

# CITY OF BELMONT Activity Centre Planning Strategy - Redcliffe Industrial Area





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## Alternative Formats

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

# Redcliffe Industrial Area

Redcliffe Industrial Area is located at the eastern boundary of the City of Belmont generally bound by Coolgardie Avenue, Dunreath Drive, Fauntleroy Avenue, Redcliffe Road and Great Eastern Highway. The area is characterised by a mixture of land uses with motor vehicle hire and sales businesses, low scale service industry, and more intensive industrial land uses.

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

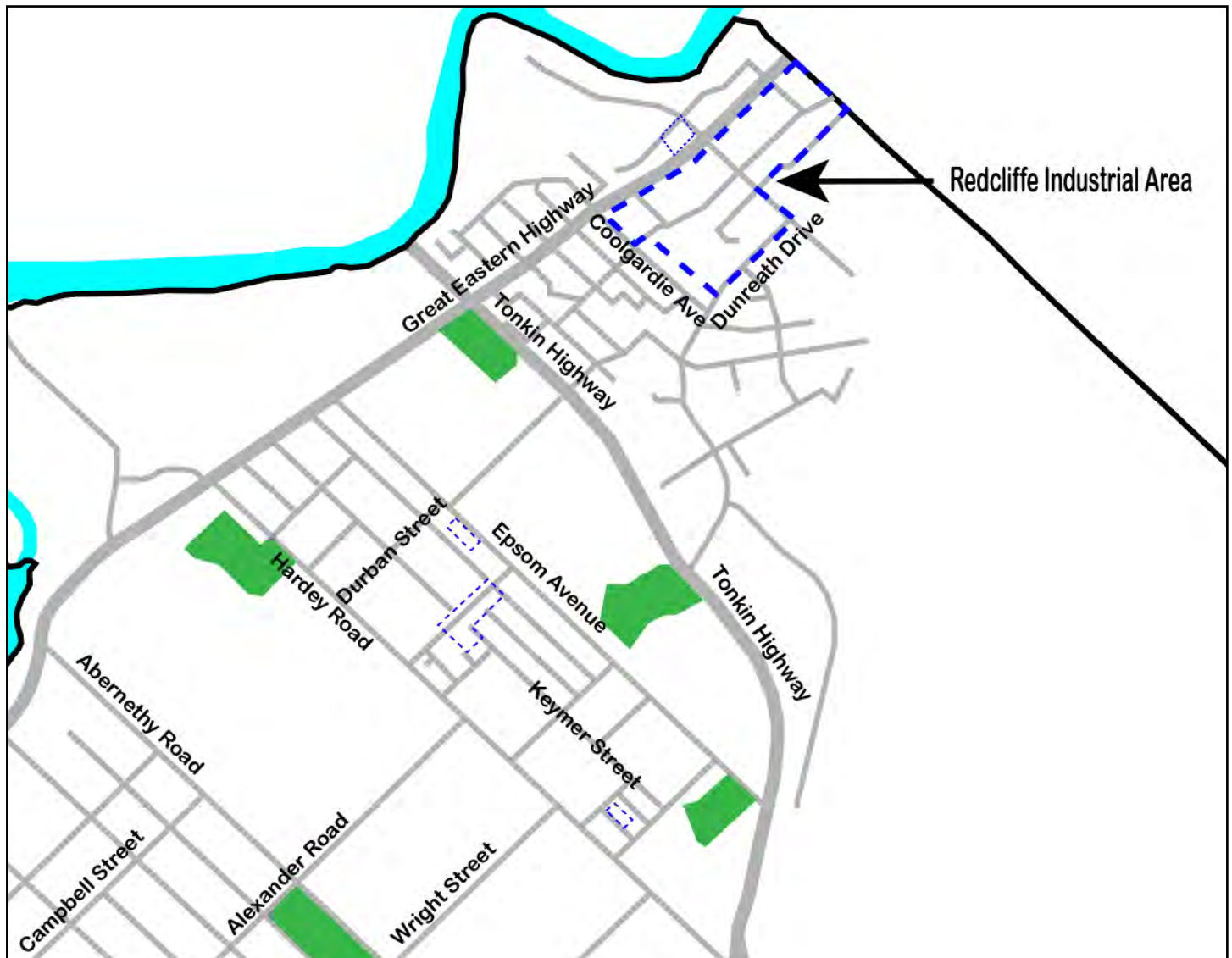


Figure 1: Redcliffe Industrial Area Locality Map

## Redcliffe Industrial Area Zoning

The Redcliffe Industrial Area is predominantly zoned 'Industrial' under Local Planning Scheme No. 15 (LPS 15). There is however a singular lot on the corner of Dunreath Drive and Fauntleroy Avenue zoned 'Mixed Use', 34-50 Fauntleroy are reserved for 'Public Purposes' (Public Transport Authority Bus Depot), and land bound by Fauntleroy Avenue, Bungana Avenue, Apac Way, Redcliffe Road, and the City's Eastern Boundary is reserved as 'Public Purposes' (Perth Airport) under the Metropolitan Region Scheme (MRS) as visualised by Figure 2.

The Department of Planning Lands and Heritage have proposed to extend the MRS 'Public Purpose' reservation over the 'Industrial' zoned land between Redcliffe Road and Dunreath Drive through an MRS amendment.

Redcliffe Industrial area is predominantly characterised by light industrial land uses apart from 555 Great Eastern Highway and 5 Apac Way located east of Ivy Street which accommodate general industry uses. As a result, the proposed zoning of each of these areas differs as discussed in the following sections of this strategy.

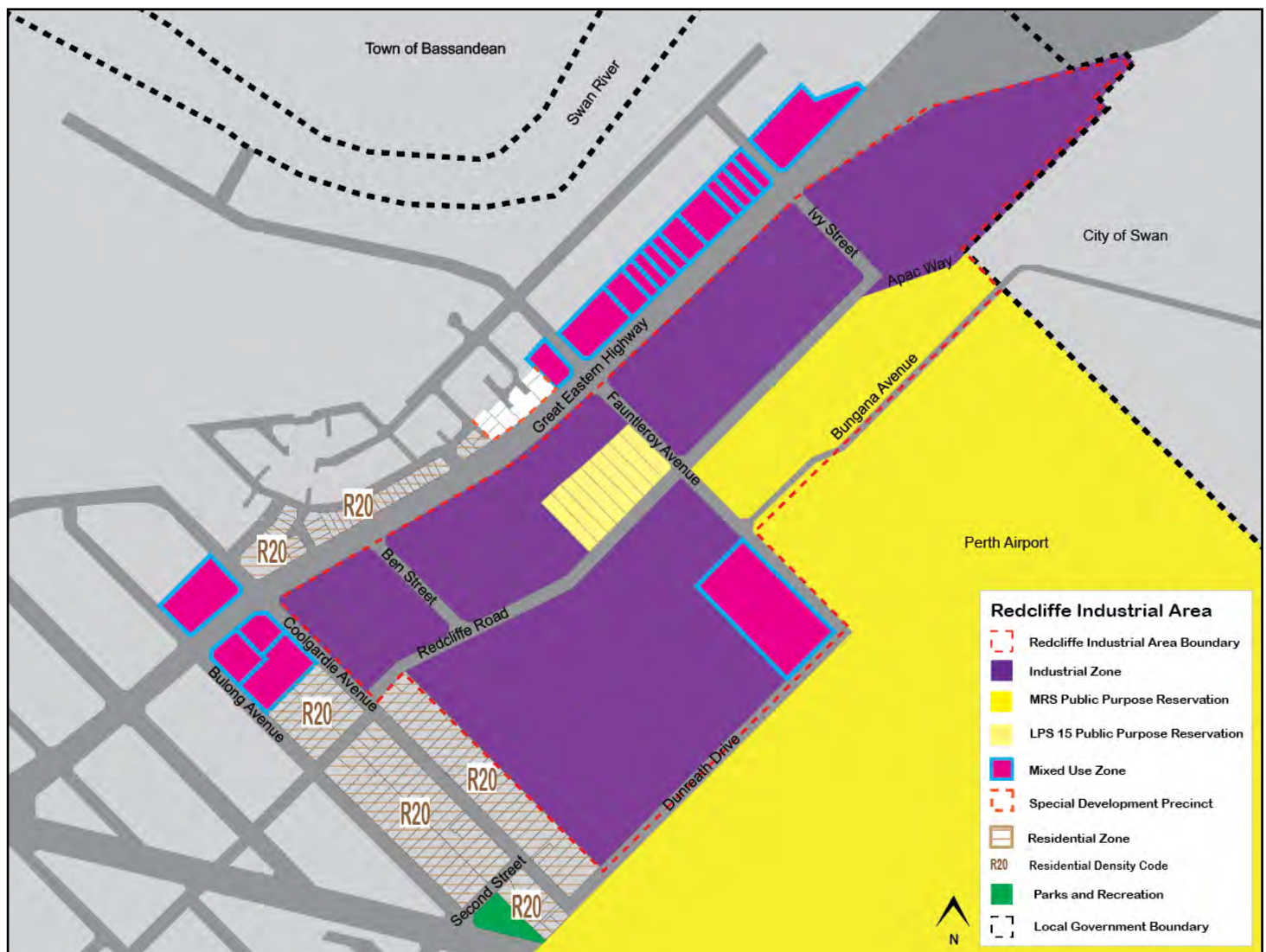


Figure 2: Existing Redcliffe Industrial Area Zoning

## Ivy Street East

Land east of Ivy Street contains two large lots currently zoned 'Industrial' under Local Planning Scheme No. 15. The lots currently accommodate general industry land uses.

To continue accommodating these uses, the City should through the preparation of a new local planning scheme maintain the same intent for the area, however investigate zoning the land in accordance with the Model Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. As a result, it may be appropriate for the area east of Ivy Street may be rezoned to 'General Industry' as visualised by Figure 3 overleaf.

**Action 1.1**  
Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.

## Ivy Street West

The area west of Ivy Street currently contains a mixture of low intensity industrial uses, including a Public Transport Authority transport depot, a number of car hire premises, offices and storage yards. The area is currently predominantly zoned 'Industrial' under LPS 15.

Coolgardie Avenue forms the boundary between the Redcliffe Station Precinct and the Redcliffe Industrial Area. The intent of the planning framework for the Redcliffe Station Precinct is to see a significant residential population increase through the development of mid to high rise dwelling types. Given the proximity



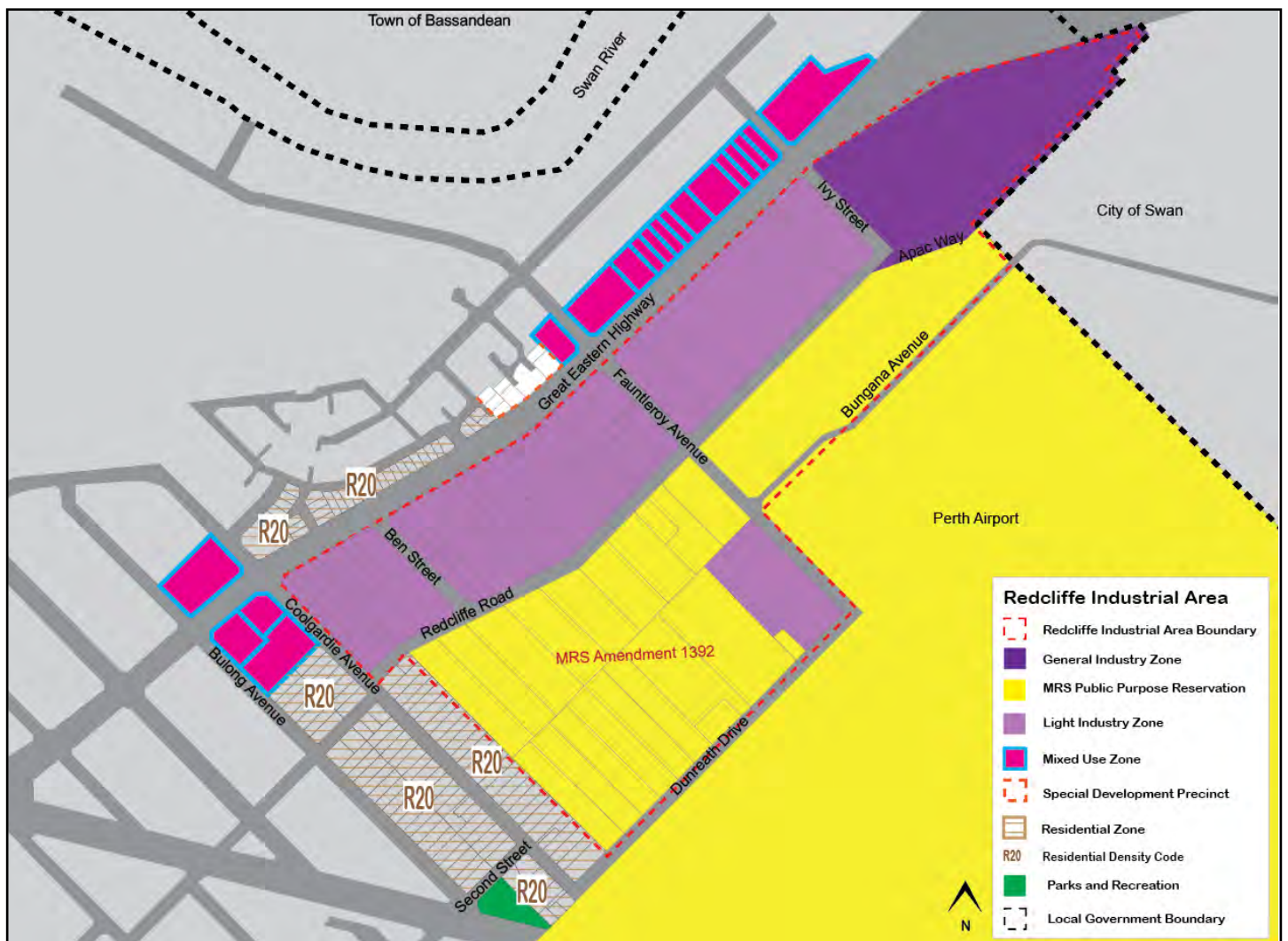
of Redcliffe Industrial Area to the Redcliffe Station Precinct, it is important to ensure that the future residential amenity is not impacted by industrial activity. Therefore, this area should act as a transition area between general industry and residential land uses. In this respect, it may be appropriate to apply a 'Light Industry' zone to land which is not subject to the MRS Central Districts Omnibus No.6 amendment (see Figure 3). This is supported by State Planning Policy 4.1 - Industrial Interface which states that the Light Industry zone can be used as a compatible land use transition at the interface of a General Industry zone. The model objectives for the Light Industry zone included in the Planning and Development (Local Planning Schemes) Regulations 2015 further emphasise this as follows:

- To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.
- To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.

With regard to 130 Fauntleroy Avenue which is currently zoned 'Mixed Use', It is considered that the land uses (e.g. residential development) capable of approval in the 'Mixed Use' zone are not appropriate for the sites industrial context. Rather, it may be appropriate for this land to be rezoned to 'Light Industry' which reflects the existing use.

The bus depot at 34-50 Fauntleroy Avenue should remain reserved 'Public Purpose'.

**Action 1.2**  
Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.



**Figure 3: Proposed Zoning Investigations**

## 2. Movement

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



## Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Redcliffe Industrial Area, footpaths are located along Great Eastern Highway, Coolgardie Avenue, Fauntleroy Avenue, and Bungana Avenue. Although this is the case, their design results in a relatively unattractive space for pedestrians with limited to no shelter. The footpath along Great Eastern Highway is also located directly adjacent to the road surface and stops 160m short of Ivy Street while roads such as Ben Street, Redcliffe Road and Ivy Street are not serviced by a footpath network. Therefore, the City should investigate the need and feasibility of extending pedestrian infrastructure. It is anticipated that this will better connect businesses within the Redcliffe Industrial Area to public transport services as discussed in the following section of this strategy.

The City should also investigate streetscape improvements aimed at enhancing the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

With regard to cyclist infrastructure, besides the cycling lane along Great Eastern Highway, there are no dedicated cycle lanes within the road reserves. Therefore, the City should investigate including cycle lanes within the Redcliffe Industrial Area. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

### Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial Area.



Activity Centre Planning Strategy

## Public Transport

The Redcliffe Industrial Area is currently serviced by bus routes 940, 290, 291 and 292 as visualised by Figure 4. Bus stops providing access to these services are located along Great Eastern Highway and Fauntleroy Avenue.

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

To provide better access to the public transport service, the City should investigate improvements to the pedestrian network as discussed in the previous section of this Strategy. The City should monitor public transport usage within the Redcliffe Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

### Action 2.2

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

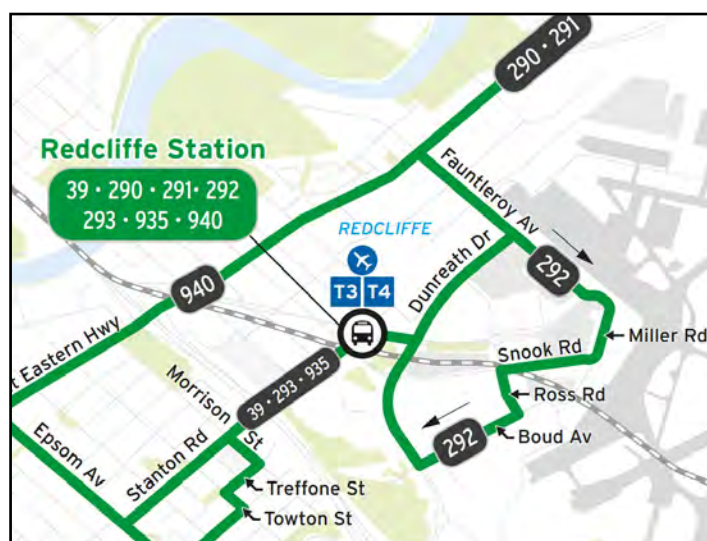


Figure 4: PTA Network Map

## Road Network and Private Vehicles

The nature of the current goods and services provided for within Redcliffe Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access throughout the industrial area particularly for service vehicles including large trucks.

The future intent of the Redcliffe Industrial Area is to continue to provide for a range of land uses (both general industry and light industry) that by their nature require good access via service vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to Great Eastern Highway.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme. The existing parking standards are based on net lettable area (NLA) and ground floor area (GLA) which results in a large number of parking spaces for large developments. Therefore, the standards should be reviewed particularly for large 'General Industrial' properties.

### Action 2.3

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

### Action 2.4

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



### 3. Place

The Redcliffe Industrial Area is home to a variety of businesses that service the States transport, construction, resource and tourism sectors. It also takes advantage of its strategic location in proximity to the Perth Airport by offering parking and storage services. The City should ensure that the planning framework can continue to provide for a range of industrial uses and that it meets and responds to the ongoing needs of businesses within the area. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.



## Land Use Permissibility

Redcliffe Industrial Area may through the preparation of a new local planning scheme may be primarily zoned 'Light Industry' to accommodate a variety of industrial type land uses which act as a buffer between residential and general industry land uses. In order to facilitate the intended purpose of this area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'Light Industry' zone may encompass a variety of different areas and potential site characteristics, it may be suitable for the City to maintain appropriate land uses as 'Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and that each proposal adequately meets the relevant requirements, responds to any constraints, and is consistent with the zone objectives.

With regard to land east of Ivy Street, 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. It may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses to ensure that the City is able to assess applications and ensure that each proposal adequately meets the constraints or needs. It may however be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the 'General Industry' intent of land east of Ivy Street is not eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

### Action 3.1

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

### Action 3.2

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

### Action 3.3

Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.

## Development Provisions

The City's current local planning scheme contains built form requirements for the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, landscaping, parking and loading, facade design, fencing and subdivision of land.

This Strategy suggests investigating a possible rezoning of land east of Ivy Street to 'General Industry' and the rezoning of land west of Ivy Street to 'Light Industry'. As a result, the City should investigate the development of specific built form provisions for each zone. With regard to the light industry zone, there should be a particular focus on ensuring that the amenity impact on adjoining land is minimal. The newly developed provisions may be appropriate for inclusion within a new local planning scheme prepared by the City.

### Action 3.4

Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.



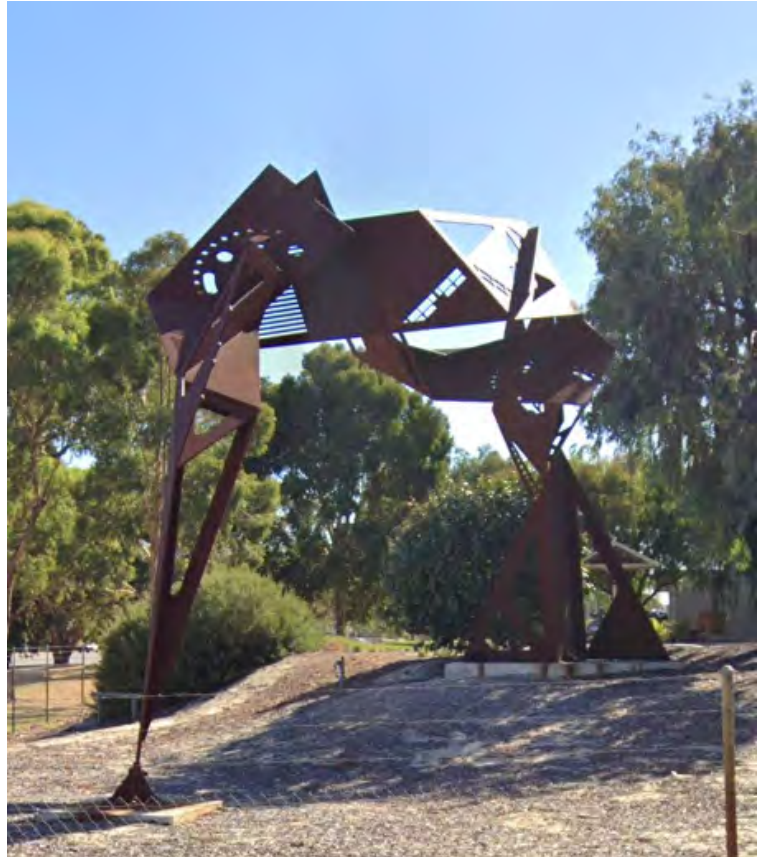
## Public Art

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

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

### Action 3.5

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





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CITY OF BELMONT








# Redcliffe Industrial Area

Actions







# Actions & Implementation

## Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Context</b>						
1.1	Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street East Page 5	 1.2 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street West Page 5	 1.2 1.4  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>			 2.2-2.4			
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	 5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services







# Actions & Implementation

## Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Movement</b>						
2.3	Continue to maintain a high level of private and secure vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 8	 2.1  5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Public Transport Page 8	 2.1  5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning

# Actions & Implementation

## Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
<b>Place</b>						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'Light Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.	Part 2 Land Use Permissibility Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.4	Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.	Part 2 Development Provisions Page 11	 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning
3.5	Ensure public art is contributed toward or provided as part of developments within the Redcliffe Industrial Area	Part 2 Public Art Page 12	 1.4  4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place