



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

Date: 9 October, 2012

Contact: Mick McCarthy (08) 9364 0631

Reference: Letter to DoP – Planning Assessment of Future Port

Mala Dharmananda
Project Director
Department of Planning
140 William Street
PERTH WA 6000

Dear Marla

PLANNING ASSESSMENT OF FUTURE PORT AND INDUSTRY DEVELOPMENT - NAVAL BASE TO JAMES POINT (DP 1011/12)

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC). It comprises the Cities of Cockburn, Fremantle, Kwinana, Melville and Rockingham and the Town of East Fremantle. The South West Group is managed by a Board consisting of the Mayors and CEOs of its member local governments.

The South West Group seeks to work with these six local governments and through cooperation with industry, community and the other spheres of government to capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

Background

On 27 September 2011 the WAPC considered the Cabinet Decision on the Outer Harbour and resolved to:

- a) Conduct an overall planning assessment of the environmental, transport, planning and community issues associated with strategic port and industry development proposals in the coastal area from Naval Base to James Point; and
- b) Identify from the above process a framework for MRS amendment(s).

Fremantle Ports had previously developed two Kwinana Quay port options and a private port was planned for James Point. Structure planning was already well advanced on alignments for Rowley Road and Anketell Road between the Kwinana port development sites and the Kwinana Freeway which were anticipated to be reserved under the MRS as “red roads”.

A Tender recently issued by the Department of Planning to undertake “Planning Assessment of Future Port and Industry Development – Naval Base to James Point”. The scope of the study area is shown in blue in Figure 1.

Figure 1 - Planning Assessment Study Area



The Planning Assessment is of great interest to the South West Group and its member Councils. The information provided by the South West Group contained herein is aimed at assisting the Department to shape requirements for the future port and associated industrial development areas, taking into account regional scale information gathered by the South West Group in consultation with its member Councils.

The information is presented under a number of key headings, namely:

- Western Trade Coast Industries Committee
- Kwinana Ports Development
- South West Group “Value Proposition”
- Strategic Priority Projects in the South West Metropolitan Region
- Key Points for Consideration in the Planning Assessment

Western Trade Coast Industries Committee

The WA State Cabinet has approved the creation of an industries committee to manage the industrial areas of the Western Trade Coast (WTC) in May 2011. The WTC is a collection of four areas comprising Kwinana Industrial Area, Rockingham Industry Zone, Latitude 32 and Australian Marine Complex. The aim of the committee is to increase the WTC's output to \$28.3bn pa and generate 22,000 jobs for the benefit of businesses in the region.

The WTC Industries Committee is taking a pro-active and holistic delivery approach to industrial development in the South West Metropolitan Region and should be commended for its recent achievements in bringing issues and stakeholders together to collectively consider the port and industrial areas.

The Planning Assessment should take into account the work and priorities identified by the Western Trade Coast Industries committee and associated Working Groups into account as part of its scope of work.

Kwinana Ports Development

The Kwinana Ports development has been driven by the rapid growth of container import and export at the Fremantle Inner Harbour and the expansion of handling of bulk materials. The Fremantle Inner Harbour reported almost 600,000 TEU of containers handled in the 2010/11 financial year, with an expected 650,000 TEU in the 2011/12 financial year. The Inner Harbour is expected to reach its maximum container handling capacity of 1.2 million TEU by 2021. Given the lead time to develop a new port, a decision on Kwinana Ports needs to be made within a few years.

With a decision on Kwinana Ports, the development of Latitude 32 can be optimised to act as a port gate and its intermodal terminal integrated with port activity.

South West Group “Value Proposition”

The South West Group has previously prepared a “value proposition” for the Outer Harbour as part of its work with the Strategic Relationships Forum (SRF). The value proposition includes 17 component projects as part of the Latitude 32 Urban Transport and Freight Corridor concept as outlined below.

- 1) New outer harbour container port for 1 million TEU
- 2) Outer harbour bulk port expansion to 20 million tonnes
- 3) Latitude 32 intermodal terminal 1.2 million TEU
- 4) Latitude 32 1200 hectare industrial area
- 5) Fremantle to Rockingham controlled access highway
- 6) Stock Road upgrade
- 7) North Lake Road grade separation over Kwinana Freeway
- 8) Alcoa land industrial area expansion (mud lakes)
- 9) Rowley Road freight corridor to Tonkin Highway
- 10) Anketell Road freight corridor to Tonkin Highway
- 11) East Rockingham industrial area
- 12) Grain freight logistics impacts on South West Corridor
- 13) Mundijong Road link and upgrading to Mundijong
- 14) West Mundijong intermodal area
- 15) Jarrahdale bypass (Albany Highway – Mundijong Link)
- 16) Tonkin Highway extension
- 17) South West Corridor high wide load routes

Component projects 1, 2, 3 and part of projects 9 and 10 (extending only to Kwinana Freeway) above are within the Planning Assessment study area, however the remaining projects identified are outside the study area, but form important connections and have implications for the outer harbour.

The bundling of these projects together would enable integrated transport planning and connecting infrastructure to be considered holistically as part of an overall program. This approach would ensure that the optimum infrastructure build is appropriate scheduled, funded and complemented by the provision of value added land use activities.

The scope of the Planning Assessment should consider the broader transport and freight issues beyond the current study area to address the component projects identified above. A copy of the value proposition is attached to this letter for your reference.

Strategic Priority Projects in the South West Metropolitan Region

The South West Group has also been working on a Regional Transport Action Plan that has resulted in the identification of nine “Strategic Priority Projects”, namely

- Outer Harbour Port Gateway – New Port(s)/Latitude 32
- Murdoch Activity Centre/Jandakot City
- Cockburn Central Development and Connections
- Fremantle Inner Harbour
- Fremantle City Redevelopment
- Cockburn Coast Development
- Keralup Townsite and Karnup
- Central Transport Network
- South Eastern Transport Network

The Outer Harbour Port Gateway – New Ports/Latitude 32 is arguably the most important regional project in the South West Metropolitan Region. The South West Group will be working over the next year to implement selected elements of the strategic priority projects that are most likely to result in an outcome for the region.

The selected elements for the Outer Harbour Port Gateway – New Ports/Latitude 32 and relevant South East Transport Network are outlined below. A more detailed description of the project, including budget information is attached.

Outer Harbour Port Gateway – New Ports/Latitude 32

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. INTERMODAL TERMINAL			
<i>Increase footprint of land acquired for intermodal terminal</i>	Larger intermodal area able to accommodate all land based freight and mode transfers and associated facilities.	Very High. Cabinet to consider implications for larger intermodal terminal land acquisition area up to 170 ha.	To support the Department of Transport (DoT) and other agencies in securing key land to implement government decision.
<i>Land acquisition for core terminal</i>	Timely acquisition of adequate land for core terminal by 2015.	High. Large lead up time for acquisition process required.	Liaise with Landcorp and Fremantle Ports.

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
2. PORT GATE			
Location of Port Gate	Specific location, footprint and proposed facilities (customs, admin, etc) identified within Latitude 32. Area 20 ha to 50 ha has been previously identified on the corner of Rowley Road and Rockingham Road.	Medium-High. The Port Gate is currently planned to be finalised around mid 2013.	Work with Landcorp and Fremantle Ports on industrial land development and WAPC on Outer Harbour Planning Study.
3. ROAD CORRIDOR PLANNING (WEST OF KWINANA FREEWAY)			
Anketell Road	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	High. Structure planning underway for Anketell Road.	Work with Paula Sothern - Department of Planning (DoP).
Rowley Road	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	High. Structure planning underway for Rowley Road.	Work with Paula Sothern (DoP).
4. LATITUDE 32 INDUSTRIAL AREA			
Release of Industrial Lots	Next release of industrial lots for sale as soon as possible	High. Nearly all available land in Stage 1 (Flinders Precinct) is sold and the demand for industrial land strong	Work with Landcorp to develop future stages of industrial land to enable release for sale of industrial lots

South East Transport Network

Activity or Element	Outcomes	Priority/Timing	Role of South West Group
1. ROAD CORRIDOR PLANNING (EAST OF KWINANA FREEWAY)			
Anketell Road	Anketell Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	Medium-High. Structure planning underway for Anketell Road.	Work with Main Roads and DoT.
Rowley Road	Rowley Road planned and built to required standard (HWL, Dangerous Goods, Super B-Doubles) as a major freight corridor.	Medium-High. Structure planning underway for Rowley Road.	Work with Main Roads and DoT.
Connections to Tonkin Highway	Detailed planning initiated for freight corridor standard connections to Tonkin Highway (Rowley Road, Anketell Road, Mundijong Road).	Medium-High. Works planned for Mundijong Road link west of Kwinana Freeway funded to be built in 2013.	Work with Main Roads, WAPC, DoP and DoT to progress as a priority for the region.

Key Points for Consideration in the Planning Assessment

As well as the information provided above, it is requested that the Department also consider the following key issues in the scope of the Planning Assessment.

Scope of Study

- The scope of the study area appears narrow given the intent to “Conduct an overall planning assessment of the environmental, transport, planning and community issues associated with strategic port and industry development proposals in the coastal area from Naval Base to James Point”.

Transport Modelling

- Planning of the Kwinana Ports requires modelling of transport linkages and capacity to existing and proposed intermodal terminals in the Perth Metropolitan Area including Kewdale and Mundijong West.

Road and Rail Upgrades

- It is expected that the capacity of the existing road and rail linkages will require significant upgrading. In particular grade separation of key freight routes such as Stock Road and many rail level crossings will be required over the next 20 years.

Freight Load Sizes

- Indivisible load sizes are increasing and the new port(s) must have capacity to deal with larger dimension loads and be able to connect with all of the industrial areas in the Western Trade Coast by high wide load corridors.

High Productivity Vehicles

- High productivity vehicles are being considered for use on nominated freight routes through the Metropolitan area. The use of vehicles such as Super B Doubles and their required geometry particularly at interchanges needs to be considered in structure planning particularly on Rowley Road between Latitude 32 and Tonkin Highway.

Dangerous Goods

- The movement of dangerous goods to the new port(s) requires explicit design.

Connection Requirements of Ports with Intermodal Terminal

- There have been significant advances in technology associated with the movement of freight from terminals to port facilities. Examples of more efficient and modern freight infrastructure indicate the increasing use of technology such as unmanned freight transport vehicles on tracks or guided alignments, rather than conventional trucks. Available information on these new technologies should be considered as part of the Planning Assessment.

Road Connections to Tonkin Highway

- The scope of the recommended MRS amendments should include Rowley Road and Anketell Road connections through to Tonkin Highway, given the essential link to Kewdale and the Forrestfield Marshalling Yards.

Fremantle Rockingham Controlled Access Highway

- The role and alignment of the Fremantle Rockingham Controlled Access Highway needs to be resolved as part of the Planning Assessment and future structure planning process.

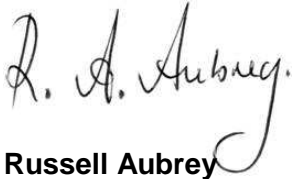
Stakeholder Engagement

- The South West Group should be identified as a stakeholder and be involved in consultation for the planning assessment study.

If you have any queries regarding the information provided, please contact the Director South West Group (Mick McCarthy) on 9364 0631, mobile 0478 325 469 or email director@southwestgroup.com.au.

Mick would be happy to meet with you or members of the study team involved in the preparation of the Planning Assessment of Future Port and Industry Development – Naval Base to James Point to further explain any issues or provide assistance in any other ways.

Yours sincerely



Russell Aubrey
Mayor City of Melville and Chair of the South West Group

Attachments

1. Copy of the South West Group Value Proposition for the Latitude 32 Urban Transport and Freight Corridor
2. Project Description for the Outer Harbour Port Gateway – New Port(s)/Latitude 32

cc. Gary Prattley – Chair of the Western Australian Planning Commission

Phil Edman – Member for the South Metropolitan Region and Chair of the Western Trade Coast Industries Committee

Strategic Relationships Forum

Outline of Project for Value Proposition

“Latitude 32 Urban Transport and Freight Corridor”

Updated - October 2012

Background

Sustained growth of the South West Corridor relies on integrated land use and transport planning and the timely provision of infrastructure. In many cases infrastructure projects are interlinked and have impacts well beyond the footprint of the individual project. The \$700 million Perth Urban Transport and Freight Corridor project is an example of where a number of interlinked projects have been bundled together and received \$350 million of Australian Government funding

(see

http://www.nationbuildingprogram.gov.au/projects/ProjectDetails.aspx?Project_id=wan008).

The South West Corridor contains major transport and infrastructure assets that are reaching their capacity and will require complex decisions as to the location and capacity of new infrastructure.

The Fremantle Inner Harbour will reach its capacity of around 1.1 million TEU by 2021 and a new container handling facility will need to be built near the Kwinana by then. The development of Latitude 32 will include a 1.2 million TEU capacity intermodal terminal

(see http://www.planning.wa.gov.au/dop_pub_pdf/freight_kwinanareport_ghd.pdf).

These assets are necessary to support the Western Australian economy. Already one dollar in every seven earned in WA is from the highly productive South West Corridor.

The future freight task in the South West Corridor is made more complex by high car dependency within the region coupled with strong population growth. The high Australian dollar and high labour costs make it imperative to improve productivity in moving goods, services and people throughout the region.

Perth's annual cost of congestion is estimated to double to reach \$2.1 billion by 2021 even with significant investment in transport infrastructure to remove bottlenecks, improve traffic flows and facilitate a sustainable mix of road/rail freight that optimises the use of existing assets and the enhances the benefits of new infrastructure for the region.

Scope of Latitude 32 Urban Transport and Freight Corridor

The initial bundling of projects recommended for the SRF to facilitate is the Latitude 32 Urban Transport and Freight Corridor. This project will stretch from the Darling Scarp to Cockburn Sound and from the Roe Highway to Mundijong Road.

The component projects encompassed within the Latitude 32 Urban Transport and Freight Corridor are:

- 1) New outer harbour container port for 1 million TEU
- 2) Outer harbour bulk port expansion to 20 million tonnes
- 3) Latitude 32 intermodal terminal 1.2 million TEU
- 4) Latitude 32 1200 hectare industrial area
- 5) Fremantle to Rockingham controlled access highway
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- 16) Tonkin Highway extension
- 17) South West Corridor high wide load routes

The bundling of these projects together is to enable integrated transport planning and enable factors to be considered holistically and collaboratively to ensure optimum infrastructure build is complemented by the provision of value added land use activities.

The SRF process offers an innovative and collaborative approach to integrated land use planning that aims to engage stakeholders and unlock opportunities for maximising multiple benefits. The outcomes achieved through this process have the potential to significantly improve productivity and maximise economic outcomes for both government and the community.

A business as usual approach is not able to deliver the outcomes needed to meet competing demands. The evaluation framework developed through the SRF has the ability to develop collaborative and jointly owned/developed business cases that demonstrates improved outcomes for stakeholders and promotes “joined up” government as well as improving the likelihood of Federal funding.

Latitude 32 Urban Transport and Freight Corridor Project – Rationale

The component projects are all linked to existing or proposed activity relating to the Fremantle Outer Harbour and have transport and economic impacts that will be felt throughout the region.

The component projects are also a high priority for State Government and they would benefit from a strong strategic and consultative approach to improve success in gaining a funding contribution from the Federal Government.

The infrastructure will have a transformational benefit to the development of industrial land and careful design and consultation will produce minimal negative impacts on urban land.

Whilst the projects could be individually advanced there is a higher likelihood of Federal funding and community support if they are bundled and have optimal staging as part of a broader strategy involving stakeholder engagement and consensus.

South West Metropolitan Region Regional Transport Action Plan 2012 Strategic Priority Projects Descriptions

1. Outer Harbour Port Gateway – New Port(s)/Latitude 32

Scope

Includes Kwinana Quay, Kwinana Bulk Port Expansion, James Point private port, Rowley Road, Anketell Road, Latitude 32, Latitude 32 Intermodal Hub, Australian Marine Complex and Postans future industrial area

Significance and Status

This is a crucial development for the future of the Western Australian economy. New container port required by 2025. Development of Latitude 32 is essential to meet demand for industrial land. WAPC are undertaking a Planning Assessment of Future Port and Industry Development – Naval Base to James Point, with draft report expected by mid to late 2013.

Key Milestones

- New 1 million+ TEU Container Port required by 2025

Employment

Latitude 32 alone is expected to create 10,000 jobs

Traffic

Not quantified but will be adequately catered for by upgrading Stock Road, completion of the Roe Highway extension between Kwinana Freeway and Stock Road, construction of Rowley Road to Tonkin Highway and upgrading of Anketell Road

Cost

Over a \$1 billion

Current Studies and Activity

• Latitude 32 Phase 2	• Anketell Road Structure Planning
• Latitude 32 Land Acquisition	• AMC Pilbara Port Study
• Outer Harbour Structure Planning	• AMC Floating Dock Stage 2 Feasibility
• Rowley Road Structure Planning	• Kwinana Bulk Jetty Expansion
• Planning Assessment of Future Harbour and Industry Development – Naval Base to James Point	

WA Budget 2012 to 2016

South West Metropolitan Region Projects	Estimated Total Cost \$000	Up to and inc 2011-12 Spent \$000	2012-13 Budget \$000	2013-14 Forward Est \$000	2014-15 Forward Est \$000	2015-16 Forward Est \$000
Kwinana Bulk Jetty	140 931	1 113	4 315	15 592	52 180	43 817
Kwinana Bulk Terminal	105 563	10 253	32 016	23 500	20 062	19 731
Australian Marine Complex LandCorp	170 300	169 652	648	-	-	-