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FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA INC

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Ms Rhonda Hardy  
Chief Executive Officer  
Shire of Kalamunda  
PO Box 42  
KALAMUNDA WA 6926

Dear Ms Hardy

**FREIGHT AND LOGISTICS COUNCIL OF WA SUBMISSION  
CITY OF KALAMUNDA: DRAFT INDUSTRIAL DEVELOPMENT STRATEGY**

The Freight and Logistics Council of Western Australia Inc (FLCWA) comprises senior decision makers from industry and Government whose charter is to provide independent policy advice to the Minister for Transport on issues impacting the provision of freight and logistics services in this State.

Since its inception, FLCWA has been strongly focussed on the protection of freight corridors and industrial land at the strategic level. It is in this context that FLCWA would like to thank you for the opportunity to comment on the City of Kalamunda's ('the City') Draft Industrial Development Strategy ('the Strategy') on behalf of its industry members.

**FREIGHT AND LOGISTICS ECONOMIC SCALE AND VALUE**

In 2014 the Australian Logistics Council and Acil Allen Consulting reported that:

- The Australian logistics industry was estimated to account for 8.6% of the national GDP, adding \$131.6 billion to Australia's economy and employing 1.2 million people in 2013;
- In 2011-12 BITRE estimated that the domestic freight task totalled almost 600 billion tonne kilometres – equivalent to about 26,000 tonne kilometres of freight moved for every person in Australia;
- An increase in logistics total factor productivity of 1% is estimated to increase GDP by \$2 billion; and
- Many issues currently affecting logistics will impact the industry's future productivity.

Economic analysis undertaken in support of the City's Inland Port<sup>1</sup> project demonstrates the scale and value of the freight and logistics industry to the City, with Transport, Postal and Warehousing businesses:

- Employing over 2,000 people, representing over 14% of the City's workforce; and
- Contributing over \$505,000,000 in gross regional product to the City's economy, in 2016.

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<sup>1</sup> *The Inland Port Research and Recommendations Report 2018* was jointly funded by the Cities of Kalamunda, Belmont, Canning and Swan and prepared by SITE planning + design in partnership with Geografia and GTA Consultants.



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With Australia's freight task forecast to double in the next 20 years<sup>2</sup>, Local Governments will play a central role in planning to service the growing freight task, capitalise on the economic benefits, minimise the cost of living, and maintain the quality and amenity of urban environments.

Protecting the unfettered operation of freight transport corridors and hubs, maintaining the supply of suitable industrial zoned land and leveraging existing infrastructure within the region are key strategies for Local Government to support the forecast growth of the industry and capitalise on economic benefits.

### **CITY OF KALAMUNDA COMPETITIVE ADVANTAGES**

The City is well located to capitalise on local and regional competitive advantages, including:

- Proximity to established transport infrastructure across all four modes of transport (air, road, rail and rail-shuttle to a sea-port);
- Established freight transport infrastructure providing:
  - Direct access to the wider Perth metropolitan region;
  - Road and rail connections to the State's productive regions;
  - Road and rail connections to the east coast of Australia; and
  - Rail/sea and air connections to global producers and consumers.
- Established industries and operations, comprising of leading local, national and global freight and logistics operators, together with second tier supporting and complimentary operations and activities;
- Proposed additions and upgrades to the freight transport network; and
- Access to a skilled and unskilled workforce.

These attributes, supported by a supply of industrial zoned land, present a significant opportunity for the City to maintain, attract and support the operation of the freight and logistics industry.

### **DRAFT KALAMUNDA INDUSTRIAL DEVELOPMENT STRATEGY**

The City contains a number of established industrial estates that play a critical role in supporting the freight and logistics industry and the State's supply chain, including the Forrestfield Marshalling Yards, Forrestfield Industrial Area and Forrestfield / High Wycombe Stage 1.

The emerging Maddington Kenwick Strategic Employment Area and the proposed Wattle Grove South industrial area have potential to play a similar, or greater, role subject to the outcome of a proposed intermodal terminal and the planning framework that guides land use, subdivision and development.

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<sup>2</sup> *Inquiry into National Freight and Supply Chain Priorities Report March 2018, Commonwealth of Australia, Department of Infrastructure, Regional Development and Cities.*



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To support the continued and productive operation of established, emerging and potential freight and logistics industrial areas, the Strategy should acknowledge, and give consideration to, some of the challenges and priorities identified by industry, including but not limited to:

- Restricted Access Vehicle (RAV), High Wide Load and Over-Size Over-Mass routes;
- Providing greater certainty for land use zoning, land use permissibility and development contributions;
- Protecting freight transport corridors and industrial areas from inappropriate land uses (such as gyms, churches and retail based uses) and urban encroachment that threaten 24/7 operations and create road congestion and conflicts with heavy vehicles;
- Development standards that respond to the scale and nature of freight and logistics operations;
- Streamlined approvals processes;
- Local and regional infrastructure;
- Road design and connectivity, including last-mile cycle networks; and
- The availability of land and buildings, including sites over 4ha in area.

The FLCWA supports the inclusion of the following principles within the Strategy to deliver a planning framework that not only addresses the priorities mentioned above but positions the City to capitalise on the forecast growth of the industry, investment and the economic benefits that will follow:

1. Understand comparative/competitive advantages of industrial areas in relation to freight and logistics operations and plan accordingly.
2. Capitalise on the region's proximity to freight transport infrastructure.
3. Protect strategic freight transport corridors, particularly freight rail, from encroachment by noise-sensitive land uses.
4. Discourage the fragmentation and subdivision of large lots to maintain the primacy of freight and logistics uses.
5. Review LPS zones, land use definitions, permissibility and development standards that respond to the scale and nature of freight and logistics uses.
6. Review LPS zones and permissibility to restrict the permissibility of uses that erode opportunities for industrial clustering and compete for land.
7. Provide subdivision and development guidance in respect of, but not limited to, front setbacks, container deliveries, car parking, road widths, minimum lot size.
8. Provide modern and flexible development guidance.
9. Work with service providers (including alternative solutions such as waste to energy) to upgrade the capacity of services required for industries with high water and power demands.
10. Work with MRWA to expand the RAV4 and RAV7 networks that support efficient freight supply chains and reduce heavy vehicle traffic movements.

The "Strategies" for each of the industrial areas identified within the Strategy, should be expanded to include reference to the principles outlined above, where relevant.



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### Section 6.1 Forrest field Marshalling Yards

Section 6.1 Forrestfield Marshalling Yards incorrectly suggests that the FLCWA provides guidance to industry that affects development patterns within the Marshalling Yards. It would be appreciated if this reference could be removed or reworded prior to final adoption of the Strategy.

Furthermore, in regard to the predominant land uses, reference should also be made to:

- Rail and rolling stock maintenance and repairs;
- Intermodal terminal (Intermodal Group's Port Shuttle Service); and
- Manufacturing (Joe White Maltings).

### CONCLUSION

The City of Kalamunda possesses unparalleled local and regional competitive advantages for freight and logistics operations with direct links to Tonkin Highway, Roe Highway, the freight rail network and Perth Airport.

Kalamunda's proximity to established local, regional, national and global connections are highly valued by industry and this is clearly demonstrated by the establishment and operation of local and national industry leaders in the region.

The City's Strategy provides the opportunity to protect and enhance industrial areas and transport corridors to capitalise on the opportunities afforded by the area's accessibility and strategic advantages for the freight and logistics industry, and others that rely on large lot sizes and access to the freight road and rail networks.

Regardless of the primacy or presence of freight and logistics operations within industrial estates, most industrial activities rely on the efficient movement of freight, be it inbound materials for manufacturing and/or outgoing distribution for goods. Accordingly, industrial estates need to be planned and designed with the safe and efficient movement of freight at the forefront.

The FLCWA would like to thank you for this opportunity to comment on the Draft Kalamunda Industrial Development Strategy and would welcome the opportunity to meet to elaborate on the views put here.

Yours sincerely

Nicole Lockwood  
Chair

27 September 2018

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- David Caddy, Chairman, Western Australian Planning Commission
- Gail McGowan, Director General, Department of Planning
- Nina Lyhne, A/Director General, Department of Transport