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FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA INC

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Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001

Attention: by email to [waterloo@planning.wa.gov.au](mailto:waterloo@planning.wa.gov.au)

Dear Sir / Madam

**RE: DRAFT WATERLOO INDUSTRIAL PARK DISTRICT STRUCTURE PLAN**

The Freight and Logistics Council of Western Australia (the Council) comprises senior decision-makers from both industry and Government and was established to provide independent policy advice to the State Minister for Transport on developments impacting the delivery of freight and logistics services throughout Western Australia.

Consistent with the Council's charter, this response is made on behalf of its industry members. In that regard, the Council appreciates the opportunity to comment on the Western Australian Planning Commission's (WAPC) Draft Waterloo Industrial Park District Structure Plan.

The Council commends the WAPC, Department of Planning and Shire of Dardanup for the strategic identification of 1,356ha of land for future industrial land use and development to support the growth of the South West region. The Council is encouraged by the acknowledgement of the future role of the land for transport, freight, logistics and rail related activities and the opportunity to construct a rail spur to support intermodal terminal facilities and rail related activities in association with Bunbury Port and/or the Bunbury to Perth freight rail line.

The Council acknowledges the need to identify, protect and rezone land for future industrial and freight and logistics activities and growth. Moreover, it is conscious that the State Government's examination of the future development of Fremantle Port will apparently include consideration of the current and future role of Bunbury Port, supply chains and landside infrastructure and land requirements, including inland port facilities such as container parks and other related uses.

The outcomes of the consideration may have implications for the future role of the Waterloo Industrial Park, which need to be considered in a broader strategic context to ensure that adequate and appropriate land and infrastructure is protected for these future activities, if required.

In addition to the comments above, which highlight the need to consider the role of the Waterloo Industrial Park in the context of the State's future supply chains, the Council offers the following comments.

The future Waterloo Industrial Estate, at 1,356ha, is comparable to a number of established industrial areas within the Perth Metropolitan Region, including the Kewdale/Welshpool industrial area at 908.12ha. This area is Perth's key strategic industrial centre of freight and logistics, transport and rail related activities. The area features the Perth Intermodal Freight Terminal and nearby Forrestfield Marshalling Yards, both of which comprise freight rail infrastructure and associated land

based activities with key freight rail customers, such as CBH, Toll, Linfox, and the Fremantle Port shuttle service.

The Council supports the Structure Plan's intent to safeguard the opportunity for rail infrastructure and related land use and activities. The identification and protection of land for intermodal and freight and logistics related uses is an ongoing concern for the Council as large lots ideally suited to these uses continue to be eroded and fragmented through inappropriate land use and subdivision.

In this regard, the Council encourages the WAPC to review commentary relating to lot sizes within the General Industrial zone and give consideration to an alternative zone for land abutting the freight rail line to prevent the subdivision of this land to lot sizes that do not maximise the productive or efficient use of the freight rail infrastructure. In the Council's experience, freight and logistics operators require larger land areas between 4 – 20ha to allow for warehousing, outdoor storage and laydown and the turning movements of heavy vehicles. This is also applicable to rail based and/or Port related activities.

The Council also encourages the WAPC to review and amend commentary relating to the type and length of heavy vehicles that will travel on regional and local road networks, both externally and within the Waterloo precinct. Land use and transport planning, and subsequent detailed design, needs to acknowledge that the State's road transport industry is moving towards the use of 'High Productivity Vehicles' whose dimensions will be larger than are referred to in the draft document.

With this in mind, the Council would like to see the text and mapping amended to include commentary that the Waterloo Industrial Park road layout and intersections be designed to accommodate these larger vehicles. The design of all road reserves should allow for future upgrades to accommodate the movements of 36.5m vehicles and provide greater flexibility and robustness in the evolution and maturity of the Waterloo Industrial Park.

The Council appreciates the opportunity to comment on the Draft Waterloo Industrial Park District Structure Plan and is encouraged by the work of the WAPC, Department of Planning and Shire of Dardanup to identify, protect and plan for future industrial land supply and growth and related transport infrastructure.

The Council would welcome the opportunity to meet with the Department to elaborate on the points made here and can be contacted by email at [secretariat@flcwa.wa.gov.au](mailto:secretariat@flcwa.wa.gov.au) to arrange a time to meet.

Yours sincerely



Nicole Lockwood  
Chair  
21 July 2017

Cc

- Hon Rita Saffioti, Minister for Transport, Planning and Lands
- Eric Lumsden, Chairman, Western Australian Planning Commission

- Gail McGowan, Director General, Department of Planning
- Richard Sellers, Director General, Department of Transport