



FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA

Hon John Day MLA
Minister for Planning
Level 11, Dumas House
2 Havelock Street
West Perth WA 6005

Dear Minister

City of Rockingham and Surrounding Industrial/Buffer Area

Since its establishment by the Minister of Transport in 2009, the Freight and Logistics Council of Western Australia has had a strong focus on the protection of freight corridors and precincts from encroachment by incompatible land uses. The Council comprises senior representatives of industry and Government, including the Directors General of both Planning and Transport, and it has enjoyed consistent professional support from your Department in progressing this issue.

The approach taken by the Council is two-fold. Firstly, it is working to raise the profile of freight across the land-use planning community, especially that in local government, through a wide range of communication initiatives. Secondly, it engages with the WA Planning Commission and your Department in respect of both land use planning policy and procedures as they impact freight outcomes. While seeking to protect the efficient operation of key state infrastructure, our objective is to promote a balance between protection of economic efficiency and protection of urban amenity.

In this regard, the Council makes representations on specific development proposals that it believes have inadequate regard to potential impacts of new developments on the efficient operation of key State transport infrastructure and/or potential adverse impact on land users.

Amended structure planning for urban development of the Cockburn coast proposed by the City of Cockburn adjacent to the pre-existing freight railway serving the Port of Fremantle is a recent case in point. The view of Freight and Logistics Council, expressed in its submissions to the City of Cockburn, was that in its original form this proposal took insufficient account of growing future use of the heavy freight rail line running through the area or the requirement for amelioration measures to protect future residents from noise and vibration impacts. As a result of strong advocacy by the Council and others, the proposal is now more acceptable on each of these counts.

It is against this background that the Council has become aware of plans by the City of Rockingham to rezone part of its Buffer Zone from 'Industrial' to 'City Centre' and to reclassify land reserved 'Railways' to 'City Centre'. Erosion of any Buffer Zone and the deletion of any Rail Reserve would each be very regrettable steps likely to risk future conflict between industry and the surrounding community. As the land in question is part of the Kwinana Air Quality Buffer, this would clearly be an unacceptable step with implications for Western Australia as a whole.

This coastal strip in the Cockburn/Kwinana/Rockingham region forms a critical part of the State's economic infrastructure. The freight precincts which for many years been situated within it, and the road and rail corridors serving it, already fulfil this vital role. The importance of industry and supporting freight and logistics functions in this area will grow substantially with key activities such as new port facilities and the Latitude 32 freight precinct being established in the general area. The Buffer must be protected under the Metropolitan Region Scheme. The essential nature of affording such protection to the area is reinforced by the Department of State Development's current work to put into legislation protection of the Buffer.

The Council understands that you as Minister and the WA Planning Commission each have the ability to reject the plans by the City of Rockingham to rezone any part of its Buffer Zone or delete any part of its rail reserve. In the interests of the productive efficiency in the State overall, the Council urges that these powers be exercised in this instance.

Yours sincerely



Dr Fred Affleck
Chairman

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Cc Director General, Department of Transport
Director General, Department of Planning