

## **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:

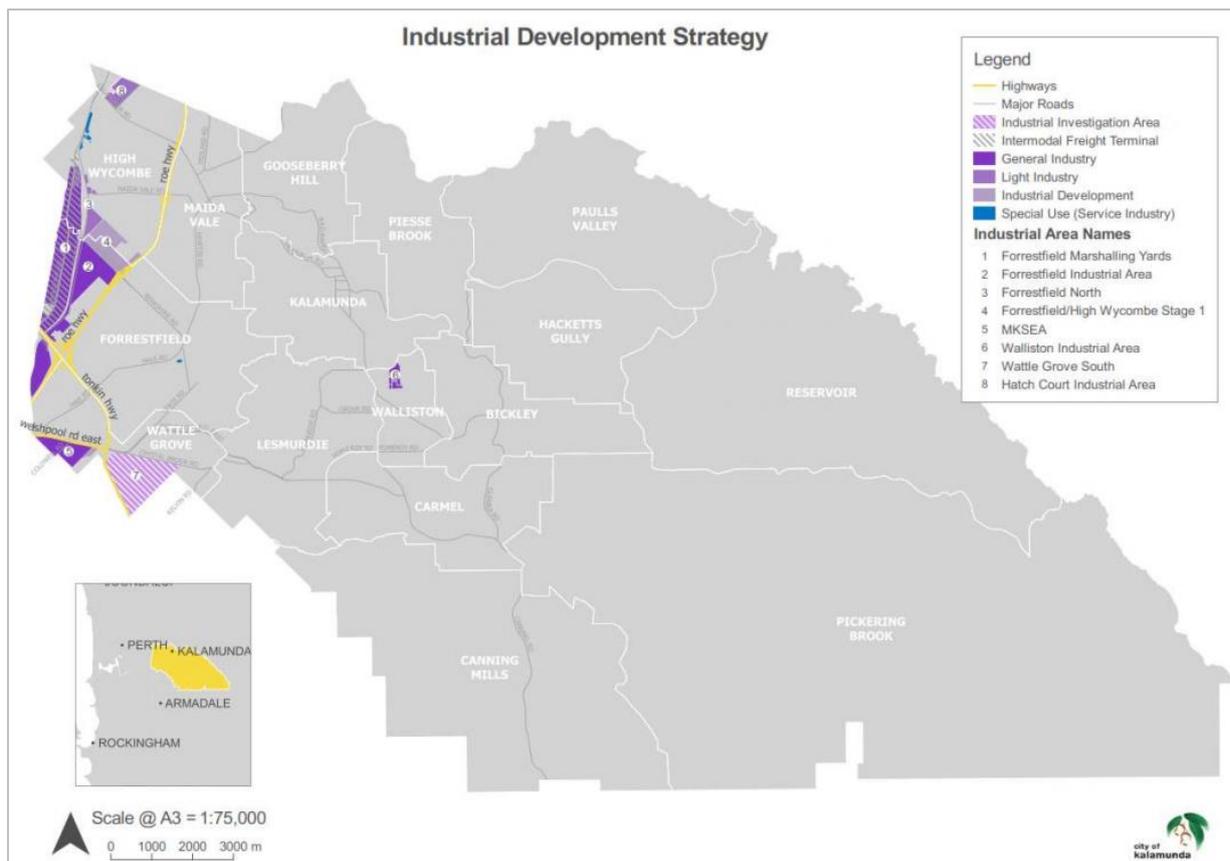
- Ongoing demand for industrial land due to freight rail facility in High Wycombe.
- The City's location is of strategic importance to transport-oriented industry as it is well located relative to major road and rail systems to and from the Eastern States and intrastate.
- Kewdale-Hazelmere Integrated 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.

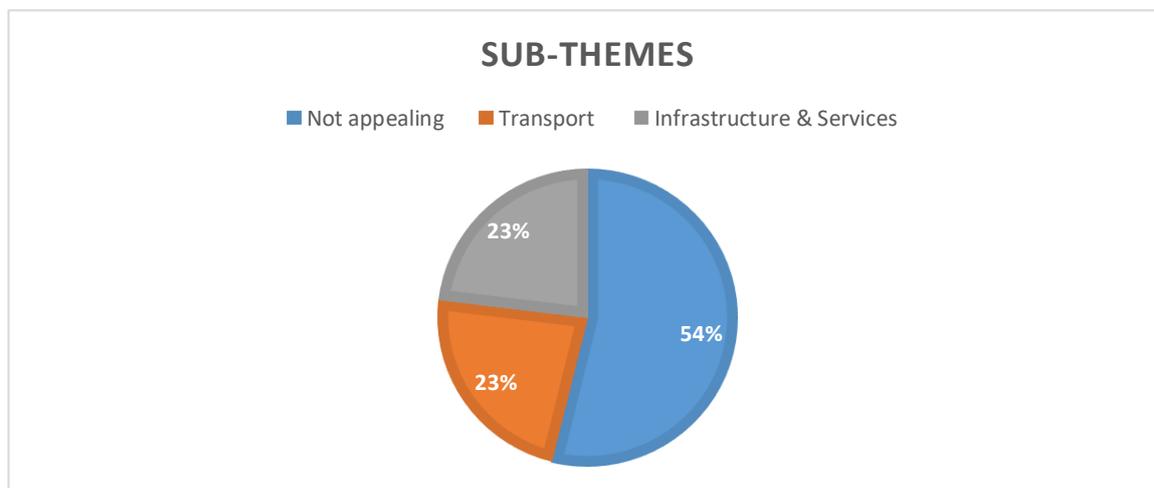
**Activity 1: Thinking about the 7 precincts, what makes each of them appealing places to do business/spend time? Provide examples of where and why.**

**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	

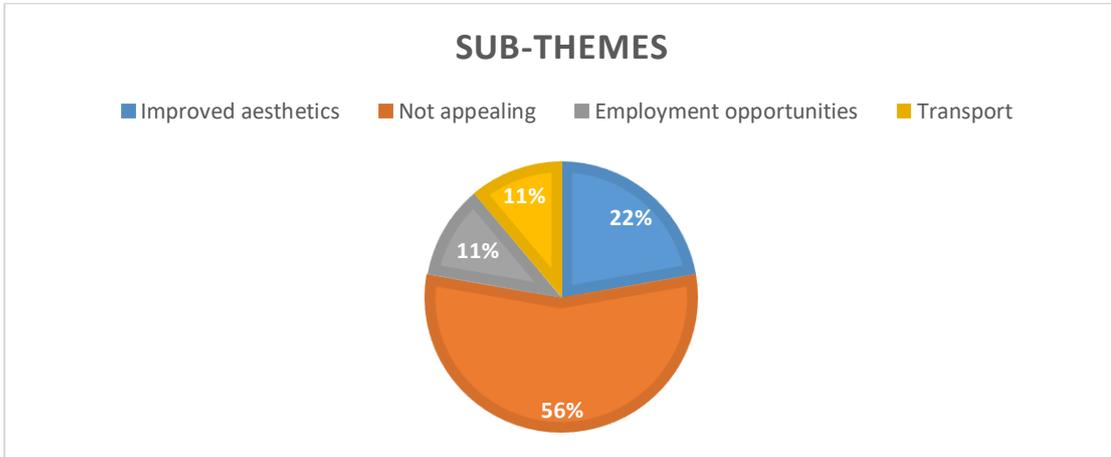


**b) Forrestfield Industrial Area**

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.

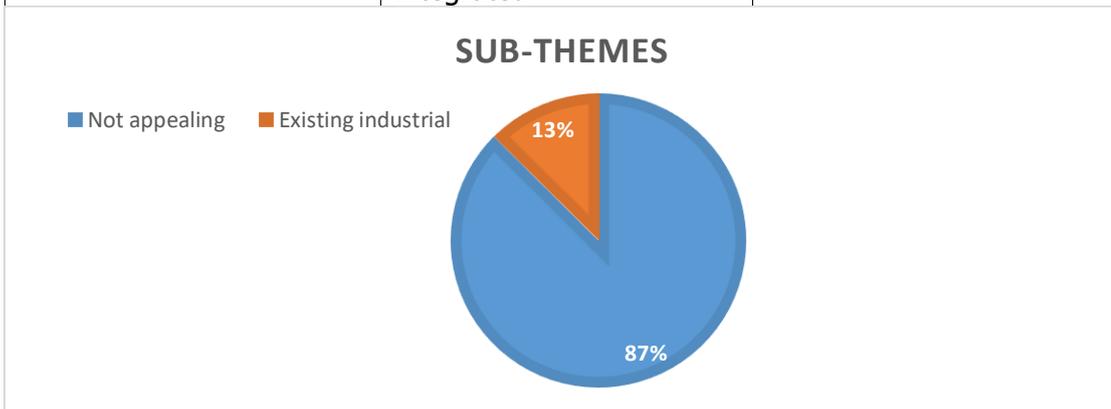
Improving in look and feel	Employment opportunities	Destroyed environment
Buildings are better designed	Nothing is appealing	Trucks noise
No trees	Road networks	Pollution
Wasteland		



**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	

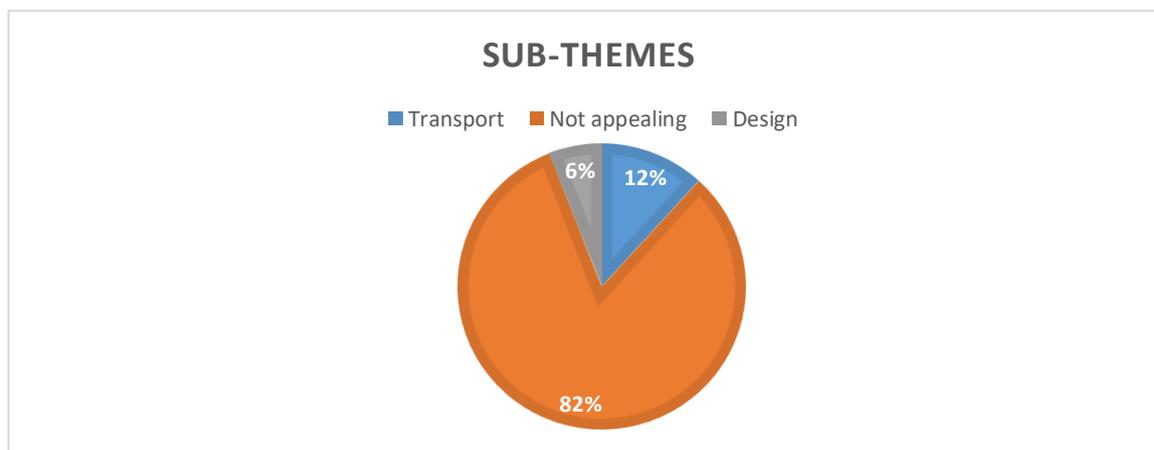


**d) Maddington Kenwick Strategic Employment Area**

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	



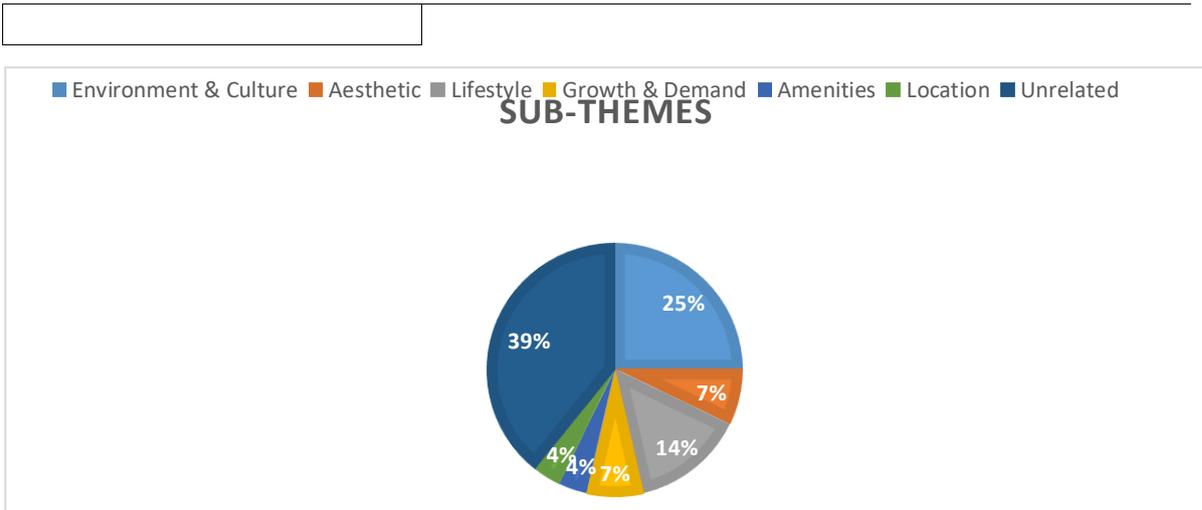
**e) Wattle Grove South**

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”.

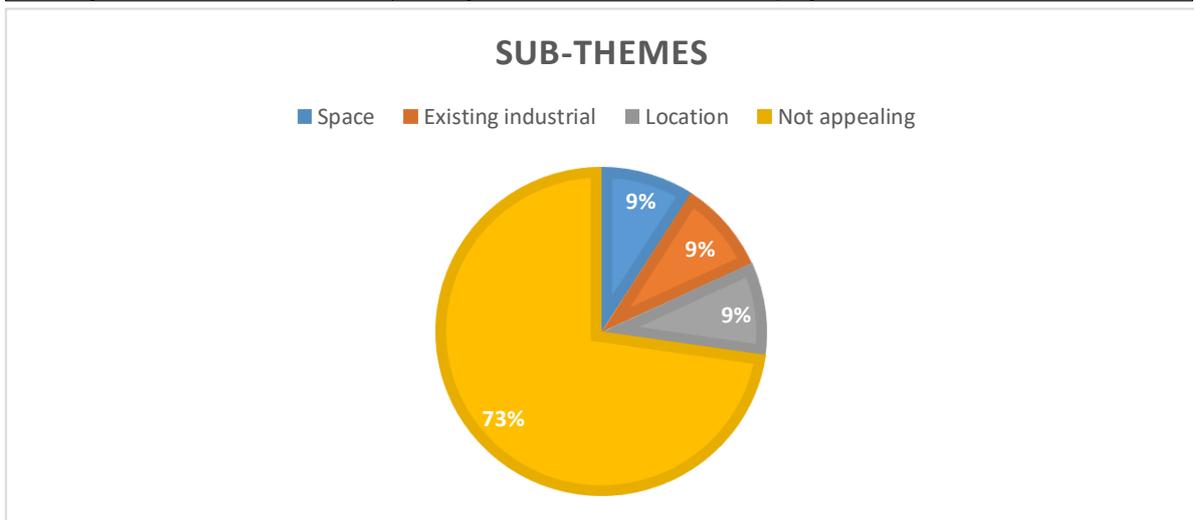
No industrial	Green belt – do not touch	Demand
Save	Semi-rural	Deforestation
Leave alone – Do not touch	Aboriginal heritage	Cockatoos
No Industrial Development	Facilitate growth	Attractive
Semi-rural	No deep sewerage	Greenspace
Increasing noise pollution & high traffic	Lifestyle	Tree canopy
No walk ways, 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%).

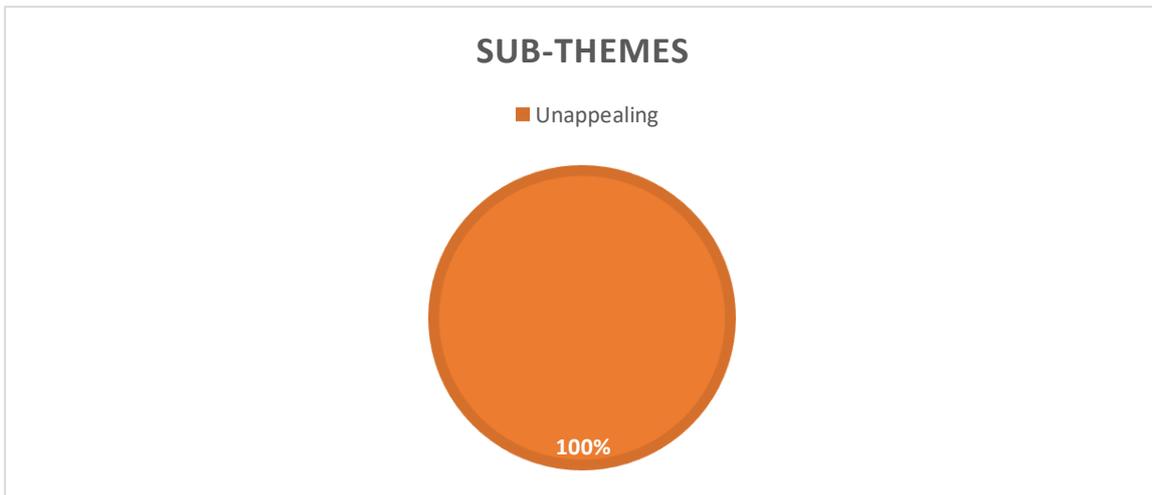
Very scruffy	Ugly	Already industrial
Messy	Under-utilised	Low maintenance
Poorly maintained	Away from houses	Space



**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
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**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?**

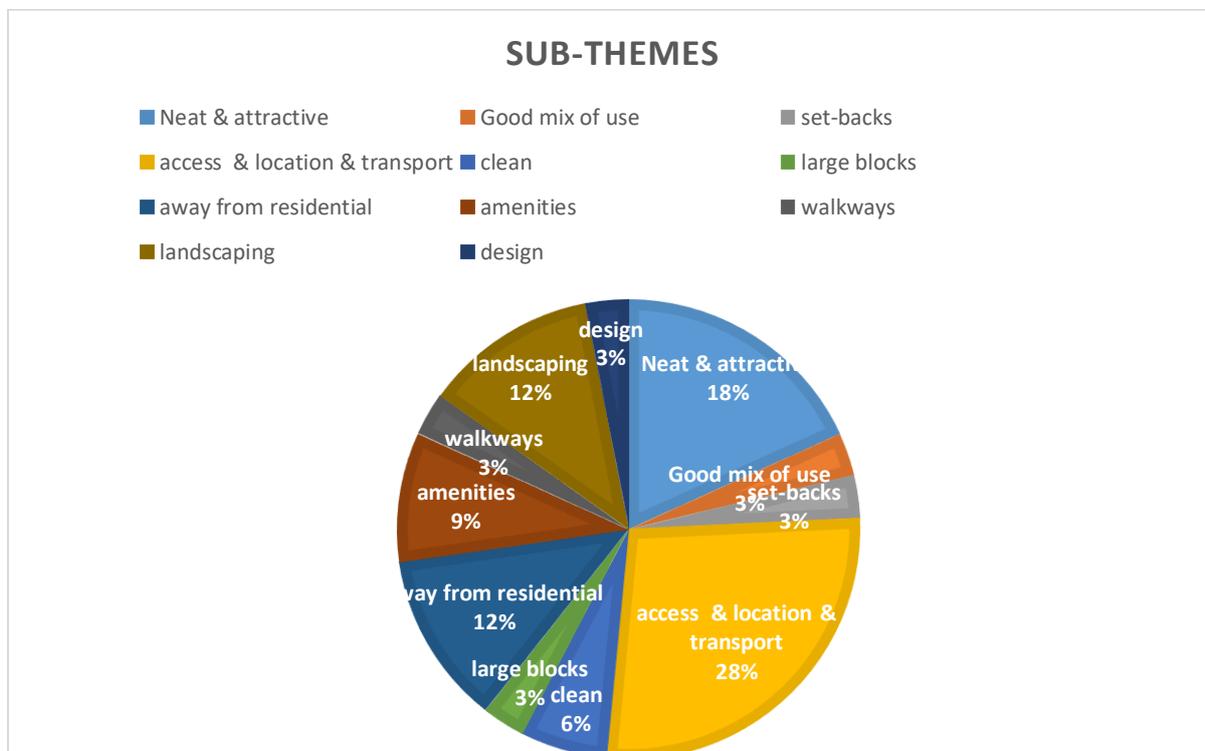
The following factors were listed as important by attendees:

- 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%).



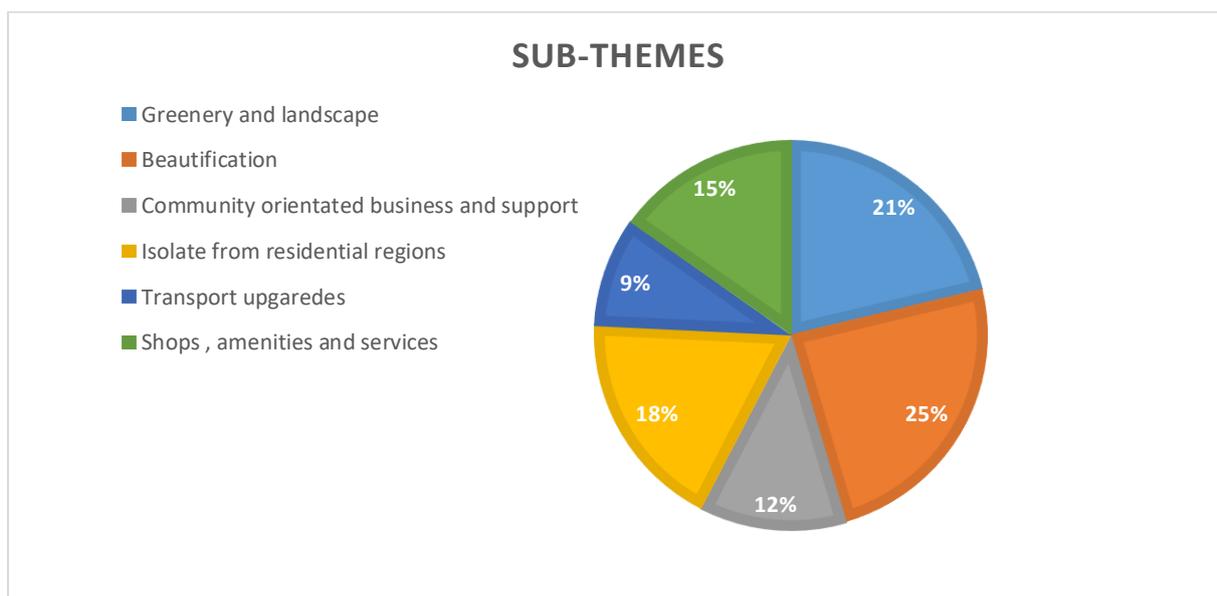
Kelvin Rd - Good access
Malaga - Attractive, neat
Joondalup - Attractive, neat, good mix of business, good street presentation
Abernethy Rd - Good Set backs
Hazelmere - Good street presentation
Canning Vale - Appealing, neat, clean, good access, large blocks, proximity, arterial route, defined business, 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, Zambro'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 you 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 *dual 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 canvassed 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.

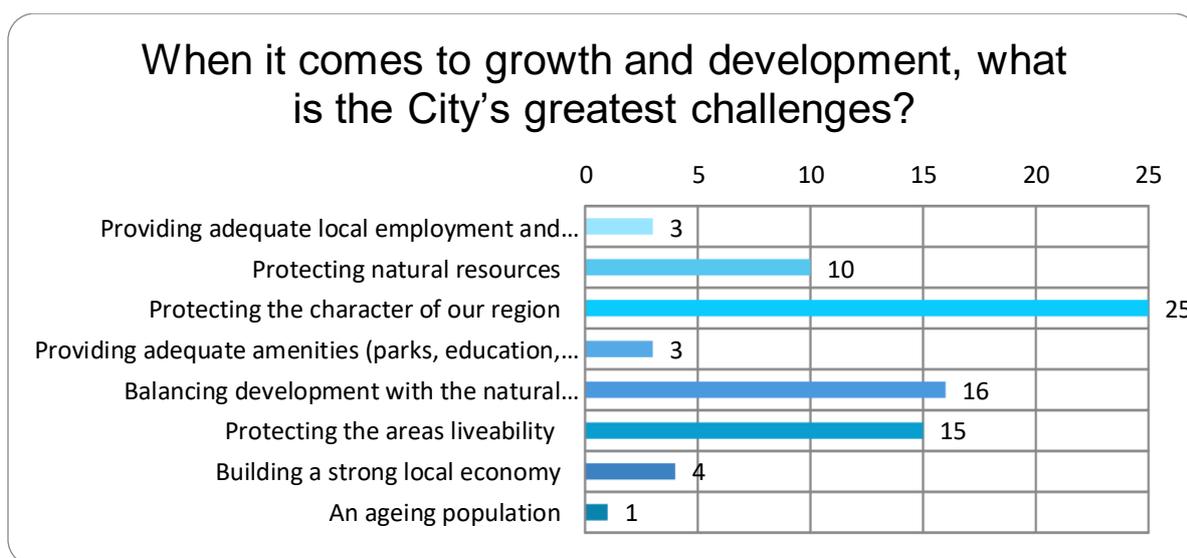
It’s also noted that whilst there is not a shortage of land classified as industrial at this point in time, there is a shortage of industrial land big enough for certain types of industrial use, which the City possesses.

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 want 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 where 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 their 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.

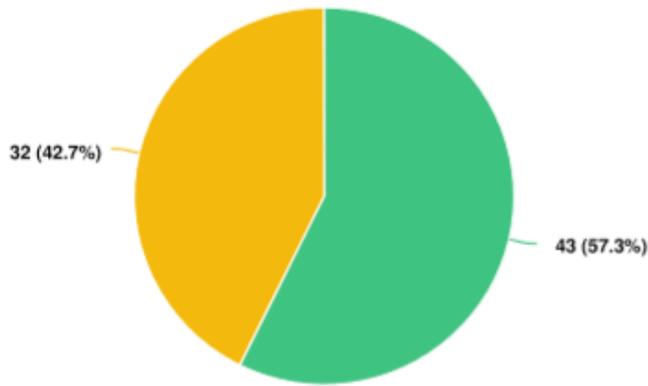
Fuel Station and small shops at Tonkin Highway end only.

Specific requirements for look of buildings, including green areas and making sure that the area is kept clean.

<p>Make trees and landscaping compulsory - don't let it look like Midland - cleared, hot and very little shade. Make it inviting.</p>
<p>Provide more amenity for existing occupants, encouraging private recreation, restaurants etc.</p>
<p>Add to already established areas. Don't create new areas and do not enlarge Walliston.</p>
<p>Move it adjacent to the City offices.</p>
<p>Landscape Buffers</p>
<p>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.</p>
<p>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).</p>
<p>Go somewhere else where there are no homes already established in the past 50+years</p>
<p>Not applicable - I strongly believe that the City of Kalamunda should not have any areas of industrial precincts.</p>
<p>Nothing in the Kalamunda district. No more industrial areas</p>
<p>Always have a green buffer between industrial and residential</p>
<p>Keep in one place. There are adequate area's around airport precinct that have accessible transport links</p>
<p>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.</p>
<p>Encourage modern and creative shop fronts and signage.</p>
<p>Inviting entry statement. Uncluttered areas to industrial businesses, particularly forward of the business building lines.</p>
<p>Better lighting and Improved signage, Accessible parking areas Amenities 24/7 amenities - toilets, showers, food, security</p>
<p>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.</p>
<p>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</p>
<p>Keep them in one place. There are adequate areas around the airport precinct that have accessible transport links.</p>
<p>Always have a green buffer between Industrial and Residential.</p>
<p>Nothing in the Kalamunda district. No more industrial areas.</p>
<p>Not in the City of Kalamunda</p>

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, Forresterfield, 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?**

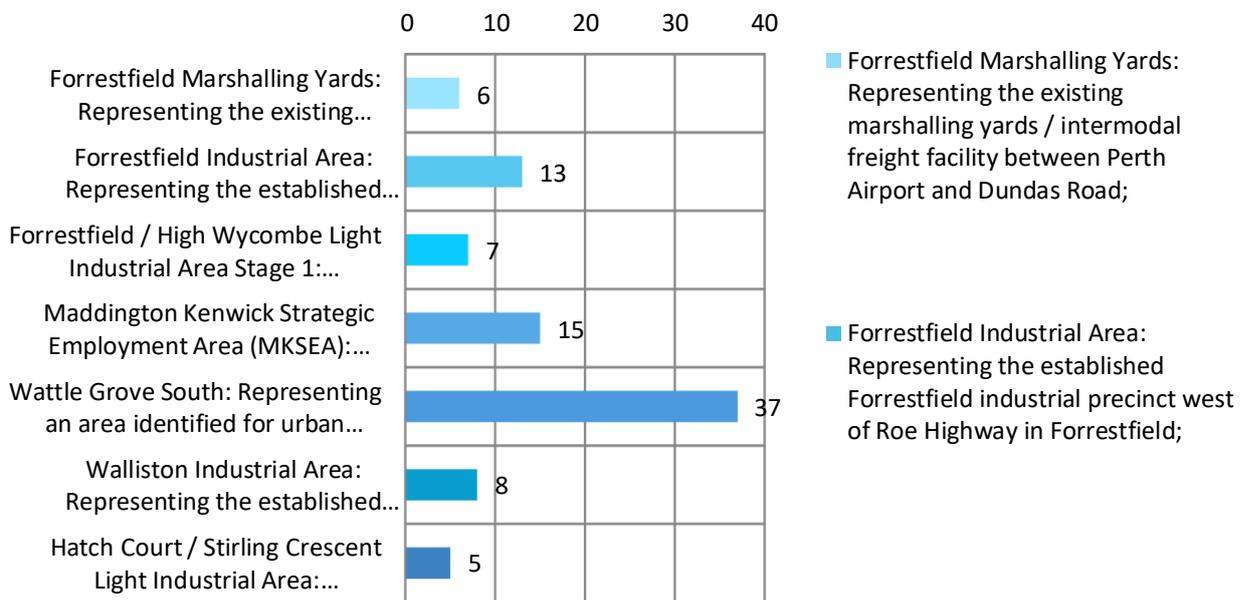


**Question options**

● Yes ● No

Optional question (75 responses, 4 skipped)

**If Yes - tick relevant location/s**



## 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.

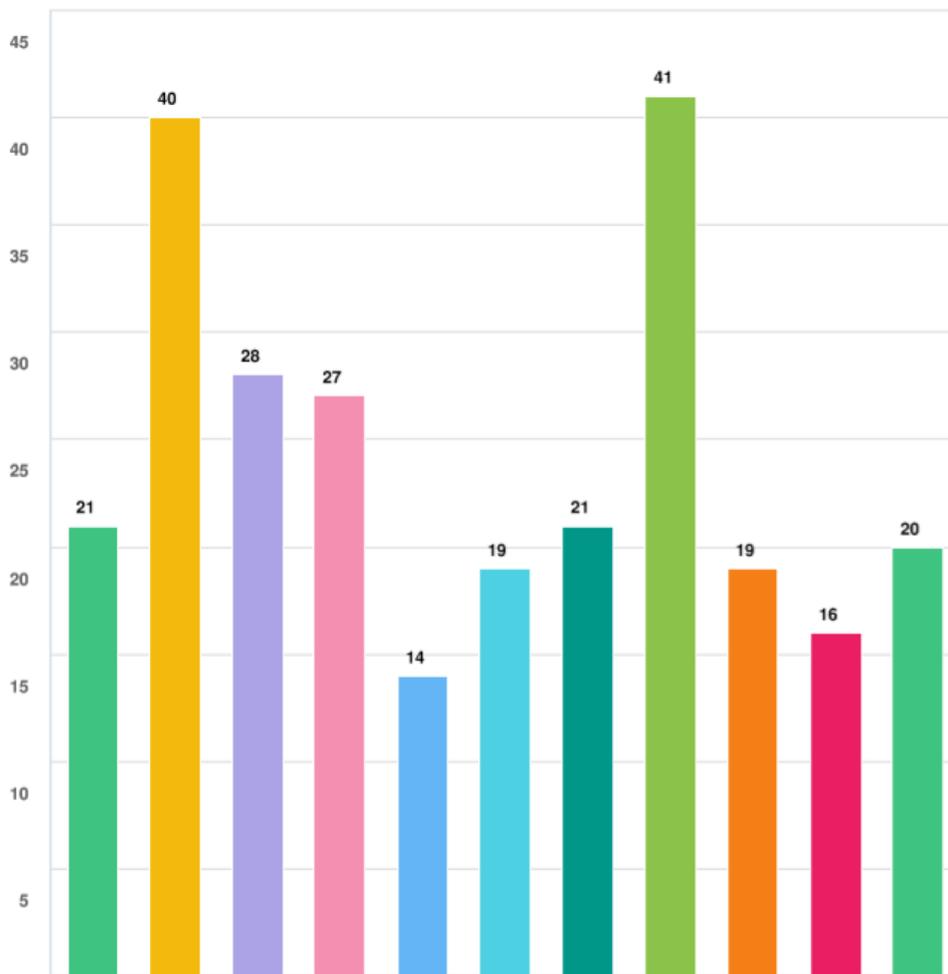
Get the community involved with the industrial precincts that already exist.
Yes the one located near Laurel Street in Forrestfield is a bit of an eye sore. Restrict noise after 7pm and before 7am.
Promote incentives for businesses providing amenity to existing occupants so that they stay within the 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.

**What improvements could be made to improve the functionality of industrial precincts? (Tick what appeals to you)**

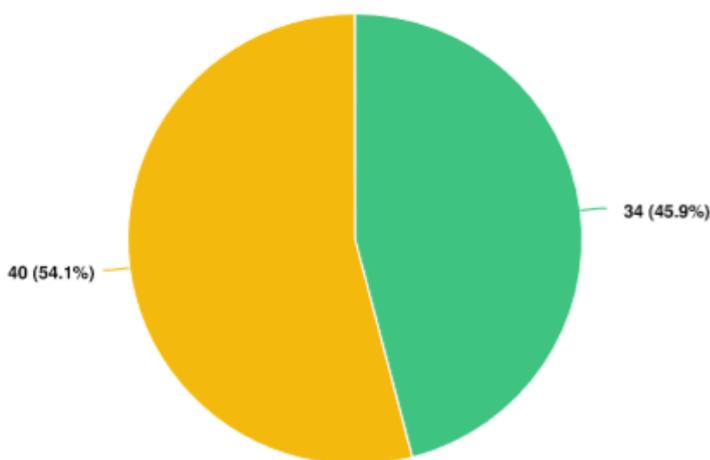


**Question options**

- Improved access and road maintenance    ● Visual appeal – attractive streets and public art to attract business and people
- Innovative and sustainable design    ● Attractive design of industrial buildings    ● Improvements to lot configurations or sizes
- Create a more human space in which to work - Places to relax and interact with fellow workmates – chill out zones
- Easy access to public transport    ● Landscaping / Greenspaces / Shade    ● Parking and access    ● Security and uses
- Street Lighting

*Optional question (79 responses, 0 skipped)*

**Does your work take you into Industrial Areas or do you work in an industrial precinct (inside or outside of the City)?**



**Question options**

- Yes
- No

*Optional question (74 responses, 5 skipped)*

**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 see industrial development within the City be improved?**

<p>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.</p>
<p>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).</p>
<p>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!!!</p>

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 important 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 nature 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.

<p>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).</p> <p>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.</p>
<p>Clarify the DCP required with clear guidelines as to when it will be spent in upgraded services</p>
<p>Do not encroach on land around Wallison.</p>
<p>Industrial development is not required in the Wattle Grove area.</p> <p>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.</p> <p>When did you last drive up Crystal Brook Road and view the beauty?</p>
<p>Improve exiting industrial areas of Walliston, Forrestfield, Hazelmere.</p> <p>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.</p>
<p>Keep away from residential area - basically of sight</p>
<p>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.</p>
<p>Outside Wattle Grove</p>
<p>Abandon the idea.</p>
<p>We do not want any more industrial development in the City of Kalamunda.</p> <p>You are already destroying the town feel of Kalamunda for visitors and people living here.</p>
<p>Industrial and residential need to be separated by a green belt.</p>
<p>I wish it to be noted I am opposed to the draft industrial development strategy in the Wattle Grove south area.</p>
<p>Let's retain and protect the natural character and uniqueness of our local area.</p>
<p>Kalamunda has industrial areas already</p> <p>Why don't you keep Wattle Grove South as a designated Equestrian area/Residential?</p> <p>The Kenwick/hale road site has already taken enough trees and habitat from local flora and fauna.</p>
<p>Keep industrial areas to their own corners:</p> <p>Hatch Crt-Ideal area but improved roads required. Holmes Rd-useless area.</p> <p>Cannot easily expand, probably best to eliminate and revert to housing.</p> <p>Wattle Grove- Maintain large housing blocks (R5 minimum) and limit industry to western corner,</p>

<p>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.</p> <p>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.</p> <p>People have only so much money to go around.</p>
<p>It should be supported with measures in place to make them visually attractive.</p>
<p>Improve streetscapes and entry statements and improve signage at entry roads</p> <p>Provide amenities Protect area liveability and character of the region</p> <p>Balance development with natural environment</p>
<p>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 &amp; Kenwick.</p>
<p>Kalamunda has industrial areas already in use.</p> <p>Why don't you keep Wattle Grove South as a designated equestrian areas/residential. (Green belt buffer-zone needed)</p> <p>The Kenwick/Hale Rd site has already taken enough trees and habitat from local flora and fauna.</p>
<p>I wish it to be noted that I am opposed to the Draft Industrial Development Strategy in the Wattle Grove South area.</p>
<p>Industry and residential need to be separated by an open belt.</p>
<p>We do not want any more industrial development in the City of Kalamunda.</p> <p>You are already destroying the town feel of Kalamunda for visitors and people living here.</p>
<p>Stay clear of Wattle Grove, any industrial development there will negatively impact the area and plummet property prices - nether is desirable.</p>
<p>I understand that we need industry in our city. But we need to balance this with the environment.</p> <p>Do not allow clearing of all trees and shrubs on any development.</p> <p>This clearing is happening in Forrestfield all the time and we are losing our natural appeal in exchange for more sheds and houses!</p>
<p>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.</p>
<p>No new areas - especially not in rural wattle grove!</p>
<p>Decide if Kalamunda is place for people to LIVE or a place for people to WORK?</p> <p>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.</p>
<p>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.</p>

<p>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.</p>
<p>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.</p>
<p>Keep industrial development out of Wattle Grove South</p>
<p>Keep to the existing industrial areas and add more greenery. Not create more industrial areas in residential locations.</p>
<p>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!.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>Improved architectural constructions set in well-maintained shady areas</p>
<p>Are they really necessary - we have enough already</p>
<p>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 &amp; 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.</p>
<p>Do not change the landscape that we already have. NO INDUSTRIAL PRECINCTS</p>
<p>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.</p>

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.

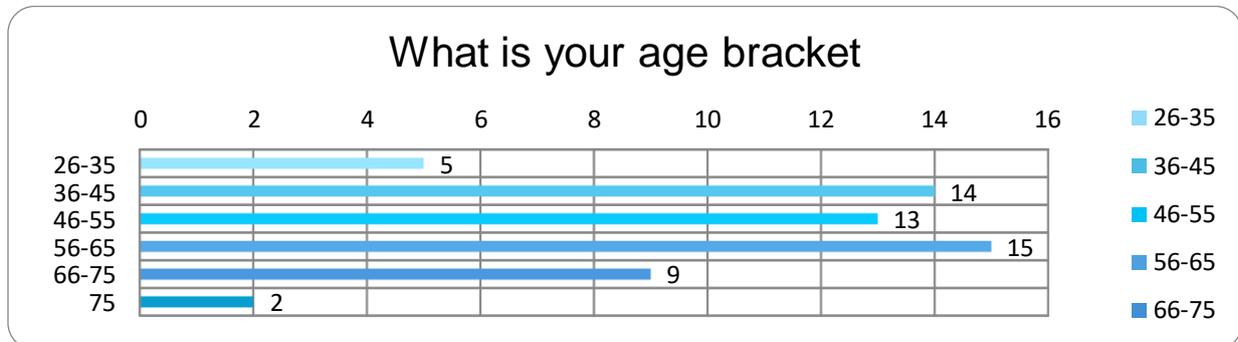
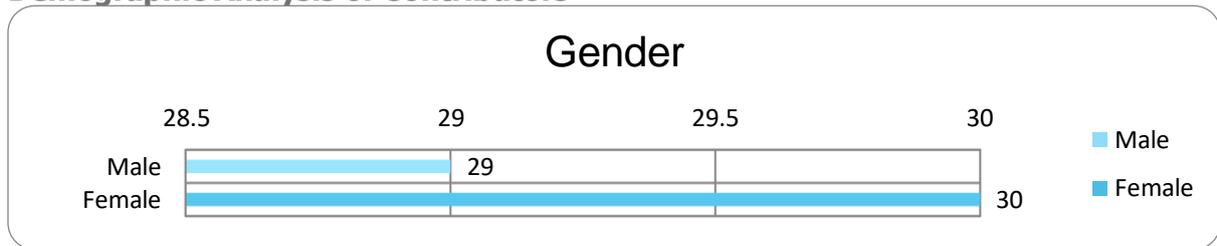
The City needs to consider if more are really required.

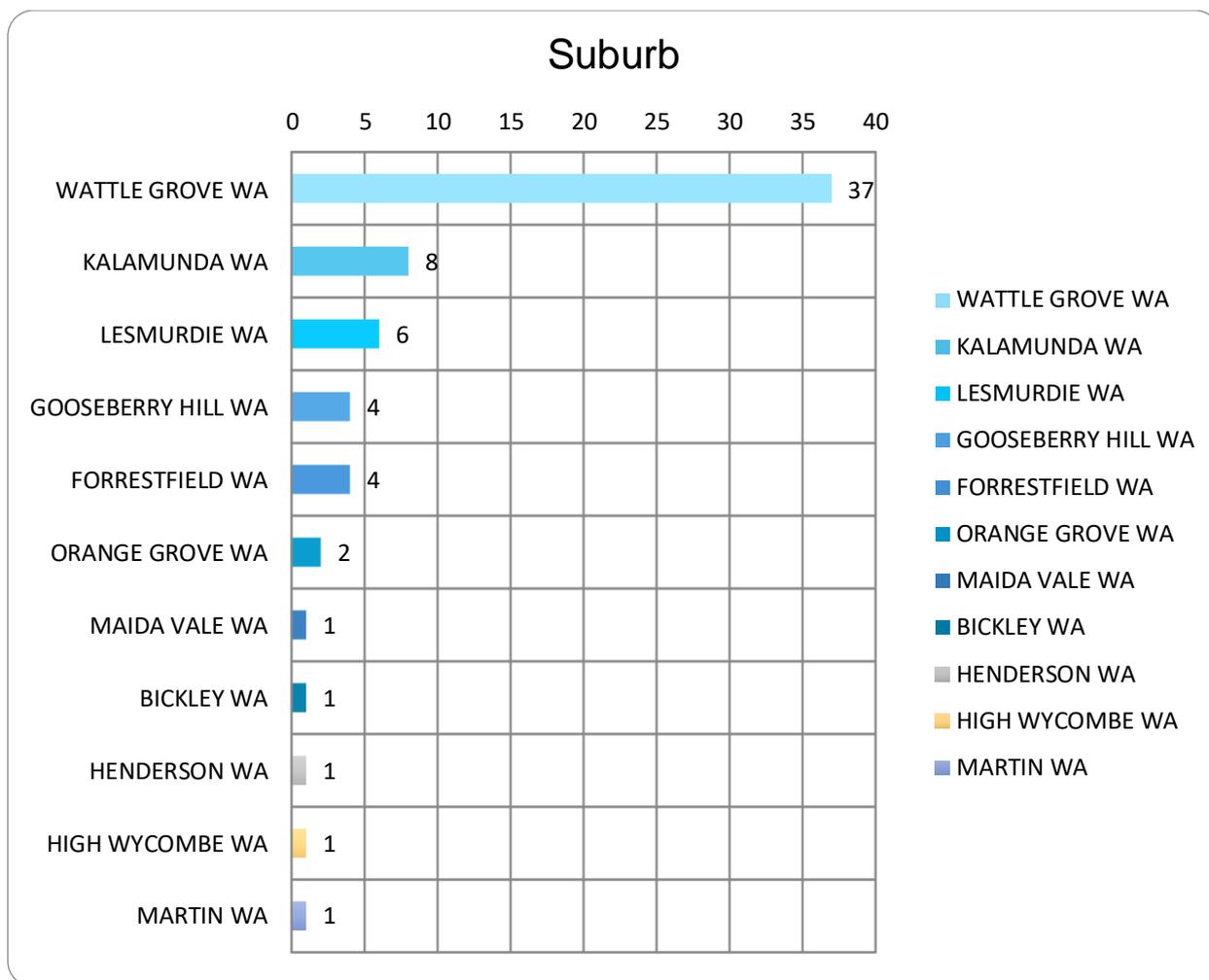
Most residents in the Shire of Kalamunda have chosen this area to enjoy the natural environment, not to live near industrial developments.

**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.