrastructure requirements. The planning of these areas may be undertaken by the Local Government, State Government, Private Companies or a mix of all three.

7.11.1 WATTLE GROVE SOUTH

Wattle Grove South is identified for urban investigation by the Local Planning Strategy 2010. The Framework also identifies Wattle Grove South as an urban expansion area with a Medium-Long term (2022+) development horizon.

The City undertook a Feasibility Study (the Study) which considered the most appropriate land use options and took into consideration contextual considerations and the opportunities and constraints of the site. The Study recommended that Light Industry / Commercial be considered generally south of Crystal Brook Road. Community consultation for the site identified opposition to Light Industry/Commercial uses in this area. It is therefore the City's position that Wattle Grove South is not identified for any specific land use until further community and Council consultation and detailed planning investigations are undertaken and resolved.

7.11.2 MAIDA VALE SOUTH

Maida Vale South is identified for urban investigation by the Local Planning Strategy 2010. The Framework also identifies Maida Vale South as an urban expansion area with a short-medium term (2015-2031) development horizon. Given Maida Vale South's location, nestled between two residential areas, accessed via residential roads and its environmental values, the City will only support a residential outcome for Maida Vale South.

7.11.3 PICKERING BROOK TOWNSITE

The Pickering Brook Townsite is identified as an investigation area by the Local Planning Strategy 2010. The Framework also identifies Pickering Brook as a planning investigation area. The key considerations for the investigation area is the identification and protection of priority agricultural land, impacts on public drinking water resources, bushfire risk and availability of reticulated water. The City requested the WAPC initiate an MRS Amendment process to change the MRS zoning from Rural to Urban. This was refused by the WAPC in October 2017 mainly due to bushfire risk. The State Government announced a Taskforce in mid-2018 to look into the tourism initiatives and best planning initiatives going forward for the area. Given the areas tourism popularity and landscape amenity, the City would not support an industrial outcome for the area. The City's Rural Strategy and Housing Strategy and the State Government's Taskforce will identify the future planning for the area.

7.11.4 HILLVIEW GOLF COURSE

The Hillview Golf course has been identified by the Framework as a planning investigation area. The key considerations for the investigation area are the regional recreation needs analysis and the land tenure. The site is located abutting Roe Highway and in close proximity to Perth Airport. The site is also nestled between residential areas, is accessed via

residential roads and is in close proximity to a primary school and a significant regional sporting precinct. The City does not have a position on the future land use for this site until planning investigations and community consultation have been undertaken.

7.12 INVESTIGATION AREAS

7.12.1 WELSHPOOL ROAD EAST FOOTHILLS

The City's Local Planning Strategy 2010 identified land along Welshpool Road East (north side) as part of a Foothills Investigation Area. It is considered that the development of this area is still feasible, and so the investigation area shall remain. Development of this area will require comprehensive and detailed planning to be undertaken, including bushfire analysis and the provision of subdivision guide plans and other development guidelines before development can proceed.

It is noted that residents within this area have a strong desire to be part of the planning for Wattle Grove South. As part of the Wattle Grove South planning process this area will be considered. It is also possible that this area could be considered separately. The planning of this area may be driven by residents, who will be required to provide documented evidence and formal requests for rezoning prior to any Scheme modifications being undertaken. In this scenario costs would likely be borne by the residents. The City will assist in the process in this scenario by facilitating development guidelines for residents to comply with, as well as assessing development and Scheme Amendment proposals.

The rezoning process will assist in identifying constrained areas and other relevant planning considerations that will need to be taken into account prior to supporting any proposed rezoning. It should be noted that the area is located along key strategic freight routes, Welshpool Road East and Tonkin Highway. It is also impacted by future Perth Airport aircraft noise and already has some existing uses that are associated with industrial areas. It will also be important to consider the landscape amenity of the area, being the gateway to the Perth Hills and the potential environmental values. Therefore, the City does not have a position on the future land use for the area until further community and Council consultation as part of Wattle Grove South and detailed planning investigations are undertaken and resolved.

7.13 RESIDENTIAL AND INDUSTRIAL INTERFACE

Residential and Industrial interface is addressed through the requirements of SPP 4.1. The intention of SPP 4.1 is to prevent land use conflict between industrial areas and sensitive land uses such as residential areas. SPP 4.1 requires statutory buffers to be put in place where applicable. SPP 4.1 states that statutory buffers should take the form of a Special Control Area, or similar with related scheme provisions in the applicable local planning scheme. The size and extent of statutory buffers should be determined by potential off-site impacts and strategic planning considerations. The management of land use conflicts and preventing adverse impacts should ensure the co-location of industrial land uses in clusters or industrial areas. Sensitive land uses should not be considered in industrial areas. Strategic and General Industry zones should not have direct interface with sensitive zones. An interface of compatible land use zones should be identified in local planning schemes such as light industry, commercial zones, rural zones and public open space reserves.

The City will ensure that interface issues and land use conflicts are addressed by ensuring there are logical boundaries between residential and industrial uses and utilising transition

zones (light industry, commercial, rural and public open space). An example where the City has considered a transition zone is in the Forrestfield/High Wycombe Industrial Area, where a composite zone has been proposed to be introduced. The residential component of the zone faces the future Forrestfield North development which will be urban and the industrial component faces the industrial area. The composite zone will provide an appropriate transition from residential to industrial.

Strategy:

- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**

7.14 ENVIRONMENTAL CONSIDERATIONS

The City's existing industrial areas have surrounding areas or areas within them important environmental value, including Bush Forever sites, wetlands, environmentally sensitive areas and regional reserves. It is important that existing development and future developments avoid impacting on these environmental values. Existing industrial areas will not encroach on the environmental values already identified. Any future industrial areas will be required to undertake detailed environmental assessments to determine the level of environmental values and the conservation requirements.

Strategy:

- **Protect environmentally sensitive areas from unacceptable impacts from industrial development.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**

7.15 WATER CONSIDERATIONS

Future industrial areas and new developments within existing industrial areas should consider water requirements and water source availability for development early in the process, as well as the consideration of alternative fit-for-purpose water sources and maximum efficiency of water use. Non-potable water requirements should be investigated as part of any future industrial areas and future development within existing industrial areas. Future planning and land development should incorporate water sensitive urban design principles and consider integrated water cycle management, including water supply and efficiency, groundwater, stormwater, wastewater, flooding, water quality and water source protection, waterways and wetlands, consistent with the Better Urban Water Management (WAPC, 2008) framework.

Strategy:

- **Investigate opportunities for sustainable water use practices in existing and future industrial areas.**

7.16 CONTAMINATED SITES

The City has a number of contaminated sites which have restricted use. In varying instances these sites have no existing use, are used for public open space or are part of regional reserves. There are instances in other localities where contaminated sites have been remediated for industrial uses or other forms of employment generating land uses. The

City's position for contaminated sites to date has been to investigate opportunities for sports fields or revegetate as a bushland reserve. There may also be opportunity for utilising these areas for renewable energy generation. The City's Public Open Space Strategy 2018 identifies Brand Road site and Pioneer Park as opportunities for sports space. This land use should continue to be considered for contaminated sites. The City should also continue to consider all feasible opportunities at contaminated sites with the context and the needs of the location strongly taken into consideration.

Strategies:

- **Investigate sites for potential industrial development.**
- **Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.**
- **Protect environmentally sensitive areas from unacceptable impacts from industrial development.**

8.0 ENGAGEMENT OUTCOMES

The City undertook public advertising on the draft Strategy over the months of July-September 2018 and included the following forms of engagement:

- One (1) focus group forum;
- One (1) community workshop;
- Information stalls at local shopping centres;
- Online and hard copy surveys;
- Newspaper advertisements.

The outcomes of the engagement process are summarised below. The full engagement summary can be found in Appendix 7.

8.1 INDUSTRY FOCUS GROUP

In mid-2018, the City wrote to all industrial land holders in the City and potentially interested community groups or members, inviting them to nominate to be a part of an Industrial Focus Group. From this, the Group was formed, comprising 15 members, representing various businesses, groups, government departments and land holdings. Four City Planning Officers were also in attendance.

A Focus Group Meeting was held at the Zig Zag Cultural Centre in Kalamunda on 16 August 2018 from 5pm, running for approximately 2 hours.

The City's Planning Officers provided an overview of the City's Strategy and the considerations behind its development.

Participants were invited to take part in a number of activities to understand why they wanted to be a part of the Focus Group and what they believe creates an appealing place to do business. A summary of the results is outlined below:

What Makes the City an Appealing Place to do Business?

The key attributes discussed that make the City an appealing place to do business is its location to key freight routes, Roe and Tonkin Highway, the availability of land and its proximity to the whole of the Perth Metropolitan Area.

Industrial Estate Amenity

It was highlighted amongst the group that service and amenity is something that is underdone in industrial areas in Perth. There is an appetite for more of this in industrial areas with quality food offerings, access to gyms and public open space. Currently planning schemes are restrictive in their ability to provide this offering within industrial areas.

Car Parking Requirements

There was a strong feeling amongst the group that there needs to be reconsideration on the current analysis of car parking requirements in industrial areas. The car parking requirements in some instances restrict the ability to develop and those requirements may be too restrictive. There is an appetite for greater car parking flexibility and because of automation there is the likelihood of bigger warehouses with less people, reducing the car

parking need. There has however been examples where car parking is an issue where there isn't enough car parking for the people that work there and this has created a lot of street parking and made it difficult for heavy vehicles to get in and out.

Cycle Paths

The consensus was that it is important to have cyclists and trucks separated and this potentially should include protected cycle lanes. Given that there is little pedestrian movement in industrial areas dual use paths should be considered as a suitable arrangement.

Enhancing Existing Industrial Areas

For the Walliston Industrial Area, it was noted that there is a lack of potential for growth. The consensus was that the only way for the Walliston Industrial Area to become more modern and appealing is for the City to invest in public realm improvements.

Future Demand and Industrial Growth

The general opinion amongst the Focus Group was that there is currently not a shortage of industrial land, and there is a significant amount of industrial land available. It is important to note that we are going into the era of e-commerce, and it's going to get bigger and that will require a significant amount of warehouse space. This will likely result in a shortage of industrial land for that type of larger format facility, a demand we don't have it right now, but should be a key consideration for planning in the future. The Focus Group cautioned against rezoning large areas of land and instead focusing on precinct releases.

8.2 COMMUNITY ENGAGEMENT

8.2.1 WORKSHOP

The community workshop was originally scheduled to take place on Thursday, 23 August 2018, but was rescheduled to Monday, 1 October 2018 to allow further consultation to take place.

The workshop was advertised through the provision of flyers at all City locations, newspaper advertisements, a letterbox drop to residents in the Wattle Grove South precinct, information on the City's website and engagement portal and emails to registered participants.

The workshop took place at Lesmurdie Hall from 6pm, with over 90 community members in attendance. A number of Councillors and staff were also present. Attendees were invited to sit in small groups (approximately five to 10 persons) around the room. This was to ensure that each individual had the time and opportunity to share their input during the activity sessions.

A significant number of attendees were particularly interested in the future of Wattle Grove South. The majority of attendees were against industrialisation in Wattle Grove South. There was also a portion in favour of industrialisation in Wattle Grove South and a contingence from the Welshpool Road East Foothills area in favour of industrialisation and being included in the Wattle Grove South planning process.

Industrial Area Appeal

The majority of participants felt that all of the industrial areas lacked appeal, mainly due to their lack of trees, loss of environment, poor infrastructure and poor maintenance.

Most Important Business / Economic Factors That Industrial Areas Bring to the Community

The following factors were listed as important by attendees:

- Economic benefits
- Provision of services
- Employment and training
- Local industry means less travel
- Stability
- More amenities
- More transport infrastructure
- Future growth

Examples of Industrial Areas That Area Well Planned and Attractive

When considering industrial areas, attendees were most likely to view an area as attractive or well-planned if it had good access and transport facilities (28%). Another feature that made some industrial areas attractive was neatness/attractiveness (18%) and cleanliness (12%).

Industrial Areas mentioned as being attractive and well planned for businesses to locate included:

- Kelvin Road
- Malaga
- Joondalup
- Hazelmere
- Canning Vale
- Morrison Road
- Cockburn
- Forrestfield
- Perth Airport
- Kewdale
- Welshpool
- Wangara

How to Enhance and Improve Industrial Areas

Attendees feel that industrial areas can be enhanced by making them more aesthetically pleasing (25%) through means such as improving the look of security measures, knocking down buildings, increasing maintenance and creating appealing facades.

They also believe that greenery and landscaping can improve an area (21%), particularly through more trees and native species.

8.2.2 SURVEY

The Draft Industrial Strategy survey was made available for the community complete both online and in hard copy. 82 completed surveys were received.

A significant portion of respondents to the survey felt that protecting the character of their region was the City's greatest challenge the growth and development. This response would mostly be relating to Wattle Grove South. A significant portion of respondents felt that if they could make one positive improvement to existing industrial areas it would be leave them as existing with no further expansion. There were opinions to improve their character and through greater greenery.

There were a variety of views on how to improve industrial areas create successful and appealing industrial precincts. This included greater amenities, ensuring they are separated from residential areas and more trees. Respondents also felt that having more vegetation and being more sympathetic to the natural environment is important for the external presentation of industrial precincts.

To better connect the community with industrial areas, respondents felt that there is opportunities to provide community facilities and commercial areas within industrial areas. There were also many respondents that felt that industrial areas should not require greater connection to the community.

Many respondents in the survey expressed their desire for Wattle Grove South to be removed as an industrial investigation area.

9.0 OBSERVATIONS

There is limited opportunity for further development of large industrial areas within the City's boundaries. Future industrial development within the City will occur in the already identified locations of Forrestfield/High Wycombe Industrial Area, MKSEA Wattle Grove and Hatch Court. With Forrestfield North, Wattle Grove South and Maida Vale South all identified for urban development there are few rural areas left in the foothills that could be rezoned to accommodate industrial development. It should be noted that it is possible for Light Industrial to be classified over the Urban zone under the MRS, as has occurred in the Forrestfield / High Wycombe Stage 1 and the Hatch Court / Stirling Crescent industrial areas. The sub-regional framework does not identify any other areas within the City that haven't already been identified as part of this Strategy for industrial development.

The key focus of the Strategy should be ensuring that future industrial development is supported in the existing and future industrial areas. Supporting the local workforce by increasing the local population in close proximity to industrial areas should be supported. Attracting high quality businesses should be supported through effective planning measures such as reasonable developer contribution schemes, promoting quality design through design guidelines and quality landscaping, and ensuring transport links are provided to a high standard.

There is also a need for more up-to-date research at a regional scale on industrial demand for the region, with previous research undertaken as part of EELS, ILNS and KHIM possibly outdated and in need of review.

10.0 STRATEGIES AND ACTIONS

Short Term: 1-3 years

Medium Term: 4-8 years

Long Term: 9 years +

OBJECTIVES STRATEGIES	ACTIONS	PRIORITY / RESPONSIBILITY
ATTRACTING HIGH QUALITY BUSINESSES THAT CAN WITHSTAND CHANGING MARKET CONDITIONS		
1.1 Provide modern and flexible development guidance.	1.1.1 Develop a Local Planning Policy for all industrial areas to guide design and address modern industrial development standards.	Short Term / Strategic Planning / Statutory Planning
	1.1.2 Normalise Forrestfield Industrial Area Structure Plan into Local Planning Scheme No. 4	Short Term / Strategic Planning / Statutory Planning
	1.1.3 Normalise Special Use 1 and Special Use 5 into Local Planning Scheme No. 4 with appropriate zones.	Short Term / Strategic Planning / Statutory Planning
1.2 Provide for greater service and amenity opportunities within industrial areas.	1.2.1 Review land use permissibility provisions within Industrial Zones in Local Planning Scheme No.3 in preparation for Local Planning Scheme No. 4.	Short Term / Strategic Planning / Statutory Planning
1.3 Provide greater car parking flexibility in industrial areas.	1.1.4 Review car parking provisions within Industrial zones in Local Planning Scheme No. 3 in preparation for Local Planning Scheme No. 4.	Short Term / Strategic Planning / Statutory Planning
PROVIDE INCENTIVES TO DEVELOP AND INVEST IN EXISTING AND FUTURE INDUSTRIAL AREAS		
2.1 Maintain a high standard of landscaping and road maintenance.	2.1.1 Investigate options for increased landscaping and road maintenance in industrial areas for inclusion in the City's future Capital Works Programs or other funding mechanisms.	Short Term / Assets
2.2 Investigate public realm improvements in industrial areas to improve the	2.2.1 Investigate options for public realm improvements in industrial areas for inclusion in the City's future	Short Term / Assets

industrial-residential interface.	Capital Works Programs or other funding mechanisms.	
2.3 Keep development contributions relevant and consistent with the principles underlying development contributions in Western Australia.	2.3.1 Continue conducting annual reviews of all development contribution plans and maintain transparency and accountability in all workings.	Ongoing / Strategic Planning
2.4 To protect the Forrestfield Marshalling Yards from encroaching urban development and mitigating any noise and vibration issues.	2.4.1 Ensure that any urban development within close proximity of the freight rail track are assessed in accordance with relevant State Planning Policy.	Ongoing / Strategic Planning / Statutory Planning
GUIDE DEVELOPMENT TO ADDRESS A REGIONAL NEED		
3.1 Attract large industrial operators by protecting key land parcels from subdivision.	3.1.1 Project specific brief to be prepared to identify industrial land in strategic locations that have the potential for increased lot sizes. Brief to address the protection of larger lots and minimum lot size requirements.	Medium Term / Strategic Planning
3.2 Capitalise on the close proximity to the airport, freight marshalling yards and highways.	3.2.1 Identify land that permits freight and logistics based industries to locate near key services.	Medium Term / Strategic Planning
3.3 Investigate sites for potential industrial development.	3.3.1 Consider alternative employment generating land uses associated with industry or renewable energy developments on contaminated sites.	Long Term / Strategic Planning
3.4 Guide development within the MKSEA precinct.	3.4.1 The area within MKSEA bound by Coldwell Road, Welshpool Road East, Brook Road and City of Gosnells boundary to be rezoned to an appropriate industrial zone under Local Planning Scheme No. 3.	Short Term / Strategic Planning / Statutory Planning
	3.4.2 The area within MKSEA bound by Coldwell Road, Welshpool Road East, Brook	Short Term / Strategic Planning / Statutory Planning

	Road and City of Gosnells boundary required to be guided by a Structure Plan.	
	3.4.3 The area within MKSEA bound by Coldwell Road, Welshpool Road East, Brook Road and City of Gosnells boundary required to have the delivery of infrastructure guided by a DCP.	Short Term / Strategic Planning / Statutory Planning
3.5 Ensure there are logical transition arrangements and interfaces between sensitive and industrial land uses.	3.5.1 Industrial areas and sensitive land uses in close proximity to industrial areas assessed and determined in accordance with State Planning Policy 4.1 Industrial Interface.	Ongoing / Strategic Planning / Statutory Planning
	3.5.2 Forrestfield North Structure Planning Process to determine the most appropriate land use for the Forrestfield North Industrial Area.	Short Term / Strategic Planning
3.6 Identify industrial regional demand.	3.6.1 Advocate and assist DPLH to review EELS to investigate and review the regional demand for industrial land.	Short Term / Strategic Planning
3.7 Protect environmentally sensitive areas from unacceptable impacts from industrial development.	3.7.1 Future industrial areas are required to undertake detailed environmental assessments to determine environmental values.	Ongoing / Strategic Planning / Statutory Planning / Parks and Environment
	3.7.2 Any proposed industrial development to have environmental values considered and to be referred to relevant state agencies where relevant.	Ongoing / Strategic Planning / Statutory Planning / Parks and Environment
	3.7.3 Existing industrial developments are not to encroach on identified Bush Forever sites, regional reserves, parks and recreation land and known wetlands and environmentally sensitive areas.	Ongoing / Strategic Planning / Statutory Planning / Parks and Environment
3.8 Investigate opportunities for sustainable water use practices in existing and future industrial areas.	3.8.1 Encourage industrial developments to consider alternative fit-for-purpose water sources, maximum	Ongoing / Strategic Planning / Statutory Planning / Parks and Environment

	efficiency of water use and the use non-potable water where appropriate.	
	3.8.2 Future industrial areas are required to investigate opportunities to consider alternative fit-for-purpose water sources, maximum efficiency of water use and the use non-potable water where appropriate.	Ongoing / Strategic Planning / Statutory Planning / Parks and Environment
3.9 Investigate the coordination of Scheme Requirements with neighbouring local governments.	3.9.1 Project specific brief to investigate the coordination of Scheme Requirements to be consistent with neighbouring Local Governments and incorporate recommended changes into the new Local Planning Scheme No. 4.	Short Term / Strategic Planning / Statutory Planning
3.10 Industrial Development to facilitate structure planning without a designation of land use permissibility.	3.10.1 Local Planning Scheme 4 to remove land use permissibility for the Industrial Development zone and to insert provisions that require Structure Plans to guide land use permissibility for Industrial Development. Existing areas identified as Industrial Development are to be re-classified to align with land use permissibility as outlined in Local Planning Scheme 3.	Short Term / Strategic Planning / Statutory Planning
3.11 Guide development within the Hatch Court Industrial Area.	3.11.1 Hatch Court Industrial Area required to be guided by a Structure Plan and Development Contribution Plan subject to community and landowner consultation.	Short Term/ Strategic Planning / Statutory Planning
IMPROVE LOCAL EMPLOYMENT OPPORTUNITIES IN INDUSTRIAL AREAS		
4.1 Provide opportunities for small and medium sized businesses to benefit from, and co-locate with, larger industries.	4.1.1 Prepare a project specific brief to identify industrial land in appropriate locations to allow smaller lot subdivision and a broader range of land uses compatible with industrial uses.	Medium Term / Strategic Planning / Statutory Planning

4.2 Increase population of local workforce.	4.2.1 Facilitate the planning of future investigation areas as identified under the North-East Sub-Regional Planning Framework.	Short Term / Strategic Planning / Statutory Planning

11.0 REVIEW

The Strategy will be required to be reviewed periodically as needed and at least every 5 years as a minimum. It is recommended that the base assessment methodology remains unchanged during periodic review to retain the integrity of the existing Strategy. The City shall support the continual improvement to industrial policy (both State and local), strategic partnerships, and operational activities and procedures. In doing so, this will enable the City to deliver efficient and effective industrial outcomes.

12.0 IMPLEMENTATION

This Strategy is a long-term plan which outlines the future recommendations for industrial areas within the City. Within the implementation phase of the Strategy, the City will prioritise the Strategy's recommendations based on available resources, funding and Council priorities.

12.1 DISCLAIMER

The City of Kalamunda's Industrial Development Strategy (Strategy) has been developed for the purpose of being a 'point-in-time' guiding document with respect to, amongst other things, facilitate and manage growth and changes to industrial estates.

Without limiting the purpose of the Strategy, the City does not represent, warrant, undertake or guarantee that the contents of this Strategy will lead to any particular outcome or result and the City reserves its rights to amend, vary or remove any and/or all of the contents of this Strategy, at its sole discretion, from time to time.

All industrial precincts contained within this Strategy are subject to further investigation by the City and any future use, zoning, direction or development will be subject to consideration by Council, and/or the Department of Planning, Lands and Heritage.

The City shall not be liable for any losses that may result from any third parties' use or reliance on this document. Without limitation such losses shall include, but not be limited to, loss of profits, income, revenue, anticipated savings, contract expectation, commercial opportunities or goodwill.

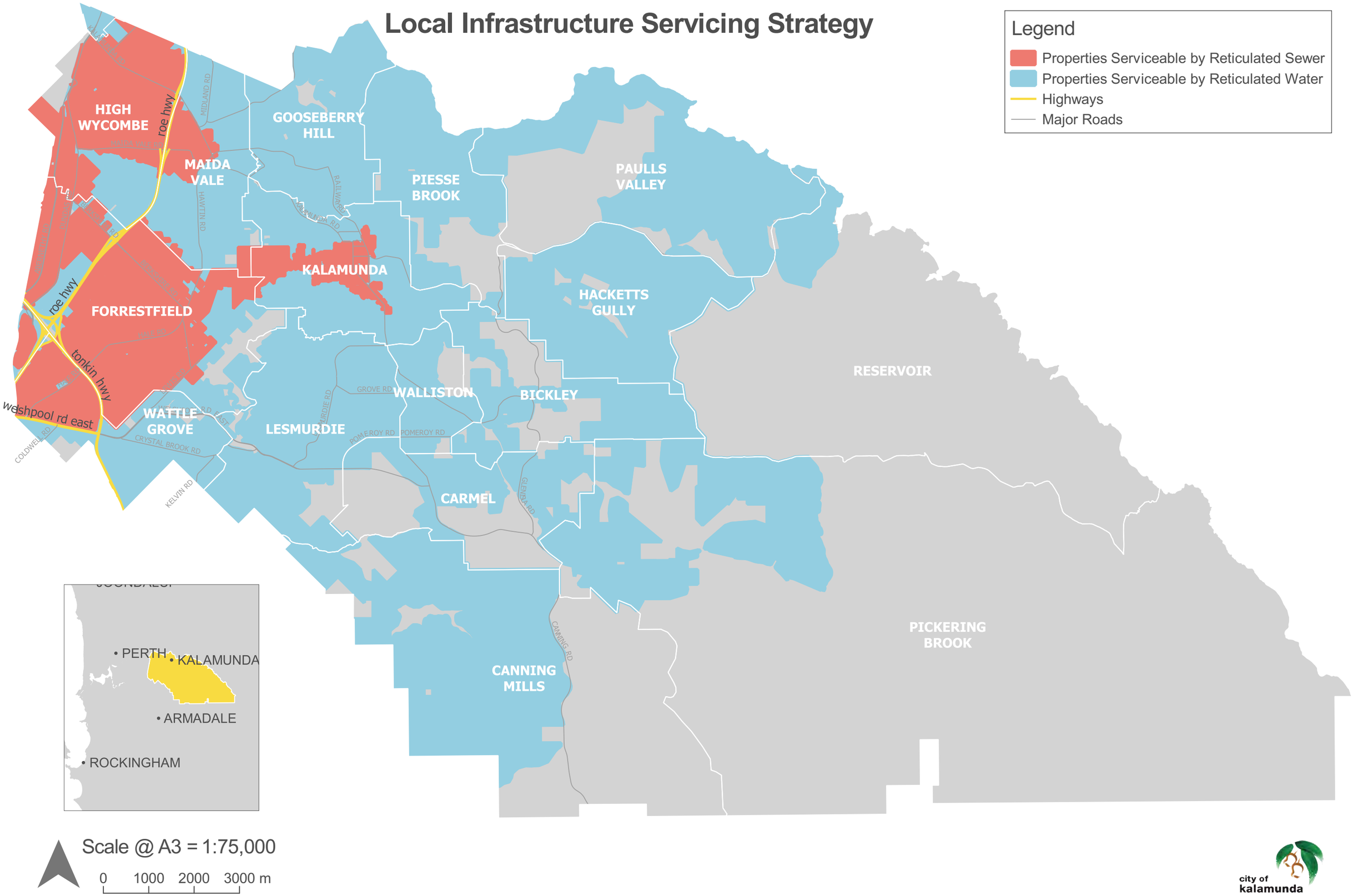
The City shall not be liable for any reliance that any person, organisation, corporation, government authority, department, or entity of any kind, may place on the contents of this Strategy and the City does not guarantee the accuracy of the information contained herein.

The Strategy is based on City officer interpretation and the best information available to the City's officers at the point in time of the Strategy's formulation.

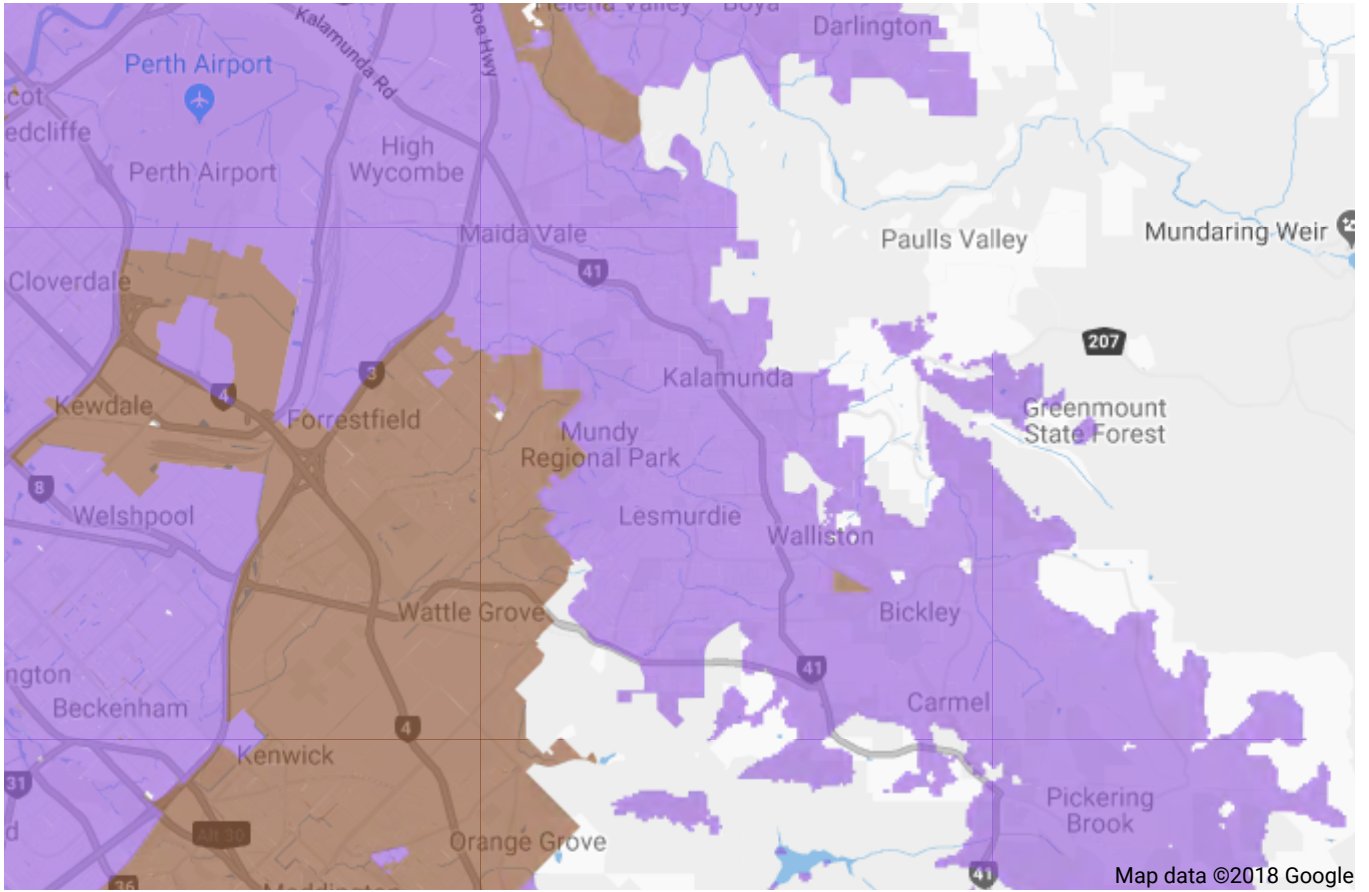
APPENDIX 1: POPULATION DEMOGRAPHICS

	Forecast 2018 pop.	Forecast 2036 pop.	Change 2018-36	Change 2018-36 Percentage	Land Area (ha)	Forecast Population Density 2018 (persons per hectare)	Forecast Population Density 2036 (persons per hectare)
City of Kalamunda	60,739	76,179	+15,440	25.42%	32,436	1.87	2.35
Hills	23,009	25,274	+2,265	9.84%	27,950	0.82	0.90
Kalamunda	7,517	8,969	+1452	19.31%	1,064	7.06	8.43
Lesmurdie	8,605	8,694	+89	1.03%	1,365	6.30	6.37
Gooseberry Hill	3,467	3,620	+153	4.41%	895	3.87	4.04
Rural East-Walliston	3,420	3,991	+571	16.69%	24,626	0.14	0.16
Foothills	37,730	50,905	+13,175	34.92%	4,485	8.41	11.35
Wattle Grove	6,586	7,229	+643	9.77%	867	7.60	8.34
Forrestfield	13,614	17,079	+3465	25.45%	1702 (+30ha in Forrestfield North)	7.99	10.03
Forrestfield North DSP	310	6,613	+6,303	2033.86%	264	1.17	25.05
High Wycombe	12,563	13,936	+1,373	10.92%	811 (+234ha in Forrestfield North)	15.49	17.18
Maida Vale	4,657	6,048	+1,391	29.88%	841	5.54	7.19

APPENDIX 2: INFRASTRUCTURE SERVICING



APPENDIX 3: NBN ROLLOUT



- Service available
- Build commenced
- Other fibre provider

APPENDIX 4: SUBURB INDUSTRIAL AREA BREAKDOWN

*Note land area only includes land parcels. Roads not included in the calculation.

*Note that existing industrial zoned land assessed the LPS3. MRS zoning not considered in existing industrial land calculation.

Forrestfield	Existing Industrial Zoned Land (ha)	Future Industrial Zoned Land (ha)
Light Industry	10.77	
Industrial Development	35.72	
General Industry	150.49	
Special Use	1.00	
Total	197.48	0
Overall Existing + Future	197.48	

Wattle Grove	Existing Industrial Zoned Land (ha)	Future Industrial Zoned Land (ha)
Light Industry	11.23	
Industrial Development	4.26	
General Industry	7.39	27.61
Special Use		
Total	22.88	27.61
Overall Future + Existing	50.49	

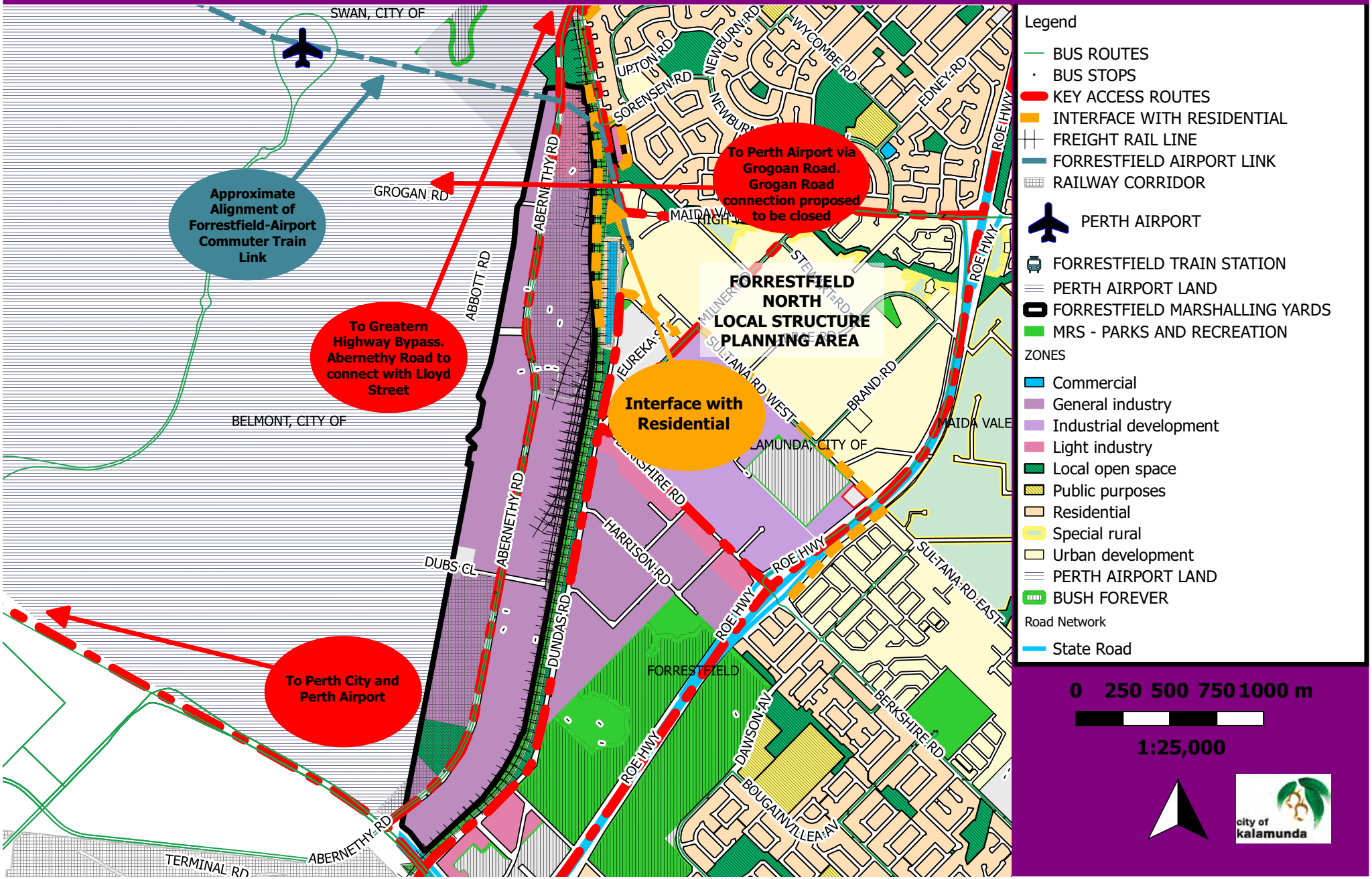
High Wycombe	Existing Industrial Zoned Land (ha)	Future Industrial Zoned Land (ha)
Light Industry	49.04	
Industrial Development	36.06	
General Industry	47.04	
Special Use	4.82	
Total	136.96	0
Overall Future + Existing	136.96	

Walliston	Existing Industrial Zoned Land (ha)	Future Industrial Zoned Land (ha)
Light Industry		
Industrial Development		
General Industry	6.70ha	
Special Use		
Total	6.70ha	0
Overall Future + Existing	6.70ha	

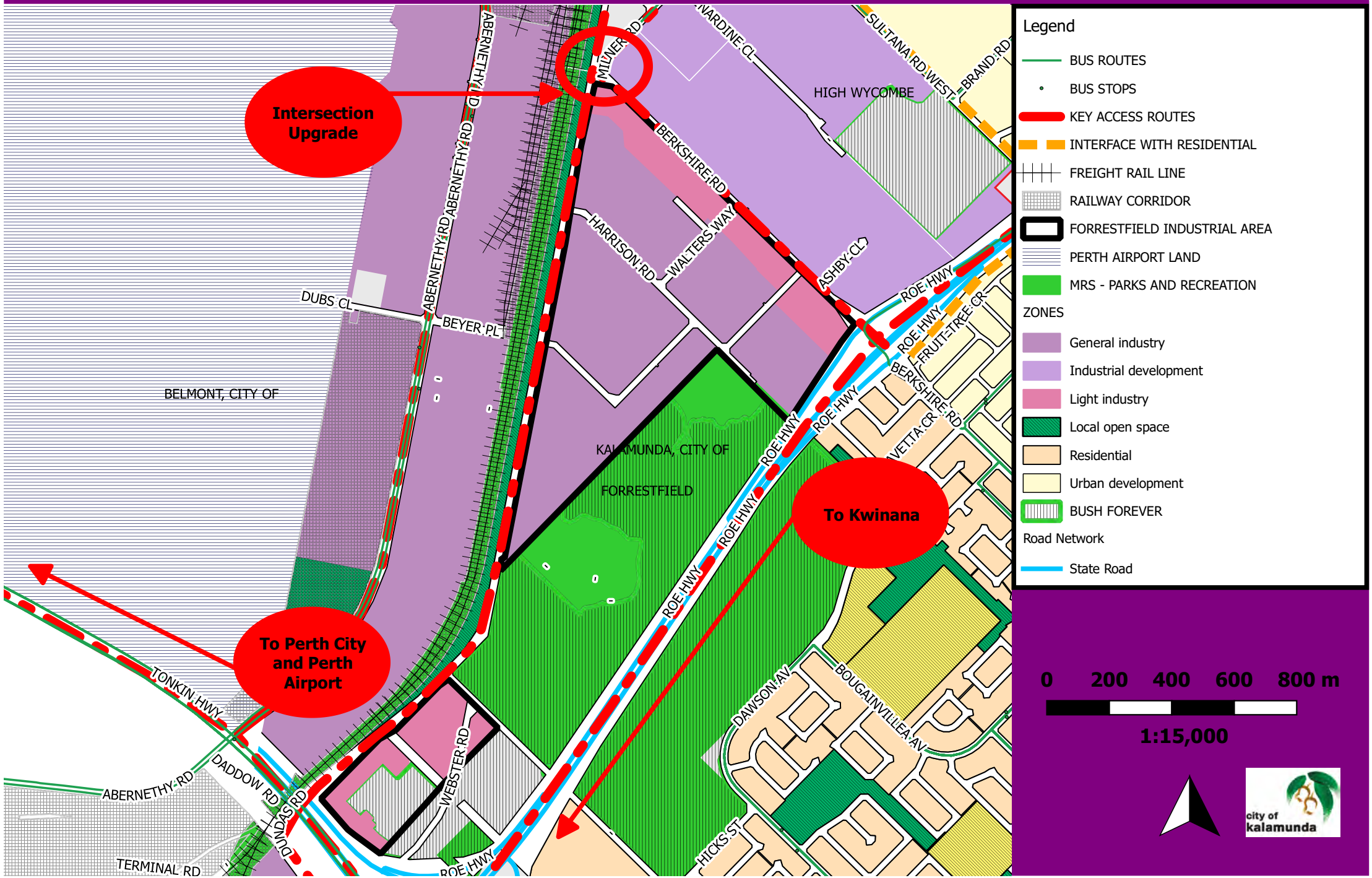
Kewdale	Existing Industrial Zoned Land (ha)	Future Industrial Zoned Land (ha)
Light Industry		
Industrial Development		
General Industry	30.16	
Special Use		
Total	30.16	0
Overall Future + Existing	30.16	

APPENDIX 5: SITE PLANS

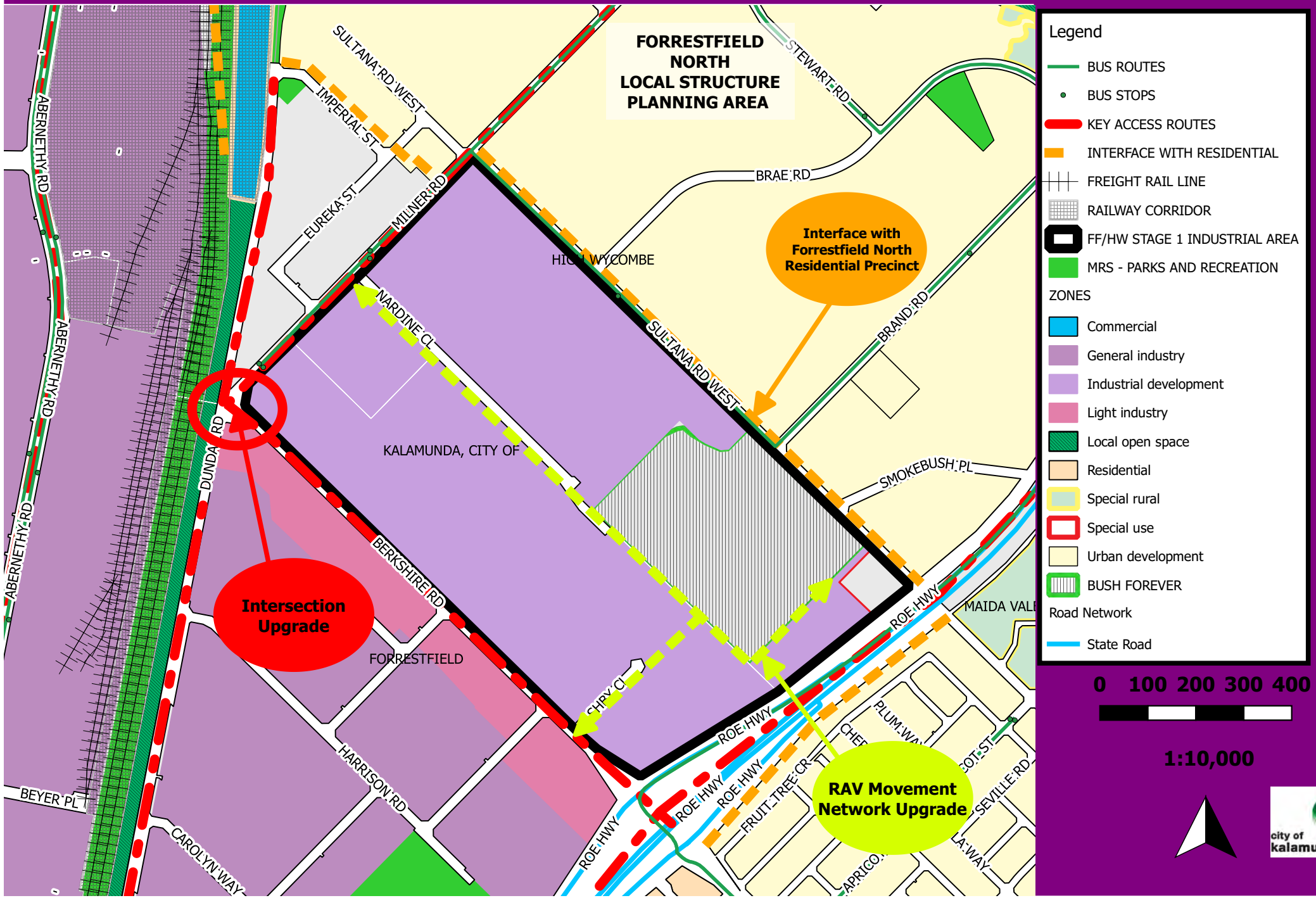
FORRESTFIELD MARSHALLING YARDS OPPORTUNITIES AND ISSUES MAP



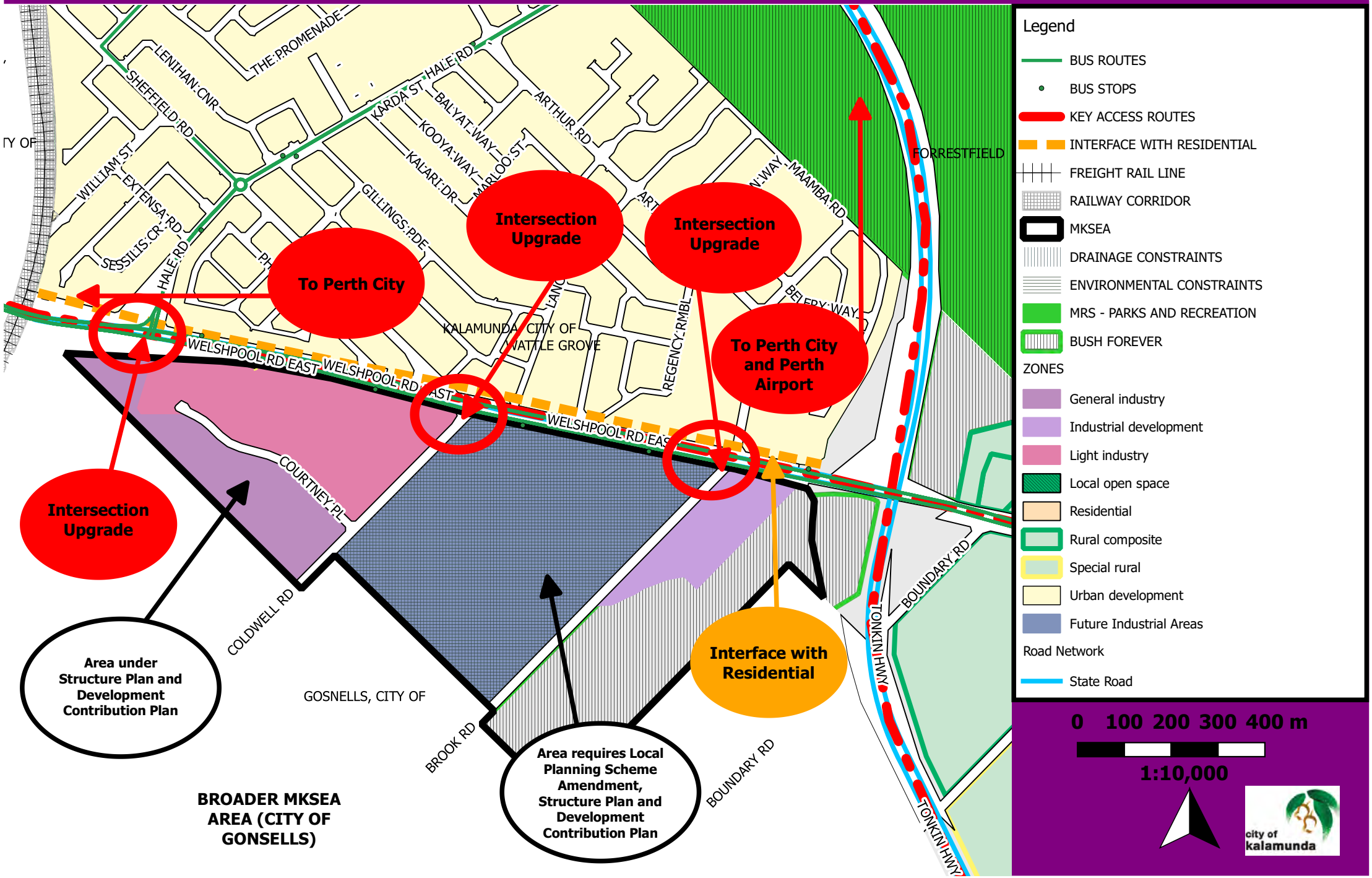
FORRESTFIELD INDUSTRIAL AREA OPPORTUNITIES AND ISSUES MAP



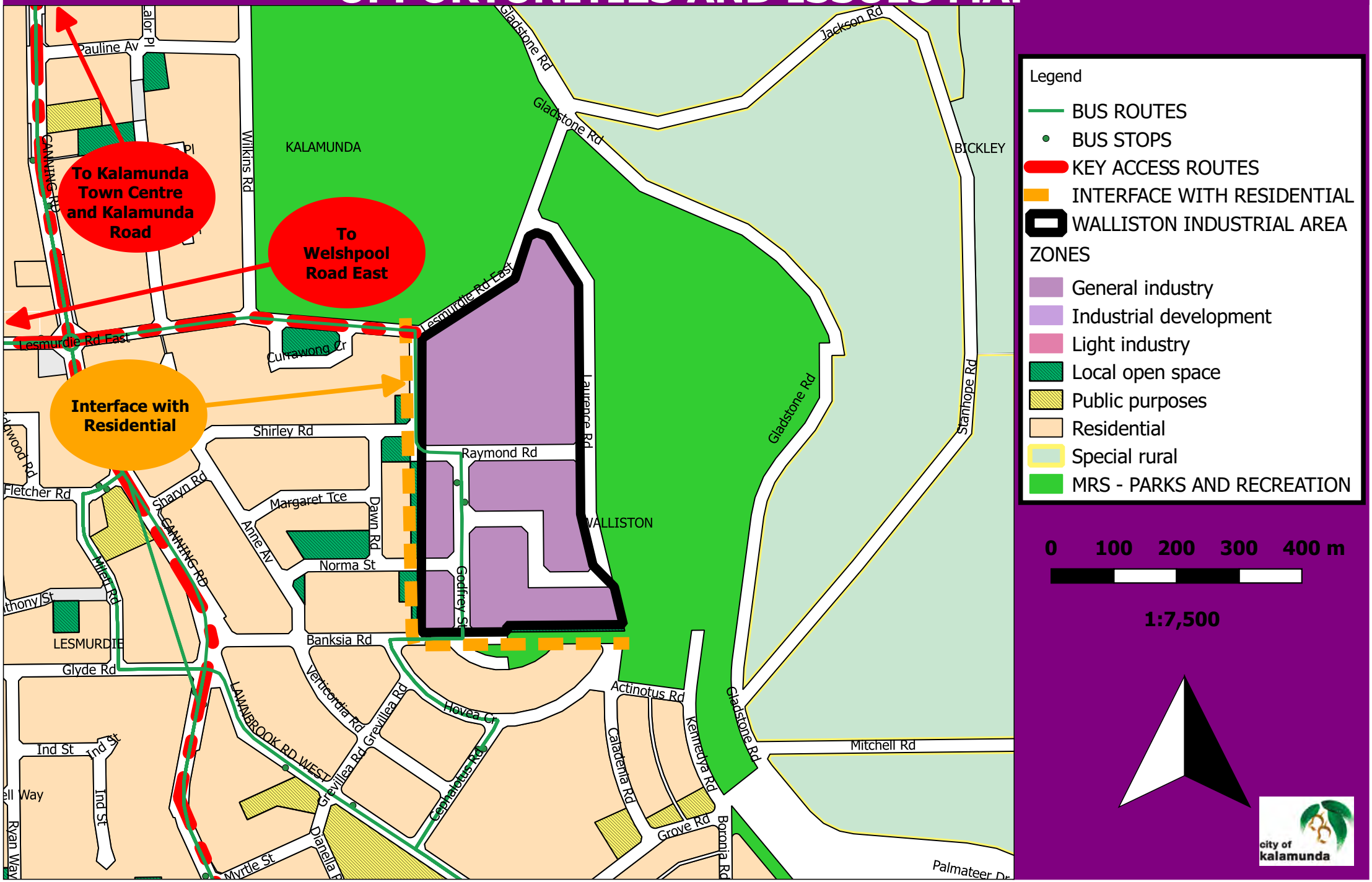
FORRESTFIELD/HIGH WYCOMBE INDUSTRIAL AREA STAGE 1 OPPORTUNITIES AND ISSUES MAP



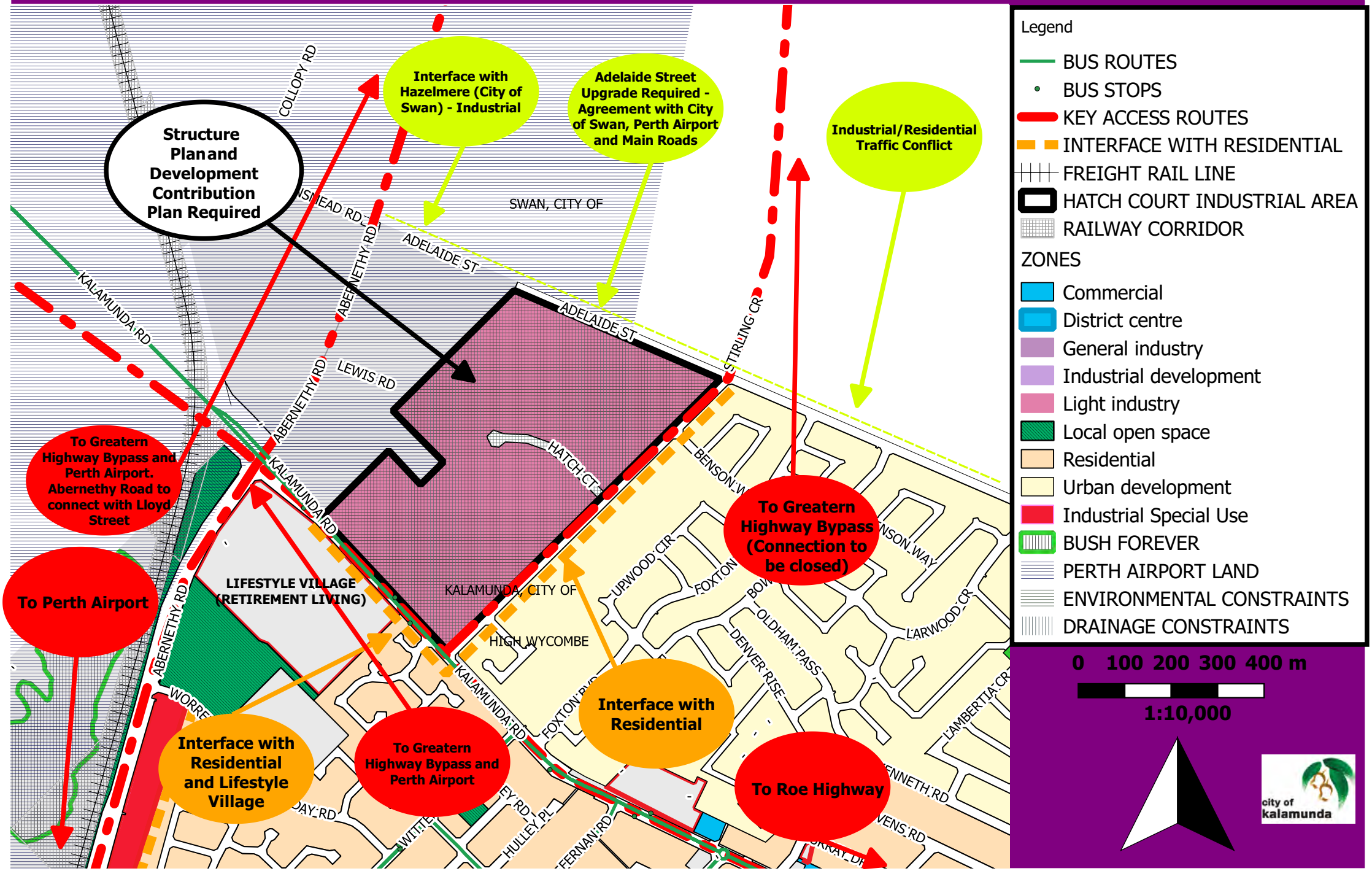
MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA / KALAMUNDA WEDGE OPPORTUNITIES AND ISSUES MAP



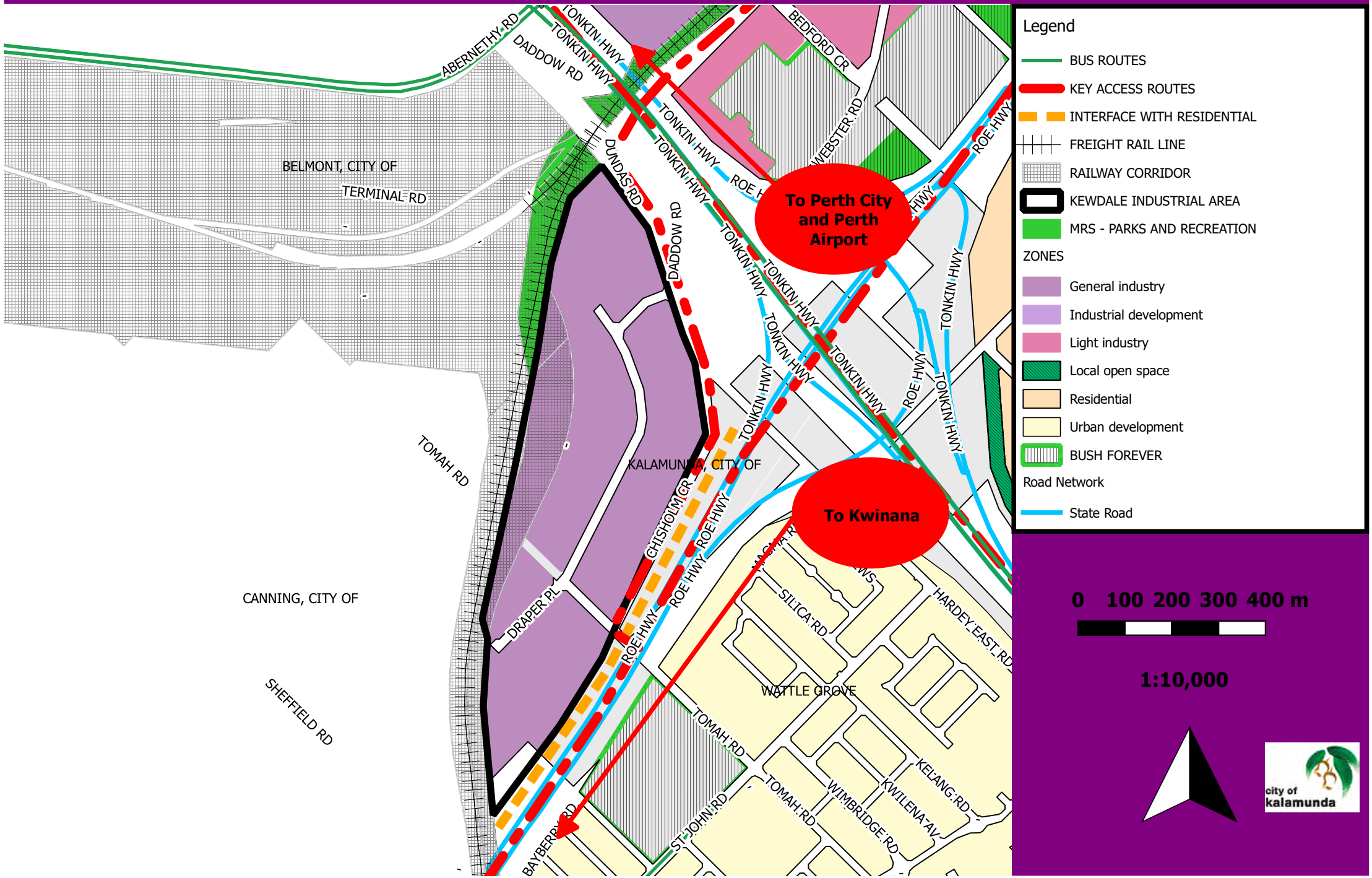
WALLISTON INDUSTRIAL AREA OPPORTUNITIES AND ISSUES MAP



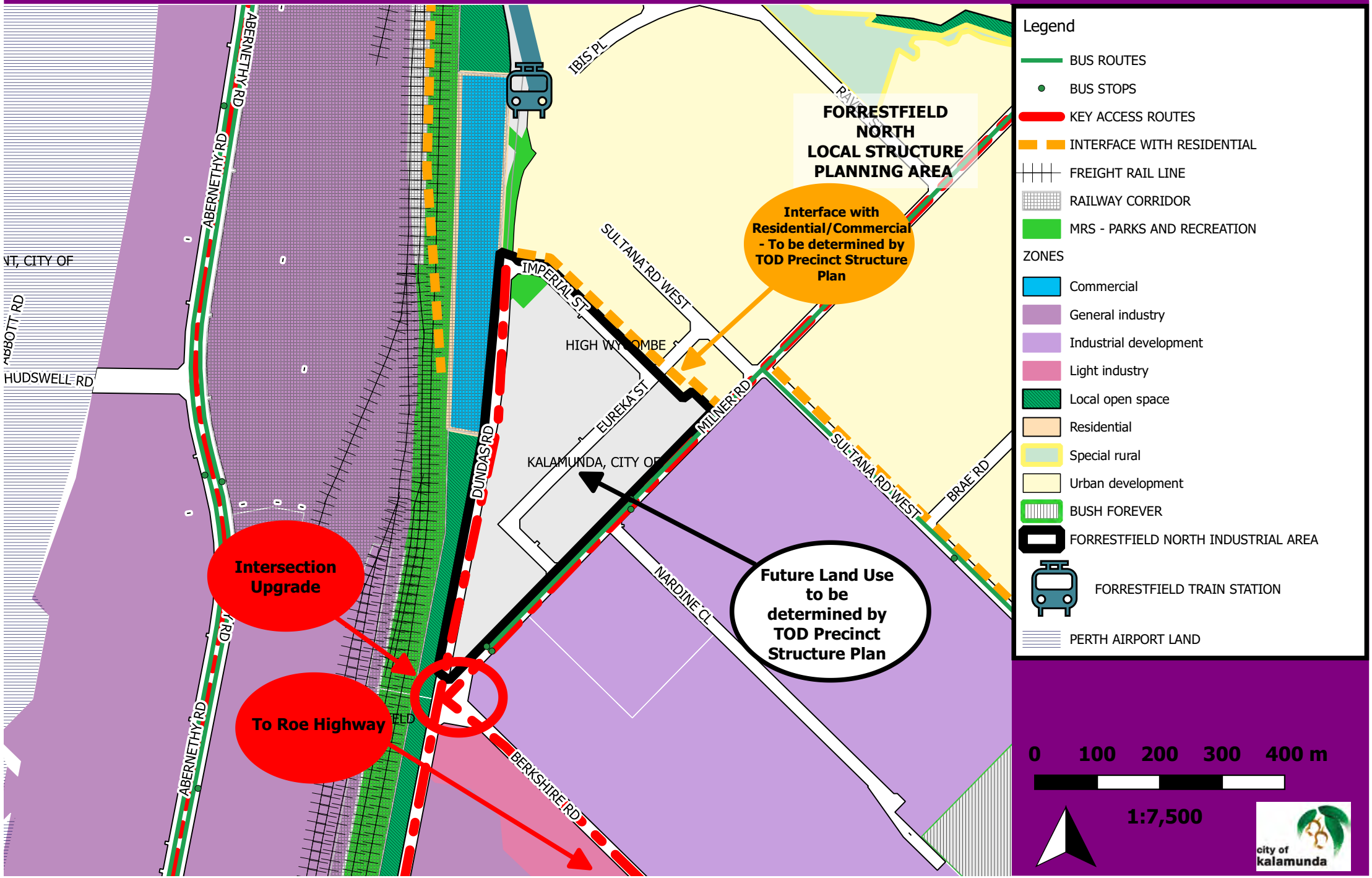
HATCH COURT INDUSTRIAL AREA OPPORTUNITIES AND ISSUES MAP



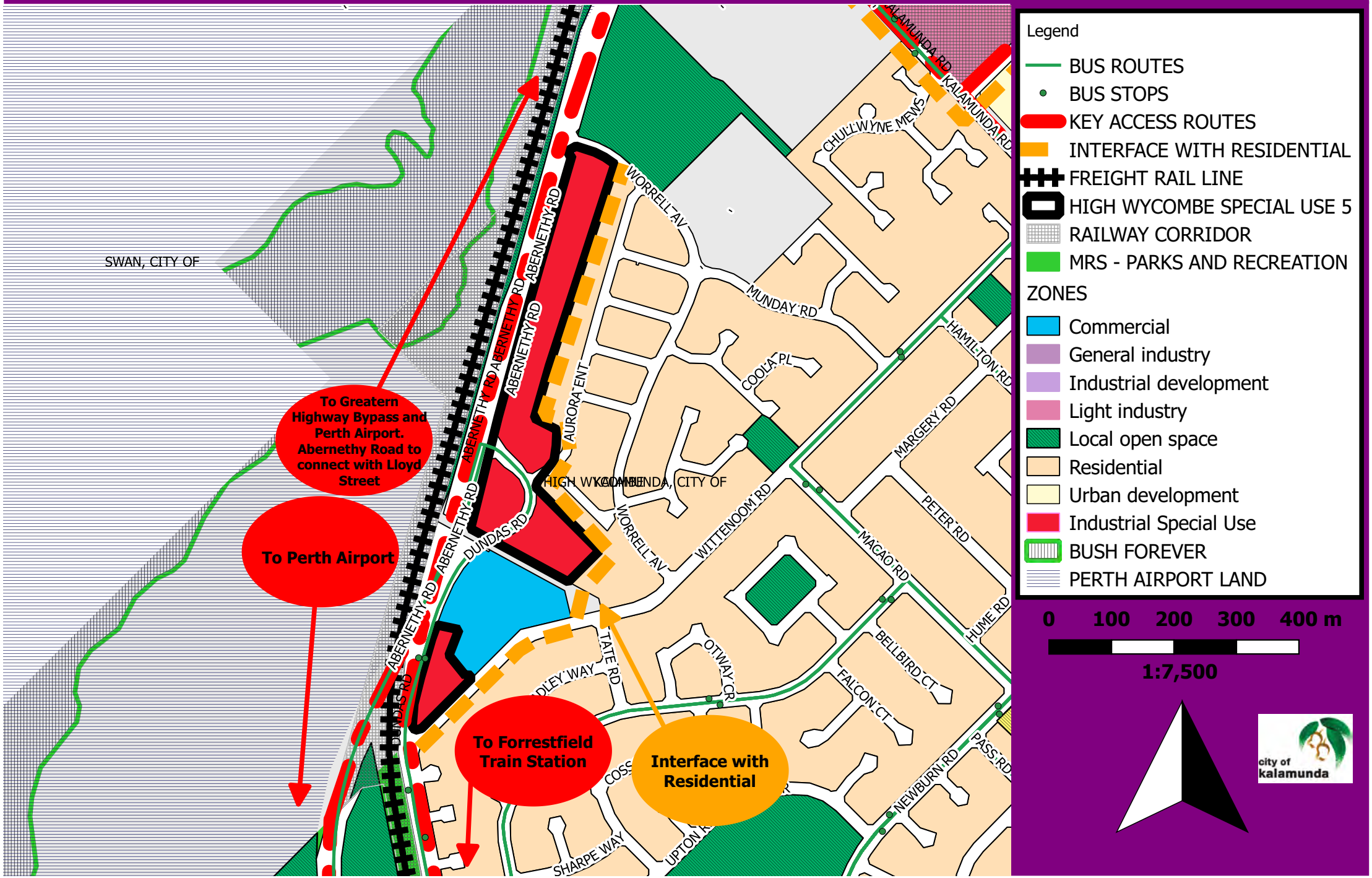
KEWDALE INDUSTRIAL AREA
OPPORTUNITIES AND ISSUES MAP



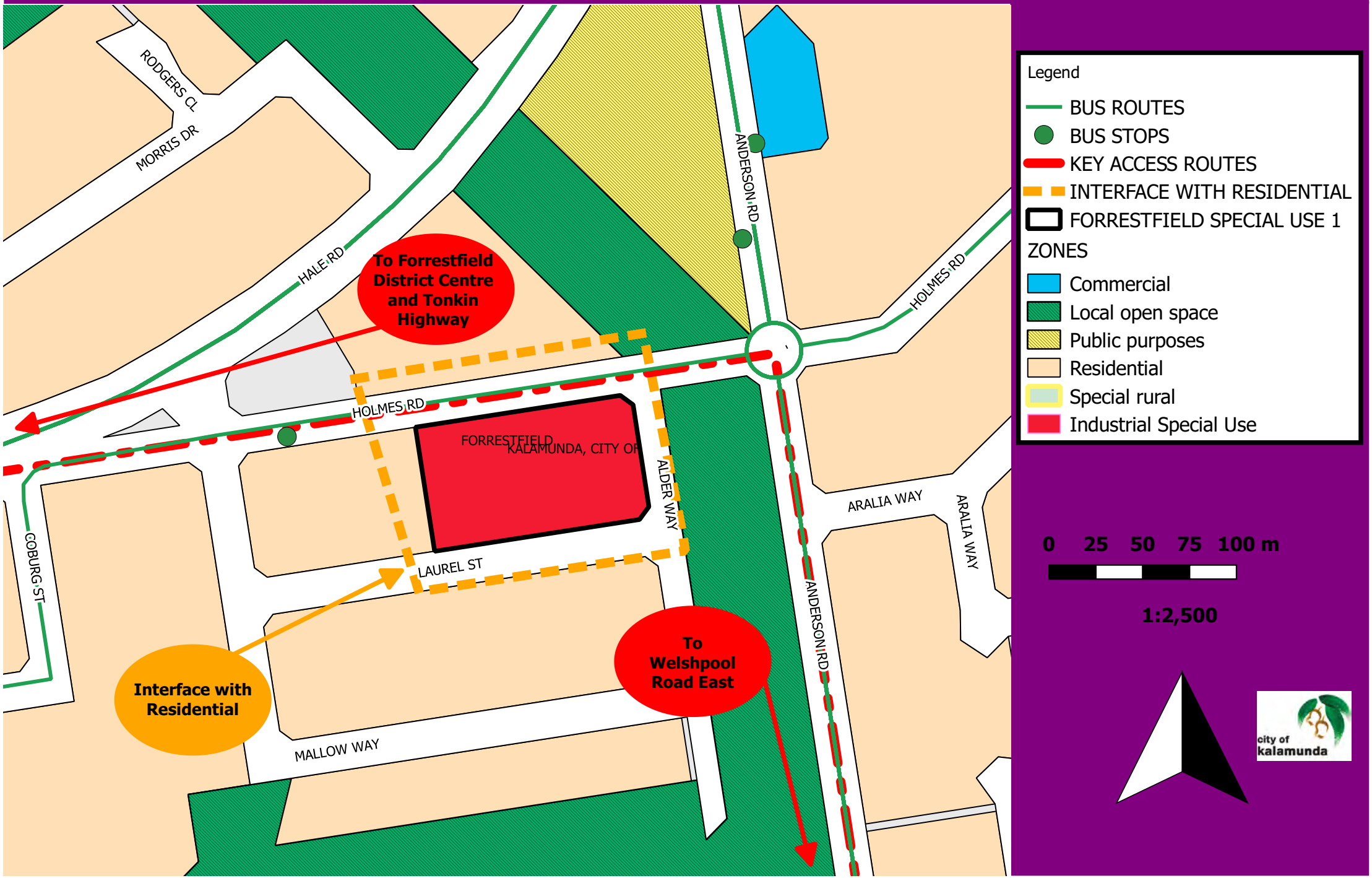
FORRESTFIELD NORTH INDUSTRIAL AREA OPPORTUNITIES AND ISSUES MAP



HIGH WYCOMBE SPECIAL USE 5
OPPORTUNITIES AND ISSUES MAP



FORRESTFIELD SPECIAL USE 1
OPPORTUNITIES AND ISSUES MAP



APPENDIX 6: METROPOLITAN CONTEXT PLAN

LEGEND

Subject Sites

1 Forrestfield Marshalling Yards

2 Forrestfield Industrial Area

3 Forrestfield / High Wycombe - Stage 1

4 MKSEA

5 Walliston Industrial Area

6 Hatch Court

7 Kewdale Industrial Area

8 Forrestfield North Industrial Area

9 High Wycombe Special Use 5

10 Forrestfield Special Use 1

* **North East Sub Regional Planning Framework**

11 Hillview Golf Course

12 Maida Vale South

13 Wattle Grove South

14 Pickering Brook Townsite

* **Future Investigation Areas**

15 Welshpool Road East Foothills

Primary Road

Existing Passenger Railway and Stations

Forrestfield Airport Link

Metronet

Specialised Activity Centre
- University Of WA / QEII
- Curtin University / Bentley Technology
- Murdoch University

Activity Centre
- Perth CBD
- Innaloo / Stirling
- Fremantle
- Morley
- Midland
- Cannington
- Garden City

Office Park

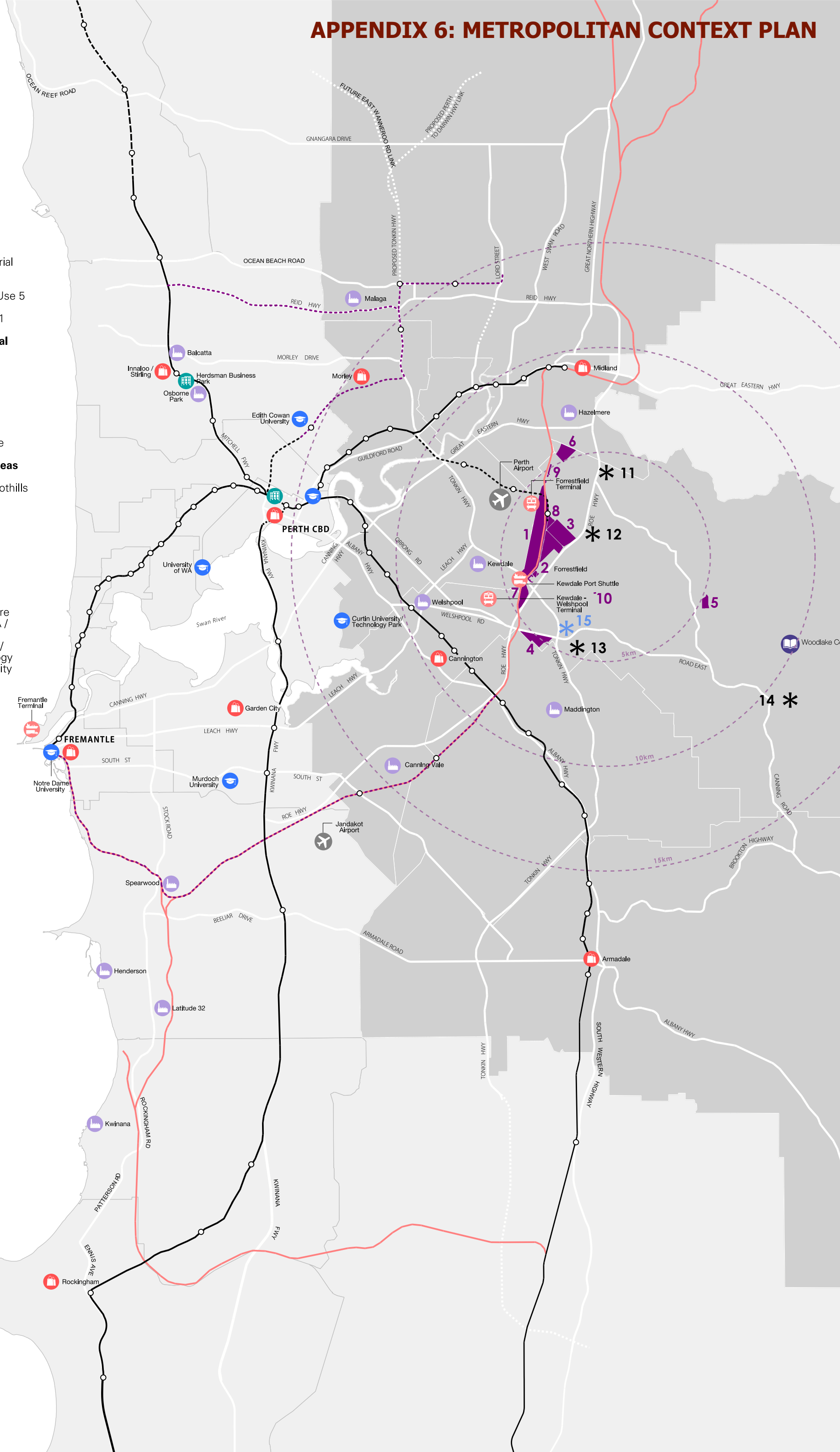
Freight Rail

Freight Terminal

Perth Airport/ Jandakot Airport

Major Industry
- Welshpool
- Hazelmere
- Forrestfield
- Canning Vale
- Maddington
- Spearwood

Growth Region



APPENDIX 7: ENGAGEMENT SUMMARY

Draft Industrial Development Strategy
Community Engagement Summary

Background

The City of Kalamunda's Local Planning Strategy is the framework for local planning and the strategic basis for the local planning scheme. It provides the interface between State and regional policies, strategies, strategic development initiatives and local planning.

Developed in 2010, the Strategy identified a number of implications for the planning of industrial areas in the City, including:

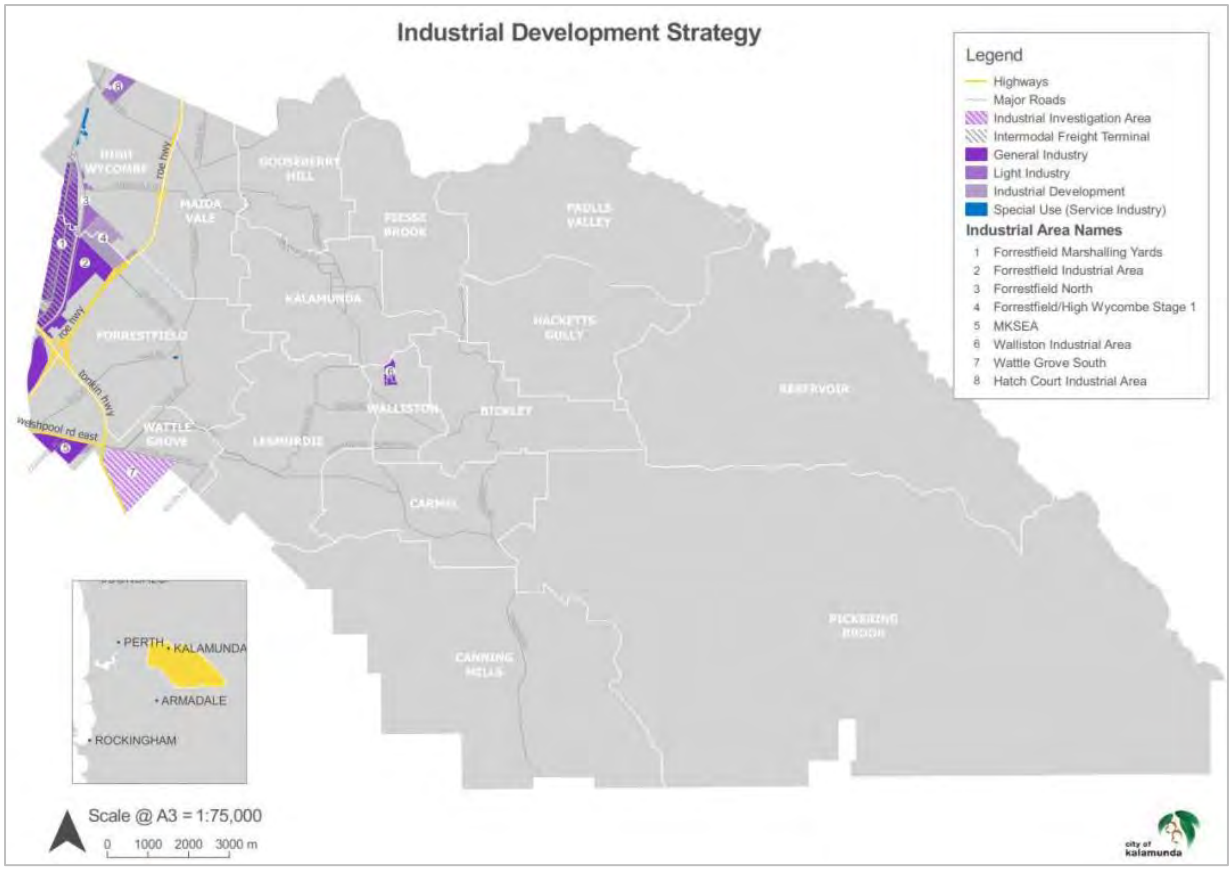
- Ongoing demand for industrial land due to freight rail facility in High Wycombe.
- The City's location is of strategic importance to transport-oriented industry as it is well located relative to major road and rail systems to and from the Eastern States and intrastate.
- Kewdale-Hazelmere Integrated Masterplan (KHIM) and Economic and Employment Lands Strategy (EELS) recommended that existing Rural and Special Rural land to the west of Roe Highway should be rezoned for industrial uses.
- Expanded industrial areas should help respond to the demand for truck parking activity throughout the City.
- Land located south of Welshpool Road East abutting the City of Gosnells to be rezoned to allow for industrial development as a result of the Maddington Kenwick Strategic Employment Area.

Since its conception, there have been some key developments including:

- Forrestfield/High Wycombe Industrial Area Stage 1 planning framework developed for freight and logistics based light industrial uses. Development is progressing in this precinct and progressing as is the delivery of key infrastructure projects.
- Wattle Grove South identified by the State Government in the North East Sub-Regional Planning Framework (the Framework) as an Urban Expansion/Investigation area.
- Maddington Kenwick Strategic Employment Area (MKSEA) has been rezoned to industrial. Infrastructure upgrades and subdivision/development to commence in the near future.
- The State Government's announcement in 2014 confirming the Forrestfield-Airport Link project, resulted in a major shift in the strategic context envisaged by the KHIM and EELS plans for the provision of industrial land in High Wycombe. This resulted in the need to redefine the potential land uses surrounding the future station, focusing on mixed use development incorporating retail, commercial and higher density residential.

To build upon the strategic directions of the Local Planning Strategy (2010) and deliver a new set of objectives updated with the intentions of the latest State strategic documents, best practice examples and updated statistical data, the City developed the Draft Industrial Strategy (DIS).

The vision of the DIS is to enhance and expand upon industrial precincts to accommodate future growth and diversity in industrial land uses and develop modern, efficient and attractive industrial estates that provide for the local and regional community. A map of the areas identified within the DIS is shown below.



The DIS was adopted for the purpose of public advertising on 26 June 2018 at the Ordinary Council Meeting. As part of the advertising process, the City engaged with the public through community workshops, industry working groups, online surveys and pop-ups at local shopping precincts.

A summary of the engagement results is provided below.

1. Community Workshop

The community workshop was originally scheduled to take place on Thursday, 23 August 2018, but was rescheduled to Monday, 1 October 2018 to allow further consultation to take place.

The workshop was advertised through the provision of flyers at all City locations, newspaper advertisements, a letterbox drop to residents in the Wattle Grove South precinct, information on the City's website and engagement portal and emails to registered participants.

The workshop took place at Lesmurdie Hall from 6pm, with over 90 community members in attendance. A number of Councillors and staff were also present.

Attendees were invited to sit in small groups (approximately five to 10 persons) around the room. This was to ensure that each individual had the time and opportunity to share their input during the activity sessions.

An overview of the DIS was provided as well as a breakdown of what constitutes an Industrial Investigation Area. Following the update, attendees were invited to participate in four activities, designed to gauge the thoughts held by the community on the DIS. Whilst the intention was to gauge feedback on the DIS specifically, the questions were such that those that had not viewed the DIS were still able to provide their vision and input.

A summary of the activity results is provided below.

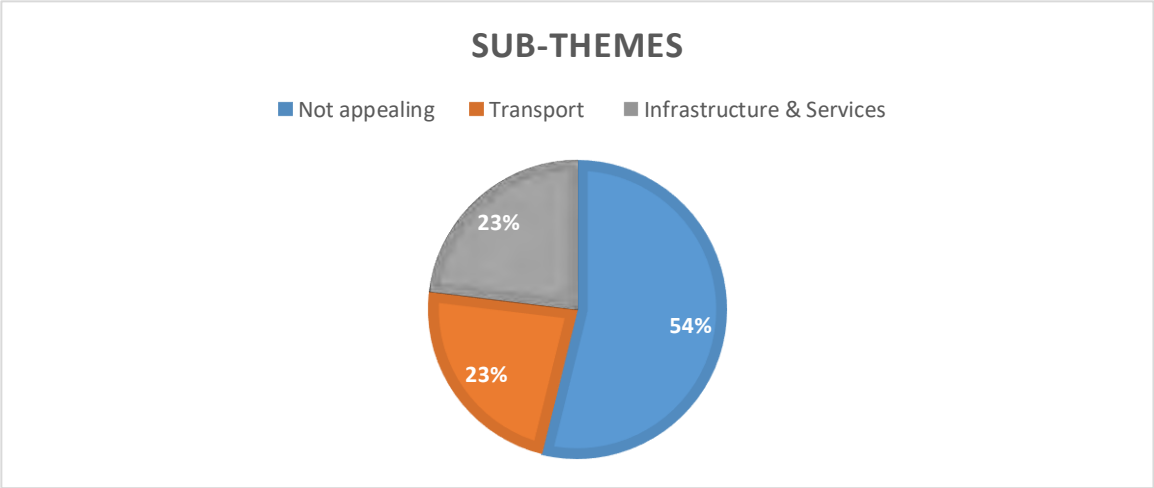
Activity 1: Thinking about the 7 precincts, what makes each of them appealing places to do business/spend time? Provide examples of where and why.

a) Forrestfield Marshalling Yards

The Forrestfield Marshalling Yards are not an appealing place to do business was the most common (54%) response to this question. Respondents believe that the area has no amenities, is lacking in natural beautification and causes noise pollution.

Those that were able to identify appealing characteristics noted its connectivity (23%) as well as the surrounding services as infrastructure (23%).

Not appealing	Good connectivity	Noise pollution
No amenities	Nothing is appealing	Good for transport
No beauty/landscaping	Services	No trees/wasteland
Networked to freeway	No appeal	Close to airport
Well established	Infrastructure	

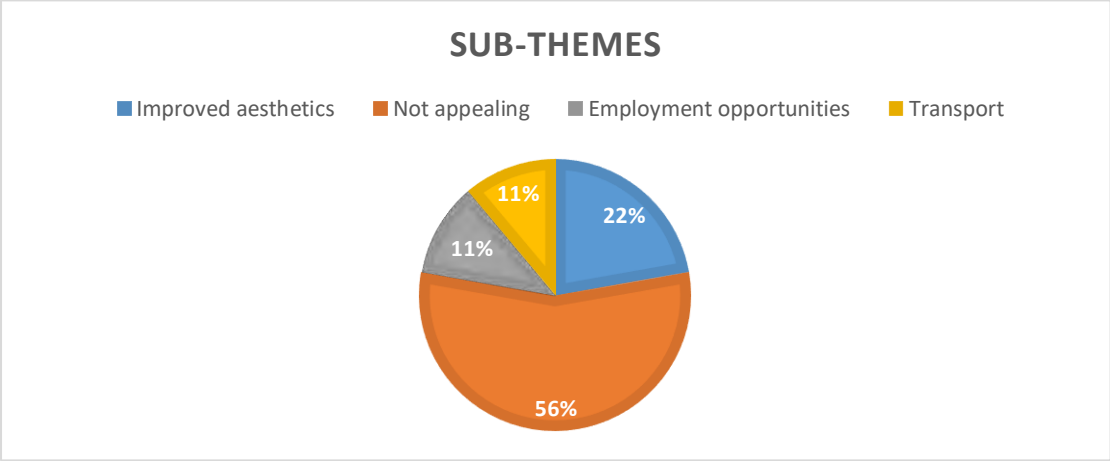


b) Forrestfield Industrial Area

Similar to the Forrestfield Marshalling Yards, many participants claim the area is not an appealing place to do business (56%). A lack of trees, pollution, traffic noise and a perceived impact on the environment were matters raised.

Employment opportunities (11%), an improving feel and look of the area (22%) and transport infrastructure (11%) were all aspects that made the area appeal to some attendees.

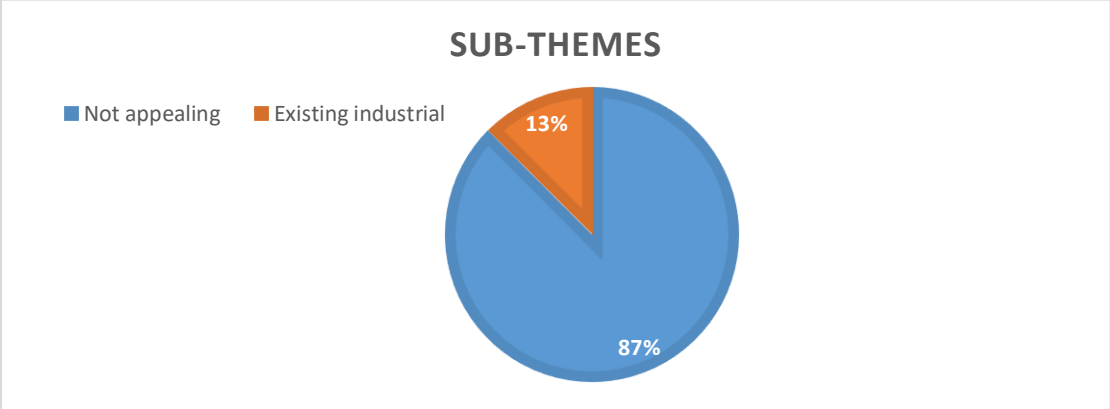
Improving in look and feel	Employment opportunities	Destroyed environment
Buildings are better designed	Nothing is appealing	Trucks noise
No trees	Road networks	Pollution
Wasteland		



c) Forrestfield/High Wycombe Light Industrial Area Stage 1

Participants mostly found this light industrial area to be unappealing, for reasons including its aesthetic, lack of trees, lack of maintenance and poor integration (87%). For others, just the notion that it is an industrial area makes it appealing (13%).

Scruffy	Wasteland	Poor visual
No maintenance	Already industrial	No appeal
No landscaping	Not well designed or integrated	

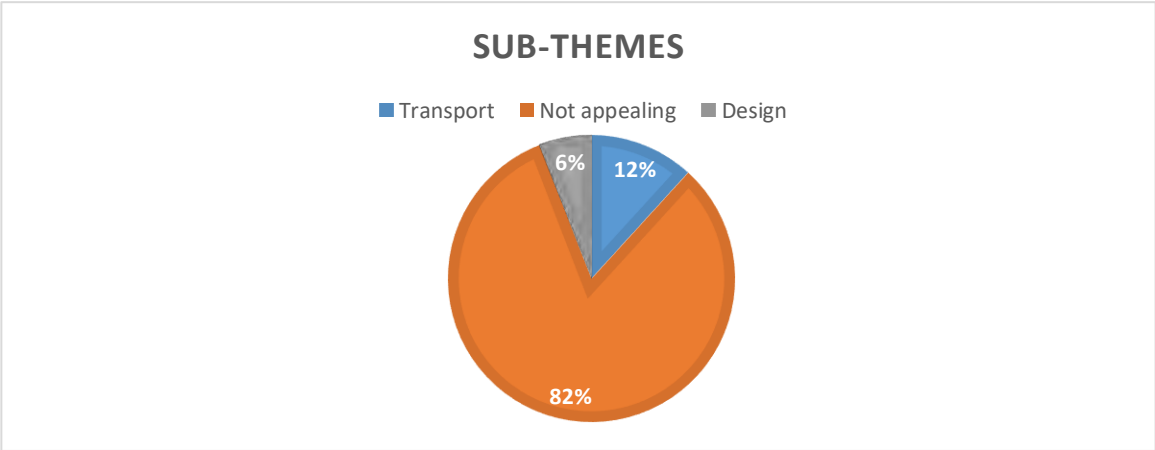


d) Maddington Kenwick Strategic Employment Area

Most attendees also found this industrial area to be unappealing (82%), citing reasons such as loss of environment, lack of facilities, poor infrastructure and lack of utilisation.

Amongst those that found it appealing, building design (6%) and transport links (12%) were the favourable attributes listed.

Rack and ruin	Not fully utilised	Good transport links
Disgrace	No demand for industry	Hale Road intersection - bad
Swampy	Lost environment	Linked
Better drainage	Land clearing/destruction	Sink holes
Bad for environment	Outdated	Environmental vandalism
No cycle paths	Good buildings	



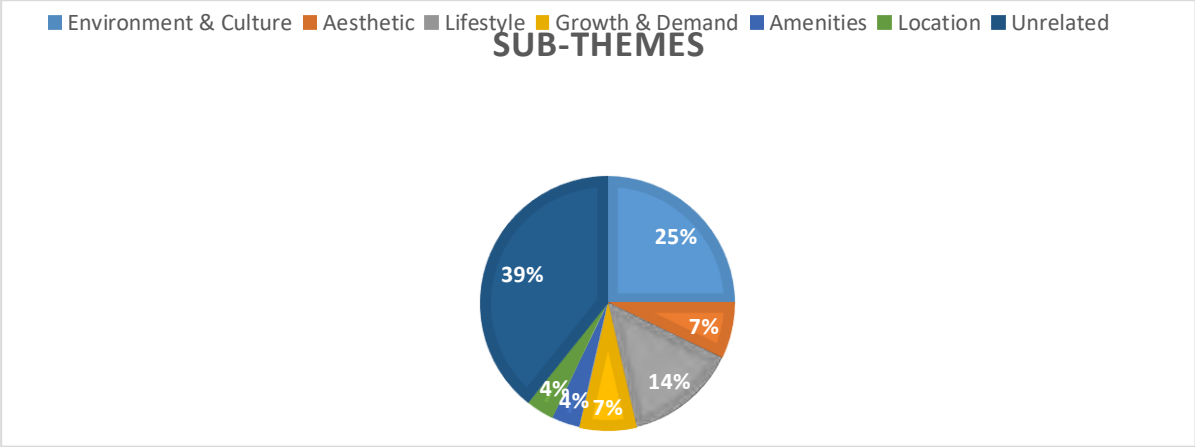
e) Wattle Grove South

Of the areas to do business, Wattle Grove South received the most varied feedback from attendees. The reason why it is an appealing place is largely because of its environmental and cultural ties (25%), with native flora and fauna and an extensive tree canopy.

The area's lifestyle (14%), aesthetics (7%), amenities (4%), location (4%) as well as the demand and need for growth (7%) were other appealing factors listed by attendees.

It is important to consider that there were a large amount (39%) of responses shared by attendees that were unrelated to the question, but are still important to list. These largely relate to the desire to prevent Wattle Grove from being zoned "industrial".

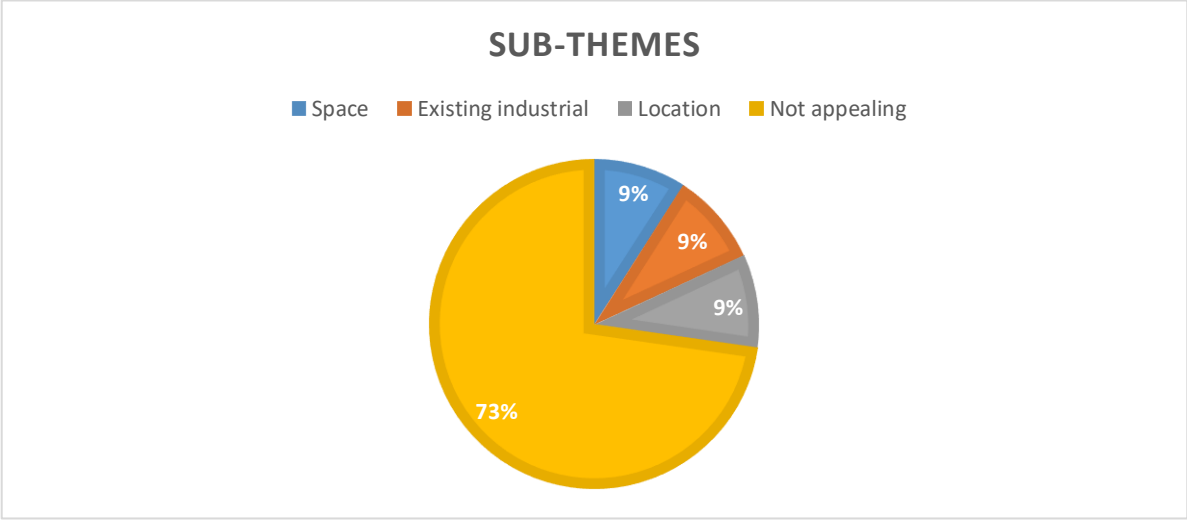
No industrial	Green belt – do not touch	Demand
Save	Semi-rural	Deforestation
Leave alone – Do not touch	Aboriginal heritage	Cockatoos
No Industrial Development	Facilitate growth	Attractive
Semi-rural	No deep sewerage	Greenspace
Increasing noise pollution & high traffic	Lifestyle	Tree canopy
No walk ways, or recreation facilities	Increased traffic	Beautiful
Important buffer	Native fauna and flora	Location & proximity
Country feel	Amenities	Environmental value
Negative impact on visitors		



f) Walliston Industrial Area

Again, many attendees listed the area as unappealing (73%), largely due to aesthetics and underutilisation. Its location away from houses made it an appealing place to do business (9%) for some, along with its space (9%) and location (9%).

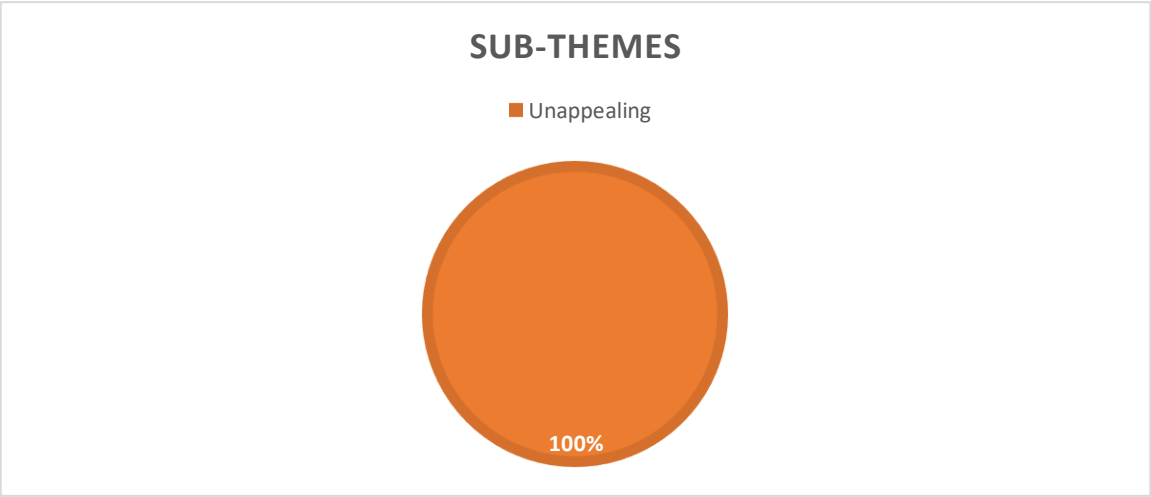
Very scruffy	Ugly	Already industrial
Messy	Under-utilised	Low maintenance
Poorly maintained	Away from houses	Space



g) Hatch Court/Stirling Crescent Light Industrial Area

Attendees were unable to identify an appealing aspect of this area. It was deemed unappealing primary due to maintenance and aesthetics.

Messy	Rubbish	No Maintenance



Activity 2: What are three (3) important business/economic factors that industry brings to our communities that help support individuals, families and community to thrive and prosper into the future?

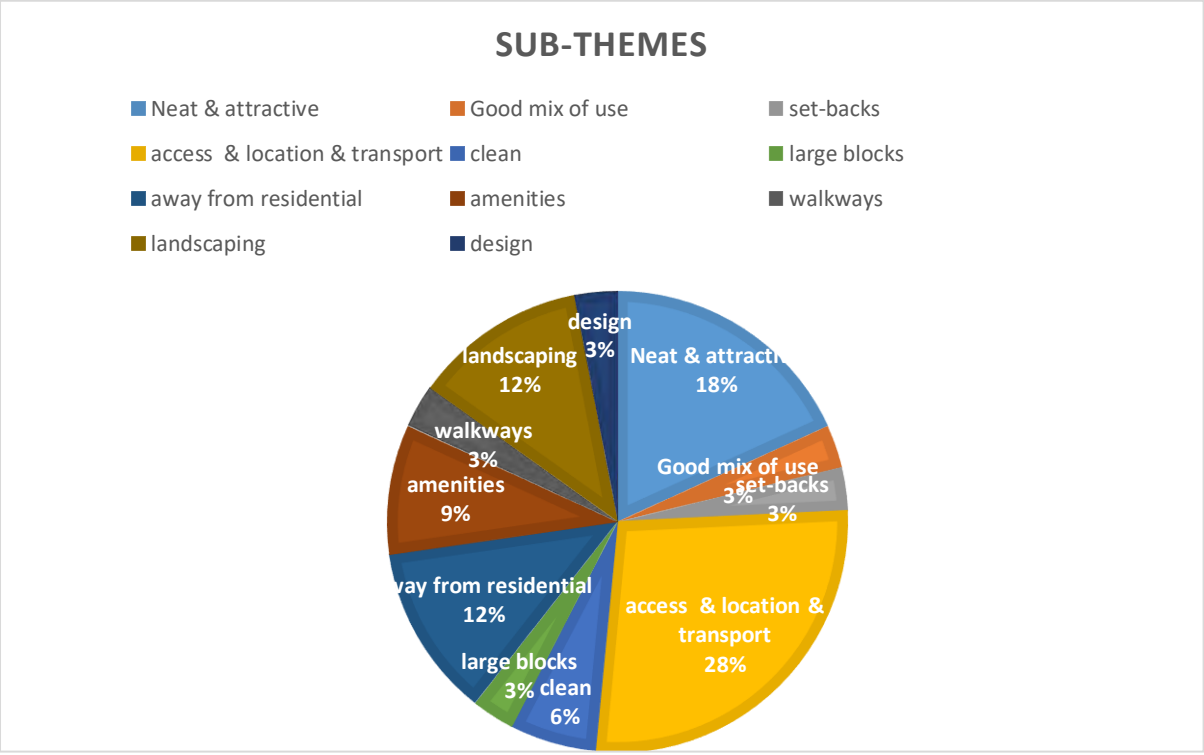
The following factors were listed as important by attendees:

- Economic benefits
- Provision of services
- Employment and training
- Local industry means less travel
- Stability
- More amenities
- More transport infrastructure
- Future growth

Some attendees elected not answer this question.

Activity 3: Looking inside and outside of the City of Kalamunda write down examples of industrial areas that are well planned and attractive for Industrial businesses to locate. Explain why these industrial areas do so well.

When considering industrial areas, attendees were most likely to view an area as attractive or well-planned if it had good access and transport facilities (28%). Another feature that made some industrial areas attractive was neatness/attractiveness (18%) and cleanliness (12%).



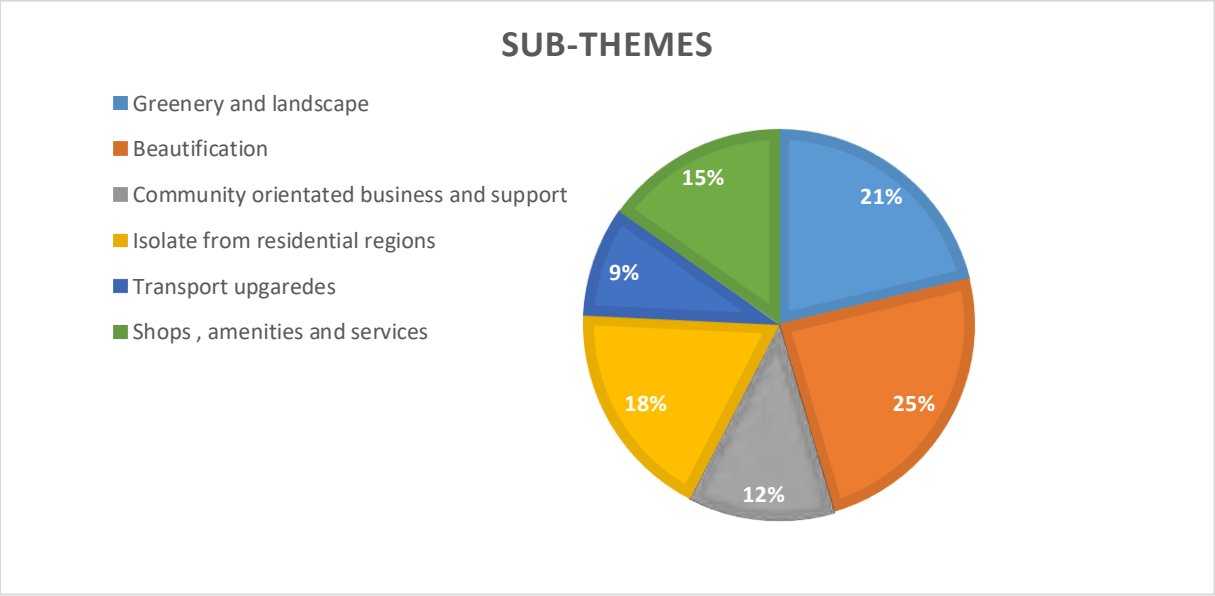
Kelvin Rd - Good access
Malaga - Attractive, neat
Joondalup - Attractive, neat, good mix of business, good street presentation
Abernethy Rd - Good Set backs
Hazelmere - Good street presentation
Canning Vale - Appealing, neat, clean, good access, large blocks, proximity, arterial route, defined business, away from residential area, destination, proximity
Morrison Rd - New building, neat and clean
Cockburn - Amenities, access to walkways, neat, clean, landscaping
Forrestfield - Great access, easy to get around, landscaping, amenities
Airport - Shopping & landscaping, rail link, bus link, freight link
Kewdale - Transport links and away from residents
Welshpool - Access
Wangara - Long way away from us, had poor soils – well designed

Activity 4: How can existing industrial areas be enhanced and improved?

Attendees feel that industrial areas can be enhanced by making them more aesthetically pleasing (25%) through means such as improving the look of security measures, knocking down buildings, increasing maintenance and creating appealing facades.

They also believe that greenery and landscaping can improve an area (21%), particularly through more trees and native species.

Ensuring these areas are away from residential locations was important to some (18%).



Green belt as a buffer around industrial estates	Provide enough parking – accommodate more parking	Mutually beneficial services
More landscaping	Tree scaping	Business to support each other - interact with business to business
Public Open Space	Better food services / Cafes / Healthy choices	Update precinct
Amenities for workers/employees: Gyms, Doctors etc.	Bike links to community for safe and ease of travel	Create branding + identity
Improve the look of security measures e.g. fences plant out with bushes	Public transport links	Industrial areas need to be away from residential areas
Improve visual aspect	Plant more native trees	Make most of existing and available space – infill
Gym	Knock down old abandoned buildings	Keep in one place - destination
Concentrated areas for business – away from residential	Better access to freeway	Verge maintenance
Family business can be encouraged	Have interesting and appealing facades	Heat islands – improve landscapes to reduce heat
Bottle shops	Keep bushland	Industrial precincts are outdated concept – automation is coming
Focus on environmental tourism, visual appeal – NOT INDUSTRIALISATION!	Camouflage roofs – paint green	Keep Industrial areas separate – noise, pollution, trucks, hazards, pollution

Activity 5: How can existing industrial areas be enhanced and improved?

The majority of responses did not identify how existing areas could be enhanced and improved (57% of responses).

Of the responses that did identify how existing industrial areas could be enhanced, the consensus was that a focus should be placed on aesthetics, namely beautification through landscaping.

Value unique green oasis from the city
Green belt will be lost forever!
Increase in noise, pollution, traffic, water pollution
Listen to your rate payers!
Our families do not want to lose homes, lifestyle
Maintain landscaping as compliance
Interface should not be residential!
More industrial areas are not viable – current ones not viable
Exclude Wattle Grove from Industrialisation
Remove Wattle Grove from agenda
Utilise existing industrial areas, infill
Improve compliance to existing town planning schemes, stop industrialisation in non-industrial areas
Keep as many established trees as possible
Maintain greenbelts around communities
No increase and no new industrial areas
Improve look and landscaping in existing industrial areas
Protect established residential and semi-rural areas
Buffer established areas from high traffic noise with greenbelts and bush buffers
Trucks need to remain on major traffic routes – no shortcuts
Landscape and buffer from visual pollution
Improve visual appeal – landscaping, building, maintenance
Lose uniqueness

Other comments

During the workshop, attendees also provided comment on the DIS outside of the planned activities. The majority of comments reflected a common theme – a disapproval for expanding industrial areas and disagreement with the content provided in the DIS. Attendees expressed the following opinions:

- Totally reject all industrialisation
- Destroying homes/family/environment/family history
- Pollution of Waterways
- Destruction of habitat and food for native birds and animals

- No demand for increased industrialisation
- Retain green belt around residents – keep the appeal of the environment
- Attract people to the hills with the environment – not industrialisation
- Strategy is poorly written
- Workshop should have included a fair sample of City's population
- Remove all references to Wattle Grove
- Focus on environmental tourism, visual appeal – NOT INDUSTRIALISATION!

Whilst the workshop revealed that many oppose industrial sites, it is important to note that there was a small sub-section that were eager to see existing areas improved and enhanced through the delivery of the DIS.

Community Workshop Summary

In consideration of the activity results, it is understood that residents largely feel the industrial areas presented are not "appealing places to do business", regardless of whether they fall within the City of Kalamunda boundary.

However, when asked to share their examples of well-presented industrial places, respondents raised several of the same areas presented to them beforehand in Activity 1, including Forrestfield, Kelvin Road (Maddington) and Hazelmere (Hatchcourt/Stirling Crescent). This could be for a number of reasons.

Across the activities, it was identified that areas that are aesthetically pleasing (i.e. neat, well-presented, set-back from the street and well landscaped) and close to transport infrastructure are more likely to be perceived as "good examples" of industrial areas.

The majority of Draft Industrial Strategy community workshop attendees resided in Wattle Grove (>85%). During earlier community consultations, the majority of residents who reside in Wattle Grove expressed a desire to prevent any progress or industrial-related land use options in the area. As such, this workshop's results are likely to have been significantly influenced by this demographic and their views on industrial areas.

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2. Focus Group Meeting

In mid-2018, the City wrote to all industrial land holders in the City of Kalamunda and potentially interested community groups or members, inviting them to nominate to be a part of an Industrial Focus Group. From this, the Group was formed, comprising 15 members, representing various businesses, groups, government departments and land holdings. Two City Planning Officers were also in attendance.

A Focus Group Meeting was held at the Zig Zag Cultural Centre in Kalamunda on 16 August 2018 from 5pm, running for approximately 2 hours.

City of Kalamunda Planning Officers provided an overview of the City's Draft Industrial Strategy and the considerations behind its development.

Participants were invited to take part in a number of activities to understand why they wanted to be a part of the Focus Group and what they believe creates an appealing place to do business.

A summary of the activity results is below.

Activity 1: What the attendee's interest is in participating in the Focus Group reviewing the Draft Industrial Development Strategy for the City's industrial precincts.

Owner of land in Wattle Grove Industrial investigation area
Interest is in Berkshire Road
We have land in Forrestfield Industrial Park, I am also Chair of the Industrial Lands Committee at the property council
Owner and Occupier of land in Walliston industrial area
Hopson Group, we have property in Berkshire Road and Norma Road
Director of Industrial at Saville, interest across all industrial areas and we have been involved in Forrestfield & MKSEA
Senior Leasing Development Manager
Land Use Planner & land owner
Represent properties in MKSEA
Represent properties in MKSEA
Owns Magic Garden Supplies
Member of strategic planning team
Freight and Logistic Council WA
Freight and Logistic Council WA
Rate Payers Association & Resident Wattle Grov
Developing MKSEA

Activity 2: What makes the City of Kalamunda an appealing place to do business?

Transcript and logistics perspective, the City of Kalamunda's western borders are absolute prime, Roe Highway, Tonkin Highway, covering all of our freight traffic, everybody wants to be as close as possible to the Roe and Tonkin highway. So, sitting alongside both of those highways the City of Kalamunda is in prime position for industry.
Kewdale and Welshpool district are built out (larger blocks gone) therefore all of us in this room need to look for greener pastures. The City of Kalamunda has got the land, can take full leadership and release some land and very quickly, I promise you there will be people in this room who would be delighted to take this opportunity up!
I would like to say that the City of Kalamunda precinct around Forrestfield is very attractive to prospective tenants, given the fact that it can service the whole of Perth from this region.
From a freight industry point of view, the access to the major road networks but also from a rail point of view with the terminal there in Forrestfield, it's very attractive from a transport industry point of view to be close to that prime infrastructure.

The manufacturing industry has been destroyed around Perth and we have tried to take it out to other areas, but the biggest need will be warehousing and storage and feeding Perth when/as it grows to the enormous population it is going to grow, it will follow LA.
You've got land across the whole of the industrial regions across Perth, and a lot of people want to orientate around that region because of its prime location.

Industrial Estate Amenity

"Peter mentioned in his presentation the service and amenity is something that is massively underdone in Perth, quite simply, staff don't have anywhere to go at lunch, and they don't have anywhere to go before or after work. People want convenience. They want services and on their door step and they want a reasonable level of quality, and that's very important when you are trying to target the large-scale industrial users. The management of those companies expect that type of amenity offerings. It's massively underdone in Perth. I can't think of anywhere who does it well, so I can't give you a good example. I know some of the projects we are working on, are anticipating amenity planning like this and are aiming on doing it well."
"Just a bit on what Matt said, and working experience with MKSEA and Link Property Group, with Matt and his clients, we have had some (almost) spot re-zonings occur in our industrial areas because our existing industrial zones and their land use permissibility's don't allow for that service and amenity. These could be a 24hr gym for the workers to go to after work or potentially some high-quality fast food, Zambrero's, Nando's that sort of thing. To be honest, some of our zones don't have permissibility, whether it be for a 24 hour gym or for some high quality fast food and Petrol stations to be honest, some of our industrial areas don't have this permissibility and so we have worked through some spot rezoning's to provide those services and amenities. From a planning perspective, you try to avoid spot re-zoning when you can, but sometimes they do have merit and in those circumstances they certainly did. So I think something we want to take out of those experiences, something we are hearing from our new industrial developers, is to provide some of that flexibility in our planning scheme?"
"This is to ensure there is appropriate planning controls around those uses but not to have to put prospective developers or land owners through the rigmarole of a scheme amendment and having to ask the Minister for Planning, to have such a use. So that permissibility from the on-set within our town planning scheme is quite important, something that we will definitely take out of recent experiences and we want to try and get within our new local planning scheme."

Open Space Amenity

"The last few land developments we have done in Wangara and also in Tonkin, there's been some public outdoor use areas they're really important, some where people can bring their lunch and enjoy the sun, along with covered areas. Whether your expand that and do outdoor weights areas and do more leisure integrated stuff, I think that would be good for shift workers in large companies to have access to those amenities. Further to that, the issue you've got with the re-zoning is that you still need commercial industry to take up the opportunity and when you go through a project at the start of it, its vacant land … you've got to put amenity into it (industrial area) but they don't have a customer at that time in that space, so you have to offer some kind of planning or financial incentive for this to happen? If you don't offer that in the terms, like "scheme and contributions that are less for the person who develops it", because there has to be something in it to make it financial within the first five year period, for that kind of development to take off? So we have had

issues with getting those developments in prime infill areas and in external areas in the past and that's only going to be harder in the future."
"Local open space possibly within our industrial areas, that are appropriately located and centralised maybe orientated towards fitness equipment for a bit of break for employees?"
"You look through other states where areas they do it well, I think we are catching up, but I think that it (Amenity) is a big thing, a big selling point?"
"I think the amenity in terms of outdoor space as well is one thing, and to try to co-locate that with drainage where you can. Then commercial is another thing, and I think an example where I think it has been done quite well is what the Coxen guys did with Kewdale Tavern, which is actually of a good standard. I know that it's a bit of a labour of love, but I think we are going to have to end up subsidising people/developers to provide that amenity in the early days, and there's other ways to incentivise that."
"I think the other thing really from a planning point of view is that over time we are going to see greater fluidity on the way people use these spaces, in terms of particularly some of the areas where we found companies wanting to co-locate head officers alongside their Warehouse, so the ability to be flexible on how much office goes inside those industrial areas, is another area where we see sometime a slightly more rigid approach, than might be for the best?"
"There's also some existing opportunities within some of our industrial area for maybe some open space, there's an Italian club where they put a proposal forward to create some public open space with a community group. It's within an industrial area, it had raised some concerns, but hearing today that there is a need for a little bit of open space and amenities, where we thought "why would we want to put open space in an industrial area?" It is good there is a different view in the room, which is good to hear. It's not just about having the land developer provide it (POA) but it's capitalising on some existing opportunities, on the existing land uses within these industrial areas that are transitioning, so that's something interesting."

Car Parking Requirements

"The other thing, I think we must look at, is the analysis of the carpark requirements for certain developments. We are looking at doing a commercial development in Forrestfield and based upon the classification of the buildings, and the required number of bays, it's going to limit what we can put in there? So, the fact that there are some issues about the quantities that are set in the guidelines (that really can't be achieved) and us now having to go to full council to get approval for it, is this going to delay the process even further, when there is an obvious fix for us?"
"Maybe some flexibility. For us under our current scheme any dispensation? It affects larger sites more, smaller sites its not so bad, it just doesn't make sense?"
"It's going to become a bigger issue, because automation is coming and it's the reality of the industrial space, we are going to get bigger sheds with less people, and that's a reality of life!"
"Then you off set the street parking, there's a lot more industries taking over, transport, it's all combined in these areas."
"The City of Belmont adopted a resolution quite a few years in relation to the Kewdale freight terminal, where they assessed car parking based on the number of staff, plus a component of growth in that. So that it took out that (one parking bay per 100 square metres) which really doesn't work for those massive warehouse type facilities. The other thing I'd say on car parking which has come up quite a lot through our inland port project, particularly in Canning Vale, there's a lot of "on street parking". There isn't enough parking for the people that work there (Canning Vale) so they are parking on the street, which then

makes it difficult for the heavy vehicles to get in and out and deliver containers. You often see trucks parked up in the middle of the road offloading a container onto a verge then trying to pick up another one. Front setbacks are also getting used as outdoors storage and laydown as well. Car parking, I 100% agree the ratios don't work, but there does need to be a bit more of a balance to make sure it's not impacting on the efficiency on the street network as well."

Traffic Flow

"The City has to try and look at using the verges in a more effective way, like in Forrestfield. At the moment the City has come in and put up No Standing Zones, so no one is parking in the street, but now everyone is parking on the verges and damaging sprinklers. You can't have it two ways, you either have to have a maybe utilising the verges, along Dundas (there's a massive big verge there, that I want to try and buy off the city, there's too many hassles to go to try and buy off the city to try and use it for something). So, then I went back to see if we could possibly look to use it for parking, but then I just got nowhere with it! Maybe there is a way to use that land for something else rather than just parking in the street?"
"Walliston's quite an important industrial area for the city, its one of our only *general* industrial areas. Most of our industrial areas are light or industrial development which is transport logistics orientation. Walliston is one that is *general* industry, so there are some more manufacturing and emission type uses that can go in there and its one of the only opens we have and there's a very small section in Maddington/Kenwick that has the general industry zoning, so not to under-estimate Walliston."
"I think with the type of verge parking, all those types of issues, it all comes down to the amenity that the City is willing to accept through that verge area? So if you are willing to invest in a higher degree of turfing and that sort of stuff, it's going to encourage people not to park on the verge. We have prime examples where we have an entrance statement to an industrial area that we would like to have a clean and crisp, a great entrance where people feel like there is a destination they are arriving to. But the resistance from the City to turf and create greater destinations has been there in the past?"
"I think if it's well-maintained, people then respect the area they come to. If they don't get that, then a lot of the nuisance starts to detract from it and then people frown upon it, disrespect it, because if it's just bare earth and a couple of trees, people will park on the verge."
"We tend to find with the smaller lots, there's probably a mismatch with what the industry does and the area of land they need or maybe they have grown over time and they're outgrowing their premises? But they tend to use their front set back area, which is their staff and visitor parking, for container storage and outdoor storage. It's rife through Canning Vale and Malaga, so that then pushed their stuff out onto the street."

Cycle Paths

"Within the industrial areas do you think shared use paths is part of the general cross section without the lined cycle lane? I think their preference is protected cycle lanes."
"In the industrial areas it's not too bad, it's the big key road routes. I think everyone would be happier if the cyclists and the cars and the trucks were separated and I recon it would be a great sales point and could be a general amenity. I think that's a really good idea."

"I don't see any need for the cycle paths to be separated from pedestrians though, because realistically, there's very few pedestrians in the industrial areas, no one walks. So if you have got the footpaths, make those *duel use*. If we start going down the path of having to put dedicated cycle paths in, that will take quite a bit of land, cost, and open up other things that I'm going to go into, if we have the time, on the issues we've got, when you look at areas like Wattle Grove South, the margins are very thin because the existing improved semi-rural lots have already got very high value, so to go in and buy the land and make industrial development work, in many cases its not economically viable. So, if you are trying to put in cycle paths and public open space and those types of requirements that means the land price must be best and the economics are even worse. So it's great to have these ideas about what we could do but we must be realistic about what is economic."

Enhancing Industrial Existing Areas

"I think a big problem, with Walliston Industrial area is its size and its lack of potential to grow, what that means is, who comes and spends money there? I don't see anyone else in the room who wants to spend there, because how do they spend it there's nothing to develop?"
"To make it more modern and appealing, we also know that a lot of those land owners have owned that land for a very long time and are potentially are not prepared to spend a lot money themselves as land owners to develop or make it more modern or appealing, so unless the City is prepared to do it, I don't know who does."

Future Demand and Industrial Growth

"We also want to consider different factors in terms of industry, population, technology, do you think there is limited high demand for industrial land currently as people who are out there in the industry and what do you think it is going to look like into the future and what do you think the City's role might be in assisting to cater for that future demand or lack of?"
"I think there is a lot of us in the room with a bias towards industrial development, however we have gone through some very challenging years in the industrial market and right now there is not a shortage of industrial land in the market. Right now we have enough land there's people in this room that are sitting on significant amount of industrial land right now, so right now I don't think that right now we have a shortage of industrial land, however, we are going into the era of e-commerce, its going to get bigger and that require a hell of a lot of warehouse space. So we will have a shortage of industrial land for that type of larger format facility, we don't have it right now, but you guys are here to plan for the future, so looking at what will grow, Wattle Grove South, it's an obvious interest area. But I think you need to be careful on how you go about with the release on that type of land. Big blanket re-zoning on huge tracks of land, are not necessarily in my opinion the best strategy, it has a negative impact on people that live in the area. So thinking Latitude 32, where there's a lot of people still living down in the middle of this zoned industrial area, its 30 years old and nothing's happened. You could realistically end up, putting people who live in those areas, in that type of situation. I think you should precincts any large format re-zonings, I don't think you should do 140 acres of rezoning overnight. You get fragmented development, you get poor long-term outcomes. As we see in Forrestfield, where you get high quality development in piece and poor quality elsewhere and in that whole mix owners. If you had done this in precincts that area you would have, key to that is providing the infrastructure up front, I don't think any industrial development

should be provided before infrastructure is in place. If you put the infrastructure in place at the beginning, you have done it in two precincts, I would be very surprised completely built out by now."
"No shortage of industrial land … but shortage of large format facilities and release strategy."
"Because its Kalamunda your obviously just looking at the North East Regional Plan, but do you have to consider that the MKSEA area and Wattle Grove South they boarder City of Gosnells and that is the Perth and Peel Subregional Plan and the Perth and Peel Subregional Plan is for a major growth area through that corridor down as far as Mundijong, through to Rockingham, and there is a lot of Industrial land allowed for in that corridor. Kalamunda doesn't have to have lots of industrial land because there is lots of Councils with industrial land close by, it doesn't have to be is something that Kalamunda Council does."
"I certainly echo the earlier comments that it doesn't feel right now that there is a shortage or tightening of industrial land. Predicting what we need moving forward then gets particularly tricky and look at some of the earlier industrial developments, and then looking at the intensity and how we are going to use our land in the future, it's really hard to predict. For me I would consider what kind of exposure do you want to logistics? The way people are now using space is changing so quickly, we could end up going very big or we could end up going very small, I think it is incredibly hard to pick how the future will look in regards to industrial development. I do think the point that was made that if we do get the port, if that is committed in the second term, because that will move the centre of gravity pretty quick, of that land that sit out to the East of that will become more significant, it's actually extremely hard to answer your question."
"I also pick up your point on fragmentation because putting together the MXSEA caused brain damage, I don't think I would want to do that again. You need to drive a focus in the area rather than fragmentation, otherwise it's a struggle to make it work. A good example of this would be Hazelmere."
"We have plenty of industrial land right now, there is any amount of industrial land available but a major cost to the business isn't the buildings, it's the transport and freight. And if you say to a tenant who wants a warehouse in Perth "I'll give you a free building in Latitude 32, they will scratch their head as to whether they will take it."
"Depends, when Perth hits 3.5 million, there will be some business with Southern operations, some with northern operations. Then there will be central operators that will still want central operation centre and if it is today or in 20 years' time when Perth is at 3.5 million, you will still want to be on Tonkin/Roe Highway."
"We sold land in Forrestdale and we you would think with the amount of urban sprawl in that area that land would be attractive in that area, but it is not. It's still core and East focus, primary land is to the east."
"Well you don't want to end up like Latitude 32, I've got land in there, the whole region is 1600 hectares, and they have only released the first stage and have not yet sold that out? There are so many people waiting for the Port to happen, it maybe ten years before that might go ahead. But they have gone ahead and canvased that whole area, saying that it may go industrial, but meanwhile there is no money to go ahead with development. We have pitched to so many businesses to move logistics to Latitude 32, but people want to be in the centre, one central location to distribute throughout the Perth region. I agree with Matt, you don't want to go ahead and rezone the whole area warehouse next to a house."
"Looking at Wattle Grove South, you have 140 hectares you could easily precinct that into 5 zones, if you don't allow, I think this is key in my opinion, if you stop development prior to infrastructure, then you stop a lot of problems in rezoning industrial areas. If you allow industrial development to occur, prior to infrastructure, then there will always be a huge time lag going between from rezoning through to completion of the industrial precinct.

If you say infrastructure has to go in before the precinct can be developed, it would be fantastic if the City can do that, then you allow the private sector to come along and see that this is actually manageable and we can make this area happen and in order to do that that private sector is going to have to have the bulk of those owners in that precinct on board, so you automatically resolve the problem of houses next to warehouses. There are always going to be some, but if you have 75% you can go in and make that infrastructure work and hopefully everyone in that precinct will be happy. Then the next precinct doesn't have to happen for a year or ten years."
"I think the comment that was made is that *don't open the area all at once*. If you are going to fund and support infrastructure, you do it in stages, which will make it easier for funding. And in terms of do you make it all industrial? In terms of is there a demand there at the moment?"
"The City of Gosnells town planning scheme is in for endorsement at the moment and they are in the final stages and the land that joins this land for this precinct in Wattle Grove South, and the land that will be in that zoning is going to be rural residential until 2050."
"There are a lot of people here who do not want to see Wattle Grove South come on the market now or in the near future, and but quite frankly there is a desperate need for it because of the population growth. We have jammed highways and will have some of the most congested in ten years' time in Australia. Shortly (Politician) has alluded to the fact that grade separation will come on these major arteries, including those around Wattle Grove South, not in this term or the next, but as a bait in the future, that will cause grade separation of roads around Wattle Grove South. At the moment we are talking about in the commercial industry, a lot of people range from 4.5 work with in the district up to about 14%. Only 1.6% in total in all work, that is available in Byford, work in Byford. People don't want to take their warehouses to Byford, traffic and distance is a major thing. There is a need to develop Wattle Grove South."

Grade Separation

"City of Kalamunda was strongly advocating for Grade separation on Tonkin Highway and we have announcements in relation to both Welshpool and Hale Road intersections, that are now set for grade separations originally that was on to be planned by Government for 20/30 years down the track, we were quite happy with our advocacy. We are also behind grade separation for Roe Highway, Berkshire and Kalamunda Road. So this question was touched upon Kareena presentation, one of the things that local government could do, was to make sure that the road infrastructure good. So we want to know are the road and freight networks supporting industrial freight movements sufficient for the future in the City of Kalamunda and how could they be improved? Is that what is appealing?"
"I think that is what is appealing being right on Tonkin and Roe with access for heavy vehicles to come into the area. Some feedback we have had is around the oversized vehicles, you also have transport companies in the City that are heavy haulage operators that are moving large loads. So some discussions has been that on the local government roads, providing that safe access to the main highways and making sure that the roads are suitable to freight tasks for those regions?"
"LandCorp can be helpful, because access into the development is critical, access needs to be collaborative to drive for an outcome to get people into these estates safely on these arteries. Main Roads will fight you tooth and nail for any access. Anything LG can do to support."
"Grade separation on Welshpool road is potentially going to be a big issue."

"Don't be afraid to lease out the design process ahead, start in advance. We commit to a lot of things, we start pushing for Main Roads to get intersection approved and that would help if these were started in advance. An example maybe Cauldwell and Welshpool, having some time to design up that ultimate intersection, dealing with Main Roads, don't have to build it yet, but getting that process started, so when someone wants to come in, we have started discussions."

Focus Group Meeting Summary

In general, the Industrial Focus Group have highlighted that the City of Kalamunda is an appealing place to do business, because of its integral location. Being positioned nearby to the Airport, major freight routes (Roe Highway, Tonkin Highway, Welshpool Road, etc.), major rail (i.e. Brookfield Rail and Forrestfield Airport Link) and only a short drive from Perth City makes it idyllic for industrial use. Future transport upgrades will play a key role in the continued appeal of the area for business.

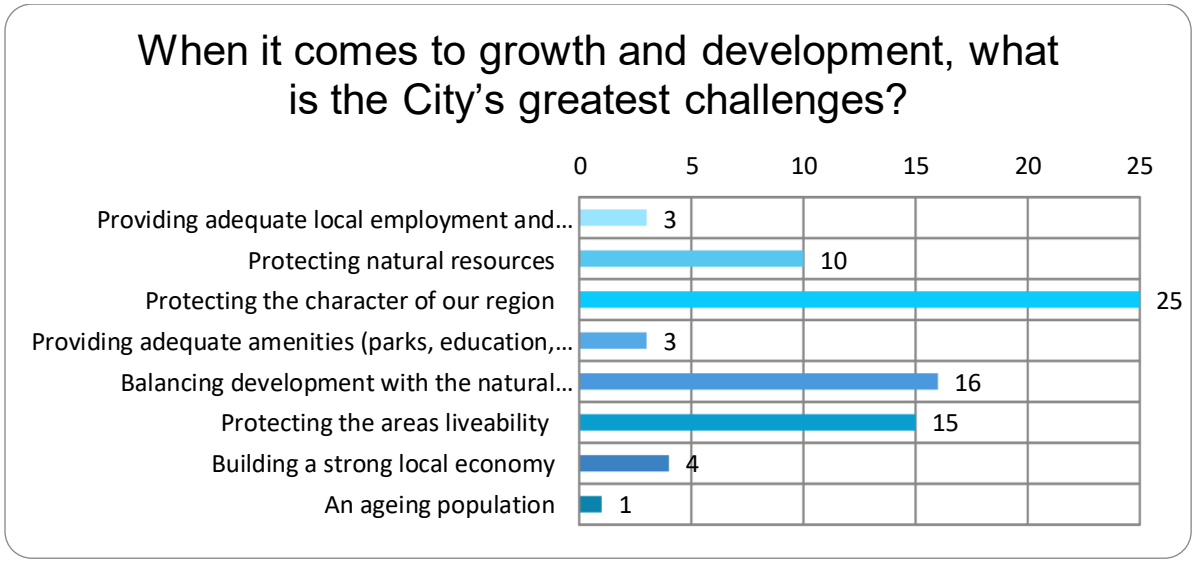
It's also noted that whilst there is not a shortage of land classified as industrial at this point in time, there is a shortage of industrial land big enough for certain types of industrial use, which the City possesses.

Sufficient amenities such as car-parking, public open space, gyms and cafes are all features that help to contribute to the appeal of an area.

Another important consideration is the visual amenity of an area. Maintained verges and building design help to improve aesthetic.

3. Survey Results

The Draft Industrial Strategy survey was made available for the community complete both online and in hard copy. 82 completed surveys were received. The results are below.



If you could make one positive improvement to an existing industrial area, What would it be?

Better integration into the character of the hills natural environment
More trees
Not to have them near residential or semi-rural areas not to destroy environment
Noise barriers
Ensure a seamless neat presentable transition between the two areas of homes and industry. We struggle now with car bodies and manure and trash in our area from so called light industrial. Large trucks at all hours, diesel tanks, tyres and mound of earth piled up around our area It's devaluation to our home and lifestyle is huge.
Less rubbish, less junk visible, more consistent fencing and verges.
Not put a new one in
More green spaces
I personally do not wont an industrial area in my area of wattle grove
Leave it within the bounds of the existing zoning, .i.e. do not create any more or change zoning of other areas.
More trees or natural habitat. Underground tunnels so wildlife can easily migrate from one habitat to another
Greenery, through use of water-wise trees, shrubs and ground covers. Encourage the use of tree lines to reduce obtrusive view of industrial buildings
Make it bigger and encourage more industry and stimulate jobs and promote businesses that are aligned with The community to provide services and support to locals competitively.
Leave it were it is - Beautify
Eliminate all effects on the wildlife being affected.
Keep it in existing Industrial areas where there are lots of vacant properties.
Don't make it any larger
Planting of more trees.
Not have them connected with residential areas
NOT NEEDED IN KALAMUNDA
Make sure all units/warehouses/land is being utilised prior to expanding to other areas and impacting on the aesthetics of the community we live in.
Keep it close to other existing industrial areas. No need to clear more land for more empty warehouses.
Some of the industrial areas are old not very good looking - improve the external facade. Limit times noise can be made in industrial areas located close to homes. No noise before 6am or after 7pm from power tools etc.
Balance of developments providing amenity to service local occupants
Incorporate trees into the planning
Make it not look like an industrial area.
Do more landscaping and challenge owners to clean up and beautify there buildings. Make it more attractive. Walliston industrial area is a dump.
Ensuring distance from residents to eliminate negative impacts of noise, dust etc. Achieve by locating industry in areas bordered by major roads and away from houses.
NO to Industrial in Wattle Grove South.
Improving the minor road network to make them easier to navigate for heavy vehicles, And thereby making it safer for light vehicles and cyclists.
Keep industrial areas far away from residential areas to avoid conflict with local residents over noise and traffic, Surround them with trees.

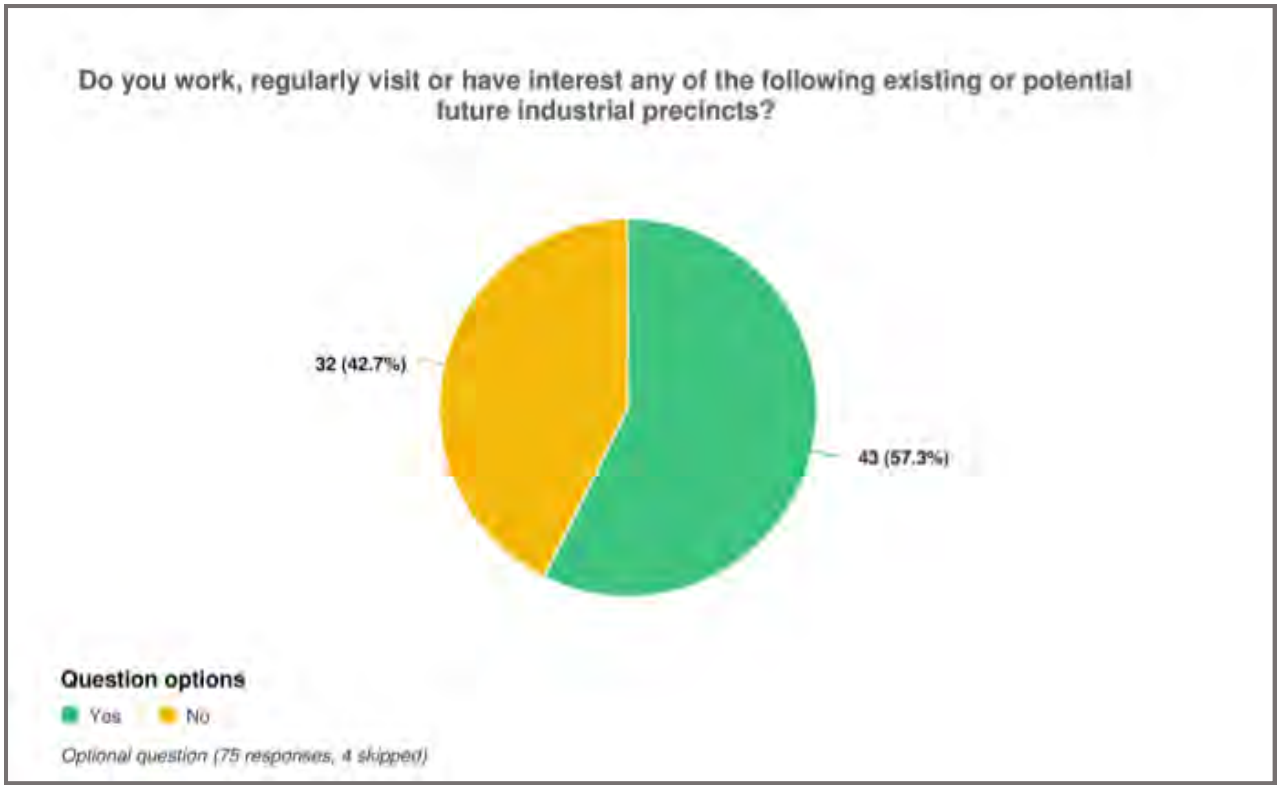
This is not a choice but rather a shove it down your throats residents of Wattle Grove!!
Remove it.
Well-tended gardens, ensure frontages are appealing
Keep it away from residential areas. Be mindful of the relocation of all the chicken sheds that have had to Relocate because business's that moved next to them now are deemed unacceptable.
Plant more trees-Tall trees. It seems there is a "clear fell" policy allowed here and nothing replaces the Original trees-our lungs and cool the ground scape.
Better roads.
Regulate storage visible from the street view.
New Forrestfield Train Station
Build strong economy Maddington and Orange Grove area needs more development to increase local manufacturing
Completion of infrastructure works and also inclusion of full services and street scapes in the Forrestfield/ High Wycombe Industrial Area Stage 1
Don't put industrial zones next to residential areas. Make it a condition of any approval that council verges to be maintained. all parking to be kept on the Industrial blocks. Traffic management plan to keep industrial traffic out of residential streets. Low impact industrial business near the residential areas.
Keep it away from Residential areas. Be mindful of the relocation of all the chicken sheds that have had to relocate because the business's that Moved next to them now are deemed unacceptable.
I wish to register my NO vote to this whole proposal of the way in which council is trying to manipulate a Present situation.
Well-tended gardens.
Provide information on tenants and businesses operating there.
Replanting native trees and plants throughout industrial areas, to replace some of the bushland that has been removed! It will create habitat for the displaced wildlife and makes it more pleasant for people who work in these areas.
Increase tree canopy cover. Make it a responsibility of businesses to maintain verges and greenery.
Less pollution visual, aural, air, soil and water
Include all properties that are currently "Zoned Rural Composite" in the Industrial Development plan as Light Industrial or Industrial. Particularly those properties on the North side of Welshpool Rd East. The majority of these Properties have already established commercial and industrial type businesses. This will allow these landowners the opportunity to develop and improve their established businesses. Creating Jobs and Investment in the area right now not in 10 years. By changing these properties to Light Industrial the council could better regulate the uses and presentation of these properties. Which has largely gone unchecked since its inception in 2005 primarily due to the obscurity of the "Rural Composite Zoning"
Ensure it didn't detract from the natural environment any more than it already has
Add more greenery
Road maintenance and regular sweeping
maintenance of buildings and landscaping
No industrials area in this location. Unsuitable and not wanted by the community
Nothing can improve what has been destroyed. Reverting a destroyed area to bush takes tens of years and cannot always be achieved. Think of our future generations, we do not want to

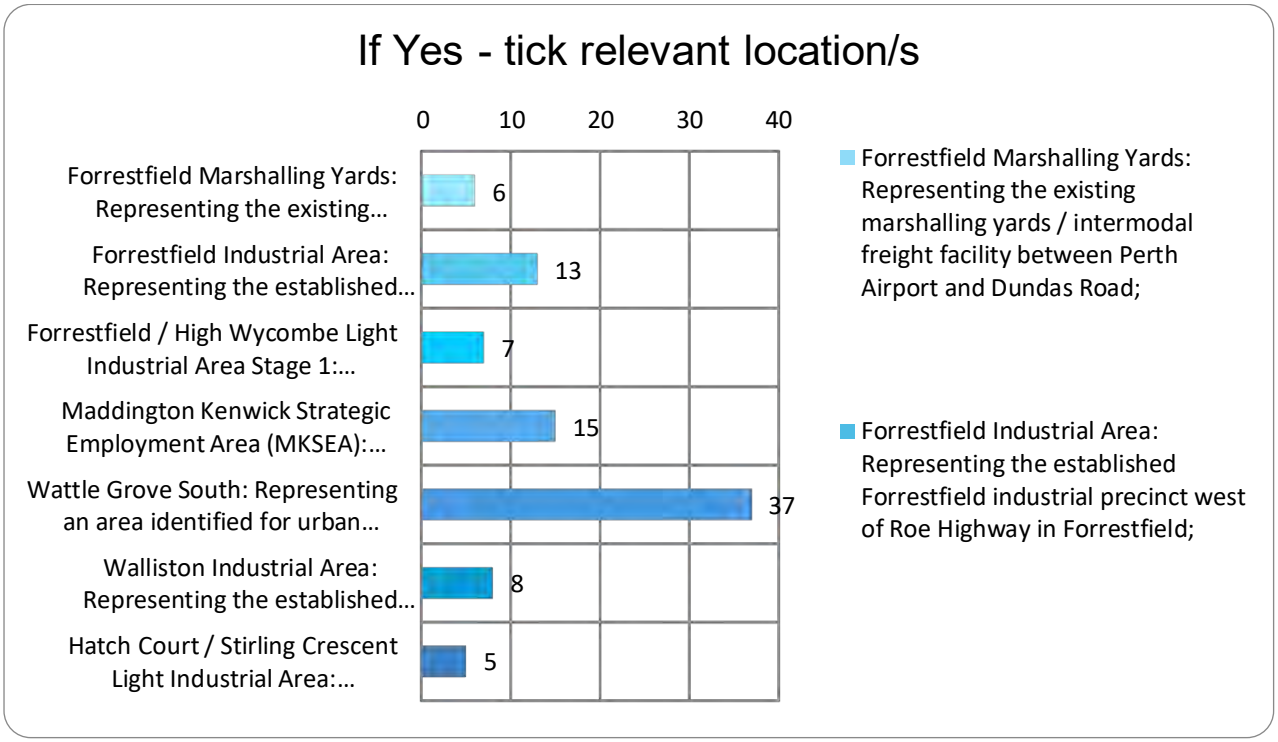
live in industrial areas and not know what the Australian bush used to look like. Please, protect the foot hills, their flora and their fauna.
Don't allow developers to come in and completely clear and demolish everything in the area.
Relaxing parks amongst the buildings
Lots of trees and plants
No industrialisation
Planting trees
Renewal and revitalise and have more trees and shrubs to soften the often harsh industrial look
Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS
Make it a more modern eco-friendly area. They don't have to be so drab in there design.
I'm not sure that industrial areas can be "improved". They are by nature functional and commercial but not desirable or attractive spaces to live by or spend recreational time there.
Stop expanding it into peaceful rural land

If you could add one new idea/concept to help create a successful and appealing Industrial precinct, what would it be?
Integrating the precinct into the natural environment so that they do not become concrete eyesores
More trees
None they are all ugly
Better use if existing areas, not too much in one area
Street appeal, trees and gardens - similar to what Gosnell shire has done.
Keep open space and trees.
Not put one in
Having an easily accessible public transport hub that's allows workers to commute.
nothing
Keep it away from residential or special rural areas
More mobile food and coffee vendors
Use of colour and art to brighten dull industrial buildings Affordability of blocks and stipulate solar power is mandatory with any new buildings to assist the business and reduce the carbon footprint and appeal to businesses
Not near residential areas
Not hodgepodge stock to a theme
We don’t need it in the Hills. Focus on tourism!
Keep it tidy and don't make it bigger
Preservation of trees and green land throughout the area. To not plan them within the city of Kalamunda. Residents live here for peace, quiet, green spaces. Not noise, traffic and industrial pursuits within our neighbourhoods. Fuel Station and small shops at Tonkin Highway end only.
Specific requirements for look of buildings, including green areas and making sure that the area is kept clean.

Make trees and landscaping compulsory - don't let it look like Midland - cleared, hot and very little shade. Make it inviting.
Provide more amenity for existing occupants, encouraging private recreation, restaurants etc.
Add to already established areas. Don't create new areas and do not enlarge Walliston.
Move it adjacent to the City offices.
Landscape Buffers
Keep Wattle Grove South SEMI RURAL. Urban development is acceptable. No to any Industrial it took years to get rid of the smelly dusty chook farm with trucks going past early hours of the morning on a regular basis.
To minimise the break-up of large industrial lots into smaller ones, thereby protecting existing businesses from being forced out as developers would be able to command higher prices on smaller lots (As occurred in Osborne Park and is occurring in Malaga for example).
Go somewhere else where there are no homes already established in the past 50+years
Not applicable - I strongly believe that the City of Kalamunda should not have any areas of industrial precincts.
Nothing in the Kalamunda district. No more industrial areas
Always have a green buffer between industrial and residential
Keep in one place. There are adequate area's around airport precinct that have accessible transport links
Smaller "industrial" sites and adjacent housing kept on large lots (R5) with facilities to accommodate business (Parking/lighting etc.) In the front areas and housing on larger land areas at the rear.
Encourage modern and creative shop fronts and signage.
Inviting entry statement. Uncluttered areas to industrial businesses, particularly forward of the business building lines.
Better lighting and Improved signage, Accessible parking areas Amenities 24/7 amenities - toilets, showers, food, security
Maddington and Orange Grove area needs more development to increase local manufacturing
No development PRIOR to infrastructure (Either completion or commitment) Would provide better long term outcomes and also reduce negative impacts on those impacted be rezoning.
Don't put industrial zones next to residential areas. Make it a condition of any approval that council verges to be maintained. All parking to be kept on the industrial block. Traffic management plan to keep industrial traffic out of residential streets. Low impact industrial business near the residential areas. Have a significant tree register and keep as many trees as possible
Keep them in one place. There are adequate areas around the airport precinct that have accessible transport links.
Always have a green buffer between Industrial and Residential.
Nothing in the Kalamunda district. No more industrial areas.
Not in the City of Kalamunda

Do not clear all the vegetation off the land. Retain as much natural habitat as possible!
Beatify verges by planting trees and shrubs and mulching, no weeds, no broken chunks of concrete that used to be kerbing, foot/bike paths. Small parks with seating for employees.
More untouched greenspace
Sustainable Development.
Greener Street appeal i.e. more trees and plants and a more appealing building design.
There are enough (if not too many) industrial areas near Kalamunda (Maddington, Forrestfield, Welshpool, Kenwick, airport, Kewdale etc...) And they all look awful. We do not need more. We do not want more. Please don't destroy more of our bush.
Industrial precincts are on the whole presentable I think the location of them needs more consideration and to Assess the ramifications on the local residents.
Attractive well designed precinct with shaded and pleasant walkways between buildings
Not create one close to a residential area
No industrialisation
Don't destroy the cities amenity by creating industrial land east of Tonkin Highway
Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS
Suitable landscaped frontage
The bigger businesses should be within the heart or on sides of the precinct where they could be hidden by a periphery of smaller business's. This could be well landscaped and made to look so much more attractive than most Industrial parks. Maybe throw in some eateries and shops. It would also provide a buffer to the bigger business's behind them, and to the urban areas in front of them.
Industrial precincts should be located well away from residential and recreational areas in locations where there are no other desirable features. They should be located near areas where there is good infrastructure including railways, airports and major highways that supports heavy traffic, as well as waste disposal, power, adequate water etc.
Rethink where you are placing the new sites and what impact it's having on wildlife and the general surrounding areas and damages it may cause to nearby tourist attractions


Do you work, regularly visit or have interest any of the following existing or potential future industrial precincts?
32 (42.7%)
43 (57.3%)
Question options
Yes
No
Optional question (75 responses, 4 skipped)


If Yes - tick relevant location/s
0
10
20
30
40
Forrestfield Marshalling Yards: Representing the existing...
6
Forrestfield Industrial Area: Representing the established...
13
Forrestfield / High Wycombe Light Industrial Area Stage 1:...
7
Maddington Kenwick Strategic Employment Area (MKSEA):...
15
Wattle Grove South: Representing an area identified for urban...
37
Walliston Industrial Area: Representing the established...
8
Hatch Court / Stirling Crescent Light Industrial Area:...
5
Forrestfield Marshalling Yards: Representing the existing marshalling yards / intermodal freight facility between Perth Airport and Dundas Road;
Forrestfield Industrial Area: Representing the established Forrestfield industrial precinct west of Roe Highway in Forrestfield;

What is important to you for the external presentation of an industrial precinct?

To be sympathetic to the surrounding natural environment.
More Greenery
Not to have them in Wattle Grove, too near residents, will destroy the environment & habitat of Australian wildlife
There's already so much industrial around wattle Grove, any more is too much! We want the feel of our community to remain, we want trees, nature, animals, not noise pollution, ugly buildings
I don't want one! Leave wattle grove south industrial free. We would prefer housing.
Less junk, less grubby verges, less cowboy signage
Not so much concrete & improved road safety
Good road access and green spaces
Away from residential areas.
The preservation of natural habitats
Colourful building exteriors and greenery visual screening between road and industrial buildings
Cleanliness of the precinct and plenty of parking for heavy vehicles and access
Landscape verges and underground power
A theme make it easily identifiable and in keeping with surrounding environment
I believe that the City of Kalamunda has enough industrial areas and see no need for any new developments.
Keep it out of sight & no larger
Preservation and Maintenance of trees and green areas.
That is not visible or connected via any networks to my residential area.
Restrict vision of unsightly buildings and ensure there is regular monitoring of traffic activity at night. Large number of high speed cars and burnouts in the Kenwick Maddington industrial areas at night
That is doesn't impose on its natural surroundings or residents.
Shade, trees and landscaping.
Regular maintenance of Verge, Interesting building design Regular Monitoring of vehicles parking blocking truck access
Trees, plants, greenery
You are assuming that one is needed.
To be place in an area the does impact on existing green belt areas. And that the proposed industrial area does infringe on the existing life style and residential occupancy.
Compliance Officers ensuring area and yards kept in order and tidy.
Don't destroy this area of the hills greenbelt with industrial zoning.
Good landscaping and verge management; well-presented access roads with grade separation for cyclists.

My business is on Eureka Street and Imperial Crescent - the owners of the yards on Eureka Street take real Pride in their verges.
We live in Wattle Grove, and have done for the last 29 years, I find the prospect of turning Wattle Grove South into an industrial precinct totally unacceptable. The destruction to the local environment and the lifestyle of people living in the area should be the first consideration not what it might look like the people passing by?
Don't destroy our rural settings by your crazy ideas
Trees and Gardens (Native)
Nothing I, strongly opposed to an industrial precinct development in the Wattle Grove South area.
Control of industrial pollution
Should not be Zincalume sheds but imaginative designs and tree plantings to shield.
Modern neat presentable premises.

What is important to you for the external presentation of an industrial precinct?

Better lighting, signage, food, kerb maintenance, security, bigger trees, lawn, kerbing.

Growth within community
Streetscapes, uniformity in presentation and service and amenity offering for staff.
Environmental considerations for type of industry, waste management, visual presentation Adequate parking fit for purpose for the type of business/occupier of the block. Have a significant tree register and keep as many trees as possible
Control of industrial pollution Road safety
Trees and gardens (native)
Not to be situated in City of Kalamunda
It upsets me to see beautiful old trees cut down to make room for another huge shed! Retain as much old growth as possible! It will be good for the environment as well as the people who work there!
Balance the necessity of building, parking and driveways with natural landscaping. Nothing nice about concrete and bitumen with glaring sun reflecting of everything.
Lots of trees around it to mask it
I used to own and work at an Industrial place in Bellevue ... what a stink hole! Natural, green, neat, tidy
NOT HAVE ONE IN WATTLE GROVE SOUTH
Attractive vegetation and landscaping.
Modern designed industrial buildings and Landscaping
The important thing is to stop creating industrial precincts.
Visual presentation.
As above. Well-designed buildings with parks and gardens between
Visually appealing, neat, tidy gardens and yards
The precinct should not be in a residential area where it will affect families & their lifestyle.
to take the commercial aspect away

Landscaping, building quality/ external cladding
Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS
Easy access for relevant transport. Possibility of a small shopping centre on the outer fringe. Ensure buildings and parking are well designed.
It need to look attractive and be well thought out for both residents and the business that will be using the Industrial area. Not all for one without taking care of the other.
That it not be visible from a residential or recreational location.

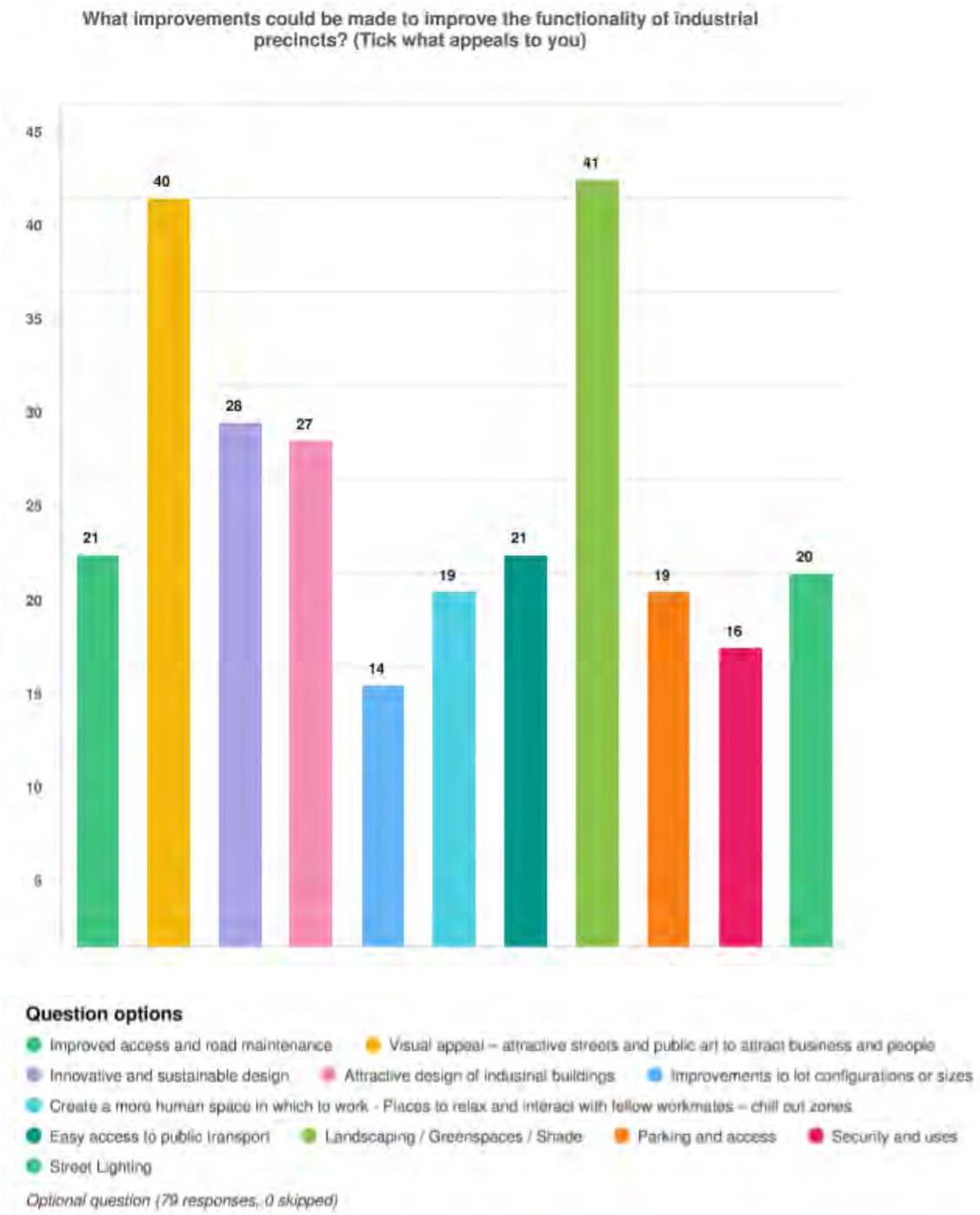
How can we better connect the community with the industrial precincts?

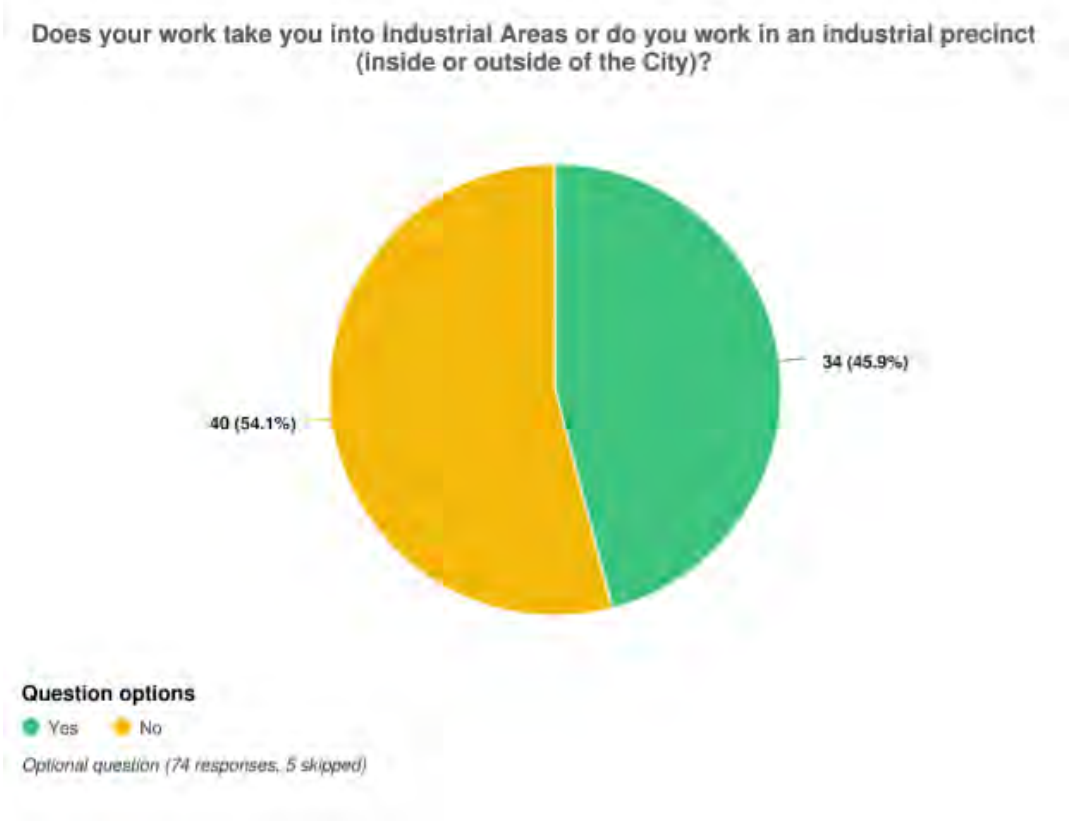
Consider the visual impact of large expanses of concrete and asphalt, especially when rural and natural bush Land is replace by industrial use.
More trees Cafes & amenities Better design of buildings
Move them away from this area
Don't know, how about just leave it.... Or more it up the hill.
Leave the industrial area over Tonkin Highway, not along Crystal Brook Road.
No need to. Separate them.
Don't take over residential areas to put them in
Large buffer zones between them
Yes listen to the existing g residents of that area. Do not rezone other areas.
Allow for the development of community facilities in those areas e.g. places of worship, sports centres, unusual retail stores.
Online information, and local promotion of businesses and employment opportunities. Encourage industrial operators to recruit locally. Encourage establishment of some commercial activity within industrial precincts such as food outlets/cafes/bars, Warehouse outlet shopping, indoor sports/play centres (e.g. Bounce/indoor wall climbing etc.)
Advertise local businesses and promote to support them
Better Roads
Keep using social media or use it more if not using
Keep them away from residential areas.
We don't need any further industrial space in the City of Kalamunda
Don't plan them within the city of Kalamunda. Residents don't want them where we live!
WE ALREADY HAVE MADDINGTON AND FORESTFIELD AND AIRPORT AND KEWDALE WHERE THERE IS NO DEMAND ALOT OF EMPTY BUILDINGS AND VACANT LAND IN MADDINTON AND THE AIRPORT IS Offering Incentives.
There is no need to connect community. No additional industrial areas of current areas not being utilised adequately.

Get the community involved with the industrial precincts that already exist.
Yes the one located near Laurel Street in Forrestfield is a bit of an eye sore. Restrict noise after 7pm and before 7am.
Promote incentives for businesses providing amenity to existing occupants so that they stay within the industrial Precincts during work hours.
Listen and take into account what the community is saying and alter concepts to incorporate ideas and address areas of concern.
Listen to the people - they pay your salary - respect the ratepayers decision.
Making sure you a large buffer zone between residential and industrial sites
Should not be connected - should be well separated.
Work as a team as we have always done to keep our Wattle Grove South pristine - no to industrial.
Very small retail precincts providing higher quality food offerings for breakfast and lunch. Encouraging quality cafes will provide better food offerings for workers, and will also encourage locals to visit. Good roads will of course enhance this.
Industrial precincts, should be kept in existing industrial areas, not squeezed into existing residential areas.
Don't bother in Wattle Grove. Do not allow any more.
Listen to the residents who pursue a "home in the hills" - not interested in integrating an industrial precinct on their doorstep.
In my opinion there are more than enough industrial precincts within the area. Let's fully utilise all of those e.g. as above plus Gosnells and Maddington
Keep them as precincts. Travel to a specific site for business, you do not have to live next to it.
Keep heavy use roads away from housing. Keep access for housing and industry, very separate.
Advertise that they create jobs, products and services for the community. Without industrial precincts society could not function.
Improve streetscapes and Entry Statements and improve signage at entry roads Provide amenities Protect area liveability and character of the region Balance development with natural environment
Allow privately owned light industrial blocks to develop first. Mixed light industrial accommodation developments – Re zone a section between the two precincts. Next to new train station.
Social Media (Positive stories)
Keep them very much apart and a buffer zone in-between them.
Keep them as precincts. Travel to a specific site for business. You do not have to live next to it.
Separate them.

Do not allow anymore.
Our main industrial precincts are in Welshpool, and that is how it should stay
Foot paths, bike paths, and small parks for a break. Currently there is no foot/bike path outside our business. Going for a walk at lunch time means walking on the road with trucks thundering past on crumbling neglected verges. Provide shade, gets hot walking in the blazing sun.
We don't need to. They are just work places.
Consult with them (which you are doing) and demonstrate that their feedback is ACTED ON (Not just seen and heard). Greater physical separation and much more natural greenspace, make them more presentable to the public.
It's not difficult for anyone to connect with any industrial precinct? What does this question mean?
Don't waste money on feasibility studies before seeking public comment on proposed developments.
Attractive entrance ways to make the area feel like a precinct.
Building to be designed with the surrounding environment in mind: I.e. concrete buildings not to be left with the concrete colour but to blend in with the environment.
We do not want to be connected to industrial precincts. We want to stay connected with what is left of our natural environment.
I don't think you can. That is the responsibility on the tenants/ owners of the property.
Improved roads designed for future traffic
Specially designated areas away from residential areas.
By making sure that industrial precincts are not built within current residential areas.
Listen to the wishes of the community and do not disregard opposition to industrial planning in rural or semi-rural areas
Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS
Easy access from residential areas for employees.
Give people that are going to live nearby reasons to live in the area by providing great facilities. These could be included in the buffer or frontage of the industrial area as I mentioned above.
Industrial area should be close to the heart of Kalamunda to support Kalamunda business otherwise it might as well be located in another shire. Do not put industrial areas far from the business precincts just as a vote protecting exercise. Either central or not at all. Industrial areas on the fringe of the shire just provides an amenity for others shires at the expense of Kalamunda.
I don't believe that it is relevant to try to connect the community to industrial precincts because there is no

community component in an industrial precinct. Industrial precincts are functional commercial facilities that are noisy, dusty, ugly, unfriendly and it is unlikely that a community would benefit from connecting with these characteristics.
The community would feel more connected to an industrial precinct if wildlife corridors were not destroyed to make way for it. Industrial precincts should not be located in areas which are already populated by long term residents who have moved into a rural environment such as Wattle Grove.





Does your work take you into Industrial areas, what is *appealing* about those Industrial areas?

Not much
Lovely trees lining roads, mixed use so lots of cafes, shops and not heavy industry
Nothing they are dirty noisy and lots of heavy machinery
There is a good cycle path through the area, as well as natural habitats
Local to my home and great businesses and services
Landscaping and Underground Power
NOTHING
Great diversity in block sizes. Strict guidelines for development design.
Bannister Road area Canning Vale is the only one I can recall that is appealing
a well maintained street scape
They are not where I live.
I travel to places of business for my needs
Observing all the great work and challenging projects happening every day.
That there is finally a focus: Wide Roads with better signage and lighting Landscape can be improved a lot more
Close to home
Excellent road access from major highways. The road conditions of the Industrial Estate are often poor
The industrial zone I work in was established many years ago well away from residential.

I travel to places of business for my needs
Nothing. Minimal shade, neglected verges, hot, nowhere to walk except on the road. But a well maintained natural precinct is better on the eyes, better first impression, more appealing for employees and visitors, ability to go for a walk at lunch time or walk to the lunch bar etc.
Nothing much. Don't expect worksites to be 'appealing'
Absolutely Nothing but the Midland Rail Workshop site is a pretty good model!
Gardening and Landscaping. I love the modern sustainable Light Industrial precinct on Ranford Road Forrestdale.
They have been there for 30 years, they have retained at least some of the natural landscape, Not decimated it such as the current Gosnells development off Tonkin highway - That is a disgrace.
Not much
Appealing is the incorrect word. The industrial area is a dedicated area with no residential properties.
The buildings are generally new and colourful
Nothing
Not much at all
Good access. Easy identification of address and business signage.
Nothing the industrial area I am working in is also forcing other rural property owners out. This is just where my work place is located not by choice.

What could be improved in those Industrial areas?

Trees - More nature, interesting buildings (not big grey concrete buildings)
They are stark urban industrial areas with no greenery or natural beauty, no Common areas, plenty of graffiti and rubbish
Public transport
Underground tunnels for wildlife to travel safely between habitats
Parking Appearance and landscaping if possible Solar energy
Wide Roads
Nothing, they are what they are.
OVER CROWDING
Parking management
Preserve area - keep clean Well maintained.
Orrong road, right hand slip lane onto Crystal Brook road, no U turn at first/second left after Tonkin up Welshpool road
Visual improvement could be done on some older sites.
Lighting / cleaning / signage / street scapes
Roads in and out of the areas No interconnection with school zones

Industrial Estate Road construction and streetscape presentation
Beautification
Orrong Road, R hand slip lane into Crystal Brook Rd. No U turn and first/ second left over Tonkin up Welshpool Rd.
Trees, plants, grass, seating, paths, dedicated parking. Not fussed on art, prefer natural greenery instead.
More trees. Less noise. The smell and air pollution.
We have been fortunate to live in Gooseberry Hill with a view to the City for 33years but have seen the Encroachment of "Silver Tin Sheds" from Midland, Bellevue, Hazelmere, High Wycombe, Airport etc. Are we as a society slowly defecating in our own nest in the quest for wealth! Improvements should at least anything that reduces human impact on nature.
Older Industrial Areas need revamping with gardens and landscaping.
Improve CCTV Security/policing on weekends when hoons take over the roads when businesses are closed.
Maintaining roads, verges, planting more trees.
limited the area are specific to industry and does not have any residential
Parks. gardens chill-out zones
All of the improvements provided in the earlier question
Ensure property street numbers are clearly visible from the road

Please provide some comments on how you would to see industrial development within the City be improved?

Avoid damaging the character of the city. Retain the natural environment which attracts people to live in the area. Small pockets of industrial area such as Walliston is more subtle and easier to live with rather than the large expanses of industrial development in Forrestfield and Wattle Grove where bushland is cleared to develop bare industrial landscapes which are not very pleasing to the eye.
I would like to comment that I am opposed to the proposed industrial development in Wattle Grove South. There is already industrial development nearby opposite Hale Road/Welshpool Road area that will provide jobs for locals; there should be a green belt in the foothills that is better preserved by residential rather than industrial development; it should be a last resort changing the zoning that would require people to move out of their homes and communities (at least with an urban zoning they would not have to move); the State Government has earmarked the area urban expansion rather than industrial development and this should be respected (given they have a broader perspective on land use in the area and surrounding areas); the City of Kalamunda will still get increased income with urban development (industrial development of the area is not necessary).
Do not put these industrial areas in the locations as you have earmarked as you destroying the environment especially in wattle grove area 4 and 5. This is a beautiful green belt that you will destroy forever. There is no need for these areas to be industrial there is enough industrial areas don't need anymore!!!

I think you need to look at neighbour shires, not too much together. Wattle Grove is already very very close to lots of industrial areas.
Leave wattle grove south out of any industrial plan. I live here and you are threatening our home, without any consideration for us as home and land owners.
Kalamunda does not need major industrial areas. Have Kenwick, Maddington, Welshpool. Keep Kalamunda as it is. Wattle Grove South is a unique Foothills area. Industrial development I'd absolutely inappropriate. Keep industrial west of Tonkin.
The area that we live in is the reason that we built our home in the city of Kalamunda surrounded by wild life and trees with lots of vegetation to sustain small wildlife - Do not rezone special rural into industrial.
I understand that the City of Kalamunda has quotas to meet regarding the development of industrial areas. I agree this is imortant for Perth as a whole however Kalamunda is in the unique position of having more natural resources to protect than other councils. We have beautiful hills and foothills with large blocks, plenty of trees and wildlife, as well as the Lesmurdie Falls, many natures reserves and unique businesses such as the Mason Mill which you would be hard pressed to find anywhere else in Perth. All these features give Kalamunda a special place in the overall Perth landscape- we are an area where people come to live for a "Tree Change" or they come to visit on weekends for bushwalking and unique Cafes/restaurants in the hills. It is a strong drawcard for overseas tourists as well. It is my opinion that the City of Kalamunda has a responsibility to protect these features of the area by limiting the amount of industrial development as this will have a negative impact on all those features which set Kalamunda apart from anywhere else in Perth. In particular I oppose the proposal for the industrial area in Wattle Grove South as this is an area of significance on a Perth-wide basis, based on the natural environment and the large blocks where people come to live for a certain lifestyle which is very limited supply through-out Perth. If there are quotas to meet, the City of Kalamunda should liaise with the State Government to revise. Further, it is my opinion that this survey that I have just completed is biased in that the questions assume that the respondent is in favour of industrial development in the area, and does not give adequate allowance to express an opposing point of view. In conclusion the City of Kalamunda has an opportunity here to further cement its current reputation as a unique location for tourism and natural beauty by stopping further industrial development.
Visual appeal and innovative green, sustainable design. DO NOT impact on the rural hills lifestyle of our City residents when planning and developing industrial precincts. My family and I are absolutely APPALLED that the rural lifestyle lots in Wattle Grove South, east of Tonkin Hwy are being investigated for future industrial development.

This area is a treasured part of our hills identity and is the home for many families who participate in equestrian sports and hobby farming. Almost all former horse properties in Lesmurdie and Walliston area have already been residentially developed to the point where Walliston Pony Club membership is a fraction of what it used to be. These families have had to move to other areas, such as Wattle Grove South and Gosnells to maintain an equestrian lifestyle (can't afford Bickley/Carmel!). Many local equestrians live in this part of Wattle Grove, which is close riding distance to the recently upgraded Karinya Equestrian Park (City of Gosnells). Industrial development of this area will push families out of the area, impacting on not only their quality of life, but also participation at these local grounds. Additionally in the meantime making it unsafe (Particularly for children) to ride their horses to these sporting grounds. There is no need to develop this beautiful area as there is plenty of industrially zoned land on the other side of Tonkin Hwy. As it is, the industrial premises on the corner of Kelvin and Tonkin, are out of place and an eyesore. Does CoK not work with adjacent shire councils in a collaborative and mutually considerate way? With City of Gosnells just recently investing in upgrading the Karinya Park facility, I don't understand why CoK would consider driving out the very families who are members of the local clubs who use this sporting complex? Shame on the Shire for even considering development of this area. Very disappointing and out of touch with your residents.
Layout and landscaping The new precinct near Tonkin Highway needs to happen this is a great use of space and accessibility to service the needs of the city and for small businesses to prosper
Not Have Industrial Areas
Take the Massage brothels off the main streets if the Kalamunda area and designate them to Industrial areas. This is how it is done in Canberra for example, and a more fitting place for them.
Our Council needs to focus on why people live in this area. There is enough industry in Kewdale, Welshpool and Maddington. We are a residential region.
I don't want any more industrial development,
It does not need to be expanded.
Kalamunda is not an area for industrial development, I chose to move up the hill to be away from industrial areas. I'm frustrated to learn the city of Kalamunda is planning more industrial spaces (Industrial investigation area) Instead of less. I don't want this on my commute home. I want to see green spaces and trees! I think it's time to start looking for a residence in an area elsewhere.
NOT NEEDED
Make the existing industrial areas more appealing to families. Maybe park land and nature walks.
Better division of chemicals from Locals.

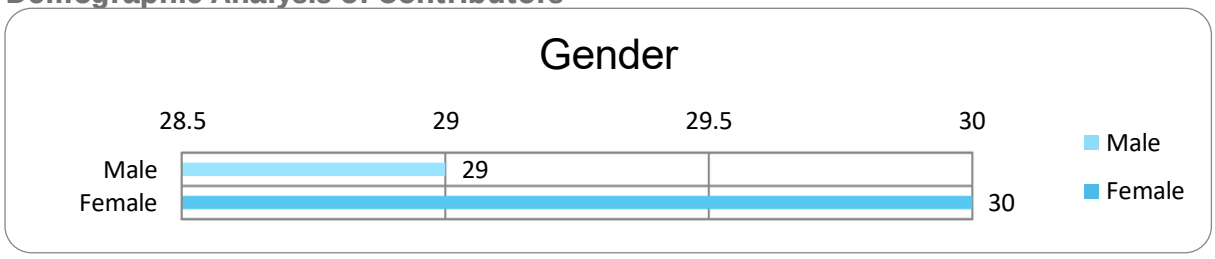
Petrol has been reclassified as a carcinogen yet in Wattle Grove a Child Care Centre was built next to a petrol station (this has never been acceptable). Demonstrate through planning and execution that people's health and safety is most important in the Kalamunda District. Don't allow car panel businesses, chemical treatment companies and other businesses that expose residents to chemicals to be placed near residential homes. Put in reasonable barriers and planning to avoid exposure of Kalamunda residents to contaminants whilst residing at home, in the park, in child care or at schools etc.
Clarify the DCP required with clear guidelines as to when it will be spent in upgraded services
Do not encroach on land around Wallison.
Industrial development is not required in the Wattle Grove area. Push for the CoK to focus on the Environment and make that our uniqueness so those outside the City will wish to visit this beautiful area. Don't stuff it up with industry. When did you last drive up Crystal Brook Road and view the beauty?
Improve exiting industrial areas of Walliston, Forrestfield, Hazelmere. Why do we need another industrial area when we have Welshpool at our door step that have building Occupancy of about 70%. And also vacant areas the can developed.
Keep away from residential area - basically of sight
Wattle Grove south, must be taken out of the options for industrialisation, the reasons for this are many fold. We like many others we have spent to greater part of our working lives creating an environment that would be unique in the Perth area, this special rural environment should be encouraged and developed throughout the area something that the Shire could be proud of. There are acres of land to the south of Tonkin Highway that would lend itself to industrial. We are aware of the growing descent this proposal for Wattle Grove south has created, hopefully the public voice Will be loud enough to save the area. To conclude we are totally opposed to the development of our area and it should be taken out of industrial investigation.
Outside Wattle Grove
Abandon the idea.
We do not want any more industrial development in the City of Kalamunda. You are already destroying the town feel of Kalamunda for visitors and people living here.
Industrial and residential need to be separated by a green belt.
I wish it to be noted I am opposed to the draft industrial development strategy in the Wattle Grove south area.
Let's retain and protect the natural character and uniqueness of our local area.
Kalamunda has industrial areas already Why don't you keep Wattle Grove South as a designated Equestrian area/Residential? The Kenwick/hale road site has already taken enough trees and habitat from local flora and fauna.
Keep industrial areas to their own corners: Hatch Crt-Ideal area but improved roads required. Holmes Rd-useless area. Cannot easily expand, probably best to eliminate and revert to housing. Wattle Grove- Maintain large housing blocks (R5 minimum) and limit industry to western corner,

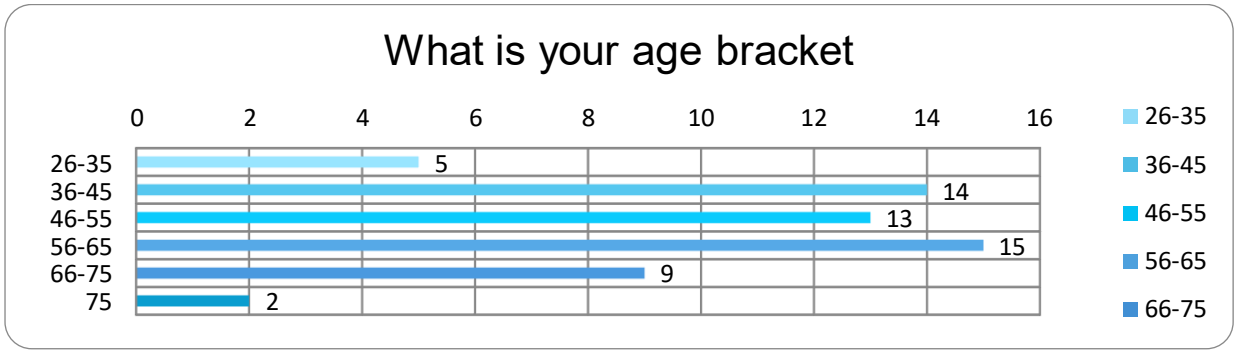
where it is now with minor expansion to say opposite Philemon Crt and expand along Welshpool Rd East, to the Church block and Bird and fish place. Industrial land is likely to sit unoccupied for 20+ years in this City because business do not want to go there and in the meantime people have been put out of their houses and lost their land for nothing. There is currently so much industrial land available with little prospect of a return. People have only so much money to go around.
It should be supported with measures in place to make them visually attractive.
Improve streetscapes and entry statements and improve signage at entry roads Provide amenities Protect area liveability and character of the region Balance development with natural environment
I don't believe the city needs or requires a new industrial area in the zone 7 industrial development strategy. There are more than adequate industrial areas 2 minutes away in Maddington & Kenwick.
Kalamunda has industrial areas already in use. Why don't you keep Wattle Grove South as a designated equestrian areas/residential. (Green belt buffer-zone needed) The Kenwick/Hale Rd site has already taken enough trees and habitat from local flora and fauna.
I wish it to be noted that I am opposed to the Draft Industrial Development Strategy in the Wattle Grove South area.
Industry and residential need to be separated by an open belt.
We do not want any more industrial development in the City of Kalamunda. You are already destroying the town feel of Kalamunda for visitors and people living here.
Stay clear of Wattle Grove, any industrial development there will negatively impact the area and plummet property prices - nether is desirable.
I understand that we need industry in our city. But we need to balance this with the environment. Do not allow clearing of all trees and shrubs on any development. This clearing is happening in Forrestfield all the time and we are losing our natural appeal in exchange for more sheds and houses!
Insist that developers maintain trees wherever possible instead of a blanket demolition of the whole area. Insist that developers plant trees and shrubs. As a shire, only approve development that is focused on the environment as well.
No new areas - especially not in rural wattle grove!
Decide if Kalamunda is place for people to LIVE or a place for people to WORK? Decide which industries Kala will encourage and those that will be banned, based on environmental impact. Place stricter conditions on polluting businesses and hit them harder if they exceed the limits.
Include all properties that are currently "Zoned Rural Composite" in the Industrial Development plan as Light Industrial or Industrial. Particularly those properties on the Northside of Welshpool Rd East. The majority of these Properties have already established commercial and industrial type businesses. This will allow these landowners the opportunity to develop and improve their established businesses.

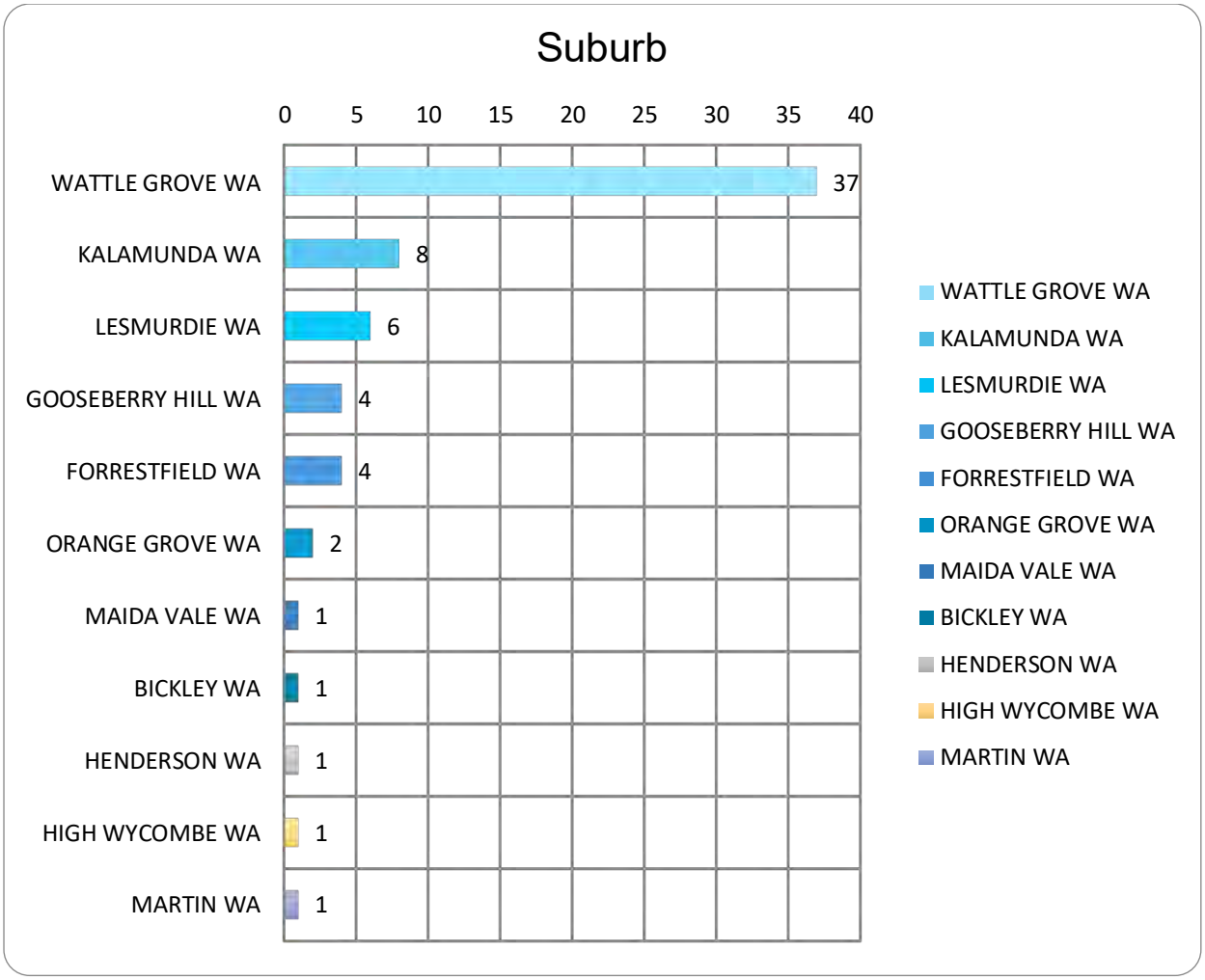
Creating Jobs and Investment in the area right now not in 10 years. It will also go a long way to showing WA State Planning that the Kalamunda Council is serious about embracing the urban development plan for the region.
I don't believe the City of Kalamunda requires any further industrial areas. It would appear to me that there are a lot of vacancies in existing areas, so I'd suggest revisiting this requirement in approximately 10 to 15 years.
Keep industrial development out of Wattle Grove South
Keep to the existing industrial areas and add more greenery. Not create more industrial areas in residential locations.
Limit the development to logical areas with natural borders such as highways or rail. I am not in favour of industrial development east of Tonkin Highway. There is plenty of land earmarked for industrial area between Tonkin and the Rail. This land would be better utilised to increase residential density. Only 15-20min from the CBD, Burswood, Carousel, Bickley Valley, Swan Valley, airport and with the recent Highway works etc. it is ideally situated and should be a highly valued, sought after residential location. There is a real opportunity to think 'out-of-the-box and create a vibrant, innovative, creative and environmentally Savvy precinct. This area should be investigated to turn it into a mixed use hub, a master community plan, not a bland, Un-inspiring industrial estate!.
This proposal is not wanted by the residents and is totally unsuitable for this location. The land is too fragmented to support such a development and there is already an oversupply of industrial land and building within the city and wider local area.
As I said before, we do NOT WANT any more industrial development in the area, we do NOT WANT any REZONING This place is home to native fauna and flora, and to people who appreciate the environment they live in. As a resident of Wattle Grove, plant scientist, nature lover and a keen cyclist, I enjoy living and riding here and do not want to see this place degraded. I do not enjoy visiting industrial areas and cannot understand why you would want to transform a nature haven into a desolated area.
Industrial areas are required however they have to be located in the correct areas. And not in ad hoc areas where the only point that the council is concerned about is the additional rates.
Improved architectural constructions set in well-maintained shady areas
Are they really necessary - we have enough already
I am a resident within the Wattle Grove South area. I am opposed to the possibility of industrialisation as my young family and I made a lifestyle choice to move, 4 years ago into this beautiful suburb & build our dream home. To see this destroyed by industrialisation would be devastating for my family. I found this survey to be very difficult to complete, it is clearly for people who are in favour of industrialisation.
Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS
I think to flatten vast areas is not the option. Housing estates are built within country surrounding areas, why not light industrial. It would or could be a whole new concept and design if it's thought about enough.

We already have sufficient industrial areas. Concentrate on protecting the shire of Kalamunda as it is. Many Kalamunda residents have intentionally move away from industrialised area choosing to have better lifestyle at the expense of a longer commute.
Industrial development should NOT proceed any further within the City of Kalamunda. Industrial developments are better located elsewhere alongside existing major industrial developments E.g. Kwinana, Welshpool, Malaga, Midvale etc. These locations are not otherwise attractive places to visit, whereas the City of Kalamunda is an attractive location and should be protected and preserved.
Kalamunda already has a lot of industrial areas. The City needs to consider if more are really required. Most residents in the Shire of Kalamunda have chosen this area to enjoy the natural environment, not to live near industrial developments.
NO TO ALL FORMS OF INDUSTRIALISATION IN WATTLE GROVE SOUTH - NOW AND FOREVER
Keeping it to a minimal size or stop the expansion of development and redevelop and update and improve what old industrial land has already been set out.

Demographic Analysis of Contributors







Summary of Survey Results

The vast majority of survey respondents reside in Wattle Grove. The City understands from previous consultations with Wattle Grove residents that many are not in favour of any land use conversions to light industrial within the Wattle Grove Area. As such, it is likely that the results of the survey, which are aimed at understanding industrial areas in general, not in specific locations, have significantly swayed as a result.

Review of the survey results suggests that a large section of participants are not supportive of industrial areas in general.

Many responses focus on what an individual dislikes about industrial areas, or how they prefer residential areas, rather than sharing what makes an area appealing to do business or providing a response related to the question.

The absence of relevant responses makes it difficult to ascertain what the community believe makes an area appealing to do business and how existing industrial areas can be improved, which was the essence of the consultation.

Despite this, a major theme that came through the results was a desire to have the Wattle Grove South precinct removed from the Draft Strategy.

4. Written Submissions

Residents are invited to share their thoughts and feedback via written submission to the City, should they prefer this than completing the survey or partaking in the workshop. During the comment period, the City received 36 written submissions from the community and 13 submissions from public authorities.

5. Summary of Community Consultation Results

The aim of the community consultation was to seek feedback on the Draft Industrial Strategy and to determine how industrial areas, both existing and new, can be made into appealing places to do business.

Across the various consultation mediums, it is understood that transport infrastructure and a neat and tidy appearance are the key aspects to making an area an appealing place to do business. Second to this are amenities such as parking, cafes and gyms, and the preservation and integration of environmental values.

Many of those already invested in the industrial realm see the City as an ideal location for industrial development, given its prime location next to all kinds of transport infrastructure (airport, rail networks, road networks and close to the City). Also, because of its large block sizes, which is an option that is lacking for some industrial operators. This is important to note, as many in this realm believe there is an oversupply of smaller industrial lots and see little use in creating more.

Many of those invested in the residential realm see the City, in particular Wattle Grove, as a poor location for industrial development, given its environmental values and the personal preference of the individuals that live in the area, many of whom live in this location for lifestyle reasons. This subsection would prefer to see Wattle Grove South, which is identified as urban investigation, removed from the Draft Industrial Strategy.

Overall, the results are not an accurate sample of data from City of Kalamunda residents. Across most consultation mediums, there was a significant portion of Wattle Grove South residents participating. As such, the outcomes are most likely to largely reflect the values of this subsection of the community as opposed to the community as a whole.

APPENDIX 8: REFERENCES

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