

Activity Centre Planning Strategy

Kewdale Industrial Area



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

Kewdale Industrial Area

The Kewdale Industrial area is the City of Belmont's major industrial district and is acknowledged as a major strategic transport and logistics hub for the state. The area is located in the southern corner of the City of Belmont as visualised by Figure 1.

The broader Kewdale freight and logistics hub crosses over four local government areas, including the City of Belmont, City of Canning, City of Kalamunda, and the City of Swan. These local governments are involved in the Link WA alliance which is currently investigating the need to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Kewdale Industrial Area.

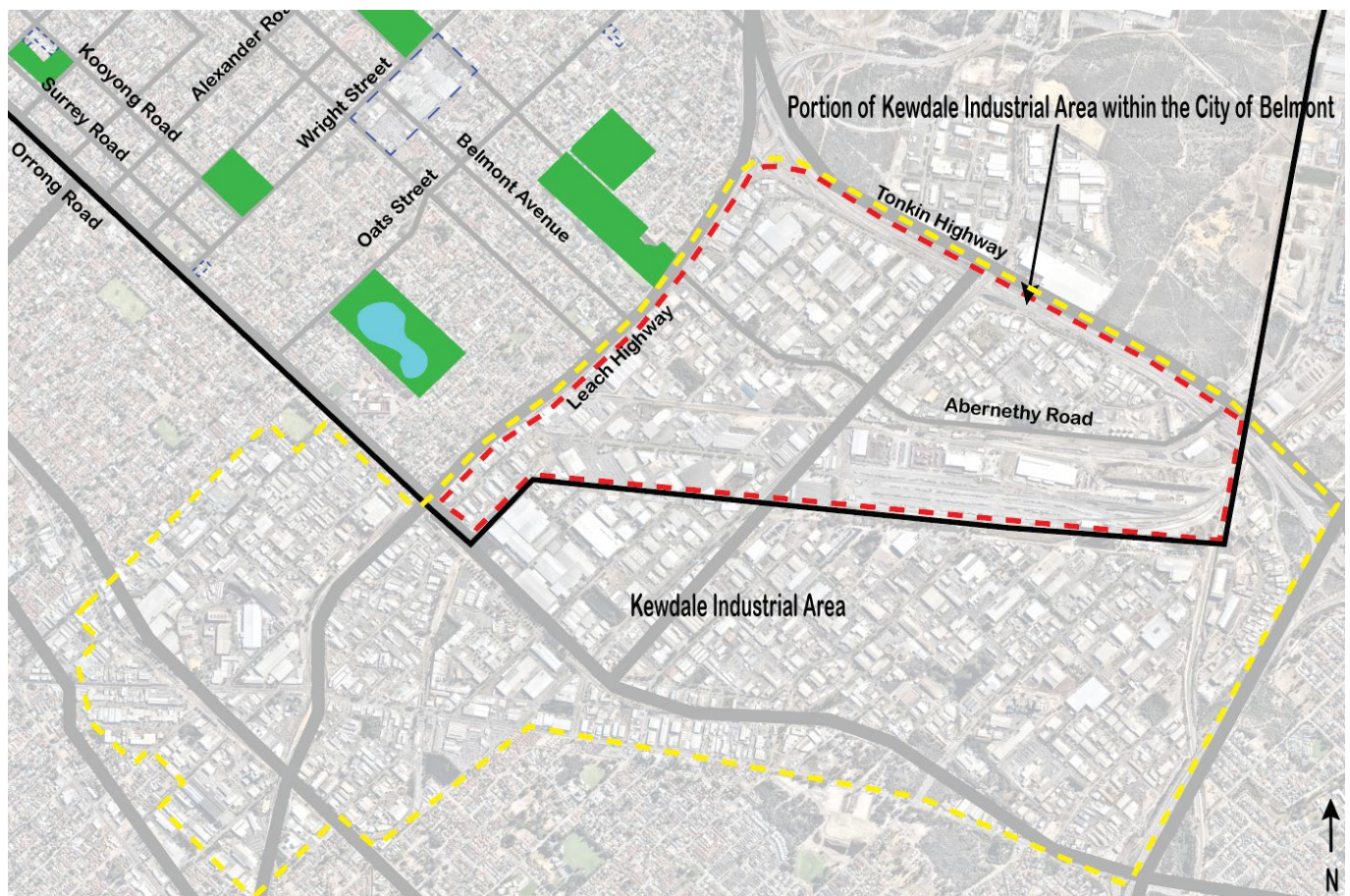


Figure 1: Kewdale Industrial Area Locality Map

Kewdale Industrial Area Zoning

Kewdale Industrial Area is currently zoned 'Industrial' under the City's Local Planning Scheme. The current zone and objectives adequately reflect the intent for the area to be used for industrial purposes.

The Planning and Development (Local Planning Schemes) Regulations 2015 contain a set of Model Provisions which prescribe standard local planning scheme zones and zone objectives for all local governments. The City's current zone of 'Industrial' and associated zone objectives are not consistent with the Model Provisions.

It is considered that the most appropriate standard Model Provision zone to apply to the Kewdale Industrial Area is 'General Industry'. The City may look to investigate the inclusion of additional objectives relating to the continuation of the current freight and logistics industry.

Additional objectives will allow the City to ensure that the function of the Kewdale Industrial Area is retained through statutory objectives any development proposal will need to have regard to.

Action 1.1

Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objective/s.

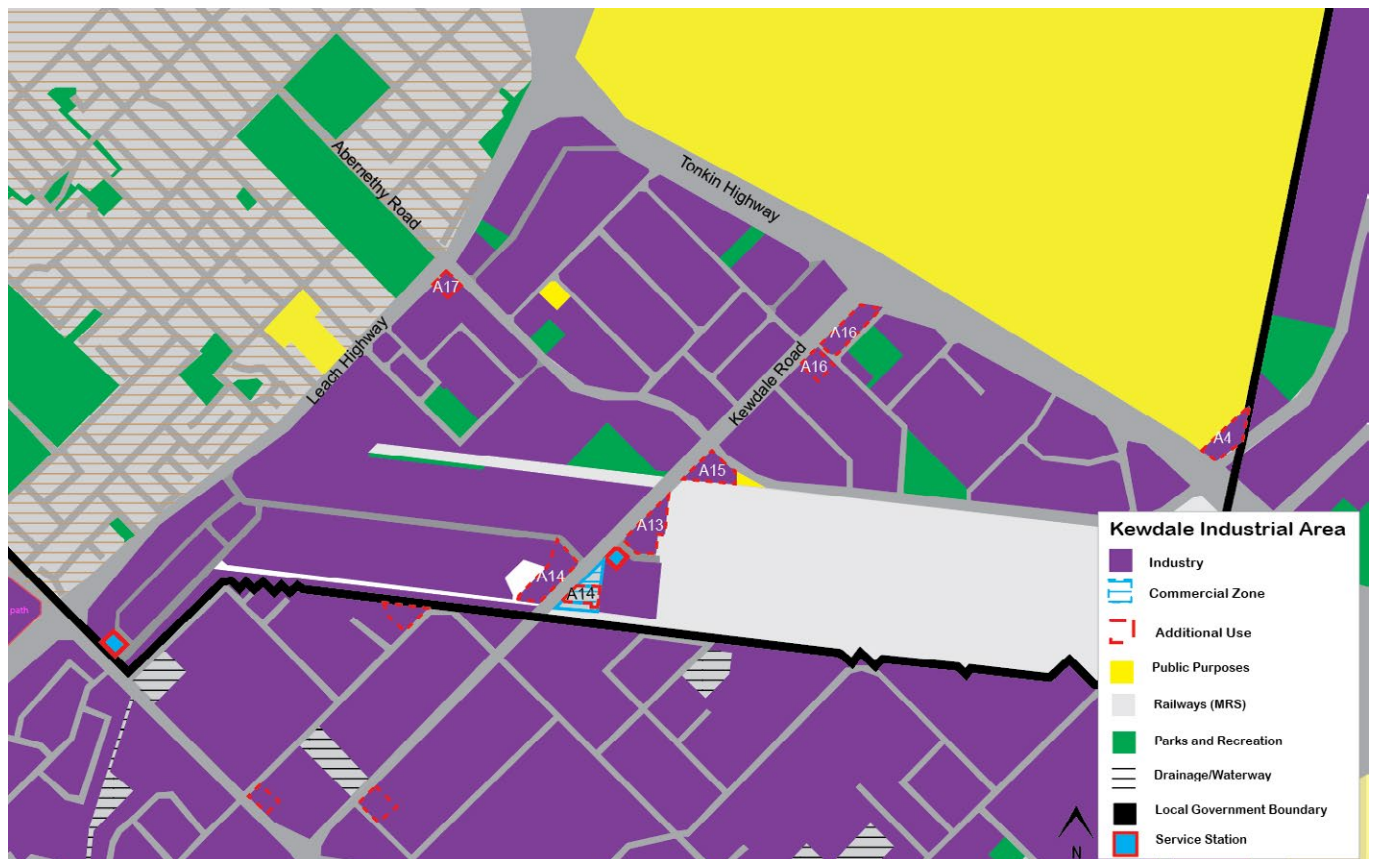


Figure 2: Existing Kewdale Industrial Area Zoning Map

Retail Commercial within Kewdale Industrial Area

Currently within Kewdale Industrial Area, there is a small portion of land along Kewdale Road which contains uses which are not necessarily industrial in nature. These uses spread across 'Commercial' and 'Industrial' zoned land which is designated by LPS 15 as 'Additional Use' areas 'A4', 'A13', 'A14', 'A15', 'A16', and 'A17'. These additional use areas were created to facilitate the approval of uses originally listed as 'X' (not permitted) in the 'Industrial' area.

The site labelled as 'A13' is zoned 'Industrial' and is able to accommodate several additional land uses, including:

- Consulting Rooms;
- Health Centre;
- Liquor Store;
- Lunch Bar;
- Medical Centre;
- Office;
- Restaurant; and
- Tavern.

The site currently accommodates a number of the land uses listed above with a dominant tenancy being Kewdale Tavern. The overall site also currently accommodates a cafe and a number of offices. To continue accommodating these land uses while also ensuring that the industrial nature of the locality is not eroded, it may be appropriate to zone the site 'General Industry' with appropriate additional uses.

Sites classified by 'A14','A15','A16' and 'A17' are designated by LPS 15 as being able to accommodate an 'Office' land use. However, as a result of amendments to Local Planning Scheme No. 15, 'Office' is now capable of approval in the 'Commercial' and 'Industrial' zones. Therefore, the Additional Use designation serves no function.

119 and 133 Kewdale Road are currently zoned 'Commercial' under Local Planning Scheme No. 15. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2, it may be appropriate to rezone 119 and 133 Kewdale Road to 'Local Centre'. A local centre zoning reflects the scale and nature of the existing uses on-site being a number of small scale offices and convenience services including shops and lunch bars.

It may also be appropriate to rezone the 'Commercial' zoned portion of 135 Kewdale Road, and 1 Ballantyne Road and 2 Fenton Street (currently zoned 'Service Station') to 'General Industry' given these sites have been developed for industrial type land uses.

The site designated as 'A4' is able to accommodate several land uses, including:

- Fast food / Take away
- Consulting room - Group
- Restaurant
- Service Station
- Shop provided that the gross leasable area set aside for the purposes of Shop other than Fast Food does not exceed 500m² in total; and
- Tavern.

As part of the preparation of a new local planning scheme, the City should investigate whether it is appropriate to retain Additional Use 4.

Action 1.3

Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.

Action 1.4

Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.

Action 1.5

Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.

Action 1.6

Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.

Action 1.7

Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.

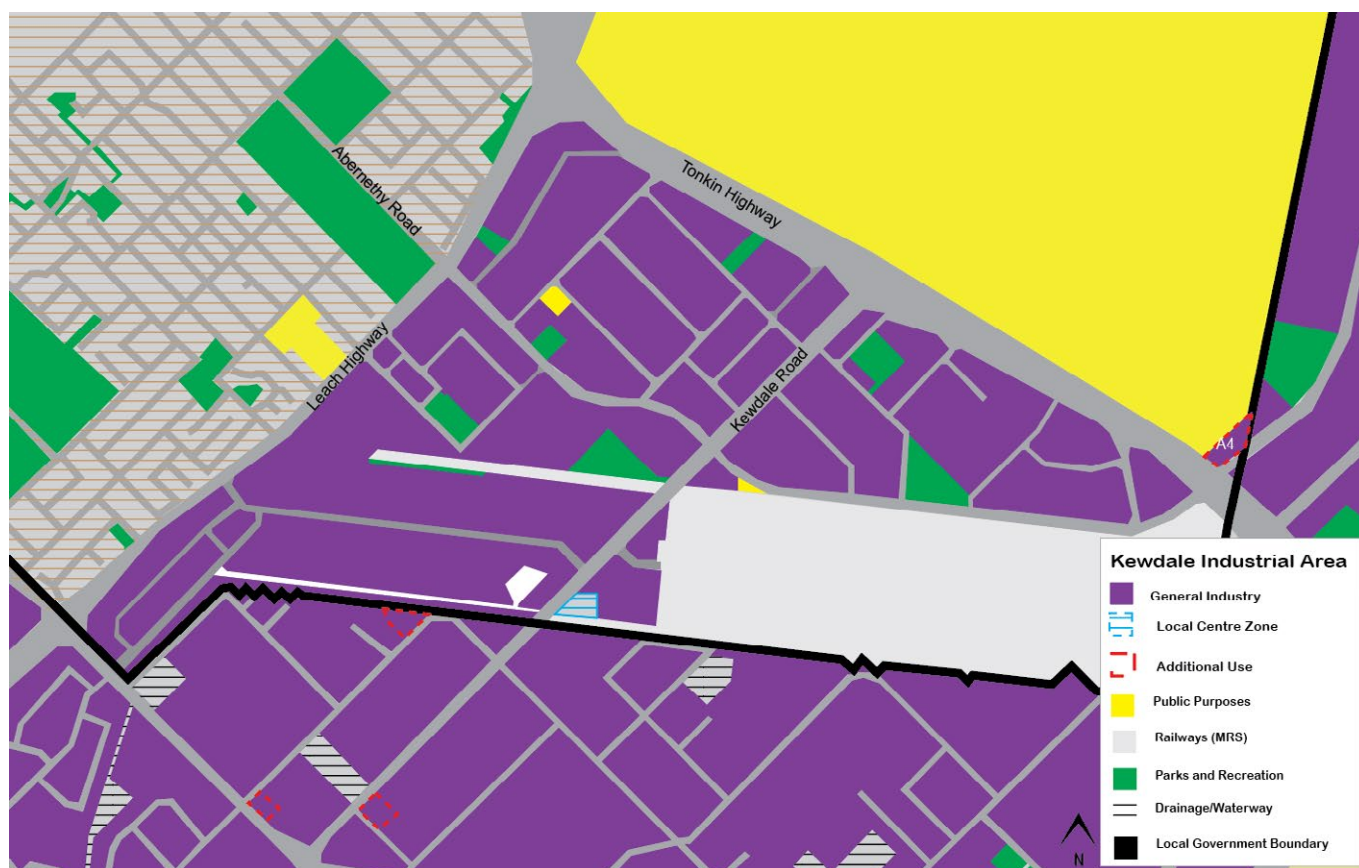


Figure 3: Proposed Zoning Investigations

2. Movement

The movement network associated with the Kewdale Industrial Area provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. Unlike other activity centres within the City, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated as discussed in the following sections of this Strategy.



Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Kewdale Industrial Area, footpaths are located within the more prominent road reserves. These include Abernethy Road, Kewdale Road, Belmont Avenue, and Noble Street. Although this is the case, their design results in a relatively unattractive space for pedestrians. The footpaths are directly adjacent to high traffic roads with little to no weather protection. Therefore, the City should investigate streetscape improvements aimed at improving the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

Generally internal roads don't feature footpaths. Therefore, the City should investigate the need and feasibility of extending the footpath network. It is anticipated that this will better connect the Kewdale Industrial Area with public transport infrastructure and nearby services.

With regard to cyclist infrastructure, there are no dedicated cycle lanes within the road reserves.

Therefore, the City should investigate including cycle lanes within the Kewdale Industrial Area particularly along roads such as Abernethy Road and Kewdale Road. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.



Public Transport

The portion of Kewdale Industrial Area located within the City of Belmont is currently serviced by bus routes, 270 (new service connecting Elizabeth Quay to High Wycombe Station), 293, 37 (new service connecting Oats Street bus Station to the Airport Bus Stand), and 285 as visualised by Figure 4. Bus stops providing access to these services are located within the Kewdale Industrial Area along Abernethy Road and Kewdale Road.

While the current land use mix and goods offered within the Kewdale Industrial Area are unlikely to produce a high level of public transport usage, the bus network still presents an opportunity for employees and visitors to utilise an alternative mode of transport. The network provides connections to High Wycombe Station, Elizabeth Quay Bus Station, Redcliffe Station, Oats Street Bus Station and the Airport Bus Stand.

The City should monitor public transport usage within the Kewdale Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

Action 2.2

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority

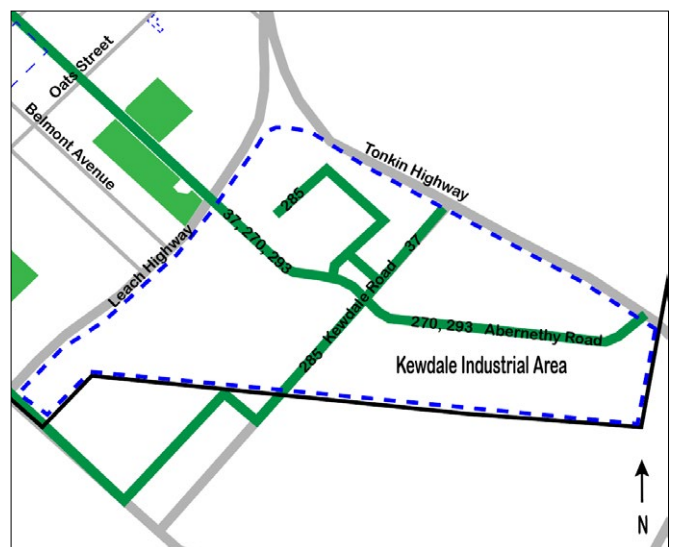


Figure 4: Bus Network Map

Road Network and Private Vehicles

The nature of the current goods and services provided for within Kewdale Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access to the goods and services offered particularly for large trucks.

The future intent for the Kewdale Industrial Area is to continue to provide for a range of land uses that by their nature require access via large vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to the surrounding major arterial routes.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme.

Action 2.3

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

Action 2.4

Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme



3. Place

The Kewdale Industrial Area is a significant transport, storage, manufacturing and logistics hub that services the State's freight, logistics, construction and resource sectors. The City should ensure that the industrial nature of the area is maintained by implementing a planning framework that can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.



Land Use Permissibility

This Strategy proposes to investigate the appropriateness of primarily zoning the Kewdale Industrial Area as 'General Industry' to accommodate a variety of industrial type land uses, which by their nature require larger sites and good vehicle access. 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. In order to facilitate the intended purpose of the Kewdale Industrial Area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'General Industry' zone is proposed to encompass a variety of different site characteristics, it may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and ensure that each proposal adequately meets the constraints or needs on a site by site basis. However, it may be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the industrial intent of the locality isn't eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

With regard to 119 and 133 Kewdale Road, these lots are currently zoned 'Commercial' by LPS 15. Recent amendments to the Regulations have

introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

The City should through the preparation of a new local planning scheme investigate the appropriateness of maintaining a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may also be appropriate to rezone 119 and 133 Kewdale to 'Local Centre'. It is likely that the exemptions detailed in Table 1 will also be extended to apply to the 'Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.

Action 3.2

Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.





Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> Located within Metropolitan or Peel Region Scheme Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> Within metropolitan region NLA no more than 300sqm No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> NLA no more than 300sqm
Restaurant/Cafe	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	<ul style="list-style-type: none"> Located within Metropolitan or Peel Region Scheme

Table 1

Link WA

The City of Belmont is actively involved in a regional partnership (Link WA) with the Cities of Canning, Kalamunda, and Swan. The Link WA alliance will encourage the joint promotion, advancement, and development of each of the City's major industrial areas into a coordinated inland Freight and Logistics Hub. Kewdale Industrial Area forms a major part of this hub.

As part of the Link WA alliance, the involved local governments are looking to provide a level of consistency for freight and logistics companies currently operating or looking to locate within the Logistics Hub of WA. Therefore, investigations have been undertaken to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards. In preparing a new Local Planning Scheme the City of Belmont should have regard to the recommendations of the LinkWA working group with respect to the Kewdale Industrial Area. Therefore, the City should investigate including cycle lanes within the Kewdale Industrial Area particularly along roads such as Abernethy Road and Kewdale Road. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, parking and loading requirements, pedestrian and garden areas, facades, fencing and walls and subdivision.

As discussed previously, a 'General Industry' zone may be appropriate to apply to the majority of Kewdale Industrial Area. Therefore, the City should investigate the development of specific built form provisions which should be included in a new Local Planning Scheme prepared by the City.



Action 3.3

During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.



The built form provisions should be focused at facilitating uses intended for the zone while at the same time ensuring that development results in an attractive built form.

During the preparation of appropriate built form provisions, the City should also have regard to recommendations made during discussions held by the Link WA alliance regarding standardised provisions for the Kewdale Industrial Area.

Action 3.4

Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.

Action 3.5

Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.

Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than \$4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

Kewdale Industrial Area is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future redevelopments.

Action 3.6

Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.





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Kewdale Industrial Area Actions








Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.	Part 2 Kewdale Industrial Area Zoning Page 4	 1.2 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objectives.	Part 2 Kewdale Industrial Area Zoning Page 4	 1.4  5.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning








Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 1.2  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.7	Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	 1.2  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning





Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	 2.2-2.4  5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services
2.3	Continue to maintain a high level of private and service vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 9	 2.1  5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Road Network and Private Vehicles Page 9	 2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning




Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.	Part 2 Link WA Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.4	Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning

Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.	Part 2 Development Provisions Page 12	 5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.6	Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.	Part 2 Public Art Page 13	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place