

## Report to WAPC

In November 2009 a report was presented to the Western Australian Planning Commission (WAPC), outlining the history of the project, the outcomes of public consultation and the findings of the consultant's review.

The WAPC subsequently endorsed the Government's preferred site option within the Latitude 32 Industry Zone (east of Wattleup, and north of Rowley Road).

Furthermore, the WAPC agreed the terminal proposal should be incorporated into the Hope Valley-Wattleup Redevelopment Project Master Plan, in addition to being included in LandCorp's draft district structure plan for Latitude 32.

The WAPC also recognised the need to inform and guide landowners immediately affected by the intermodal proposal on the likely timeframe for any future land acquisition.



## Looking ahead

- The decision to locate the intermodal freight terminal within the Latitude 32 Industry Zone allows LandCorp to finalise the draft Latitude 32 District Structure Plan and revised master plan over coming months.
- The Latitude 32 District Structure Plan will provide an overall plan to guide the staged implementation of Latitude 32 and address its long term development as a transport and industrial hub.
- LandCorp will continue its high level of community engagement, providing opportunities for local input on the draft structure plan and revised master plan.
- Once the structure plan and revised master plan have been approved by the WAPC, government agencies will prepare a land management and acquisition strategy for the intermodal freight terminal.
- The Department of Planning and LandCorp will keep stakeholders informed and involved throughout the planning process.



## Planning for an intermodal terminal in the Kwinana/Cockburn area — update

### How can you gain more information?

If you would like to know more about intermodal terminals and how they operate please log onto [www.planning.wa.gov.au](http://www.planning.wa.gov.au) and look in metropolitan planning. Alternatively call the Project Manager, on **9264 7746**.

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## Background

The Department of Planning (formerly the Department of Planning and Infrastructure) has been working towards identifying and protecting a site for the development of a rail based container terminal, known as an intermodal freight terminal, in the Kwinana/Cockburn area.

In the future, industrial and commercial developments in this area will benefit from an integrated, reliable and efficient transport network. For example, having suitable land available for development of a container transfer terminal adjacent to an existing freight rail line will enable goods to be transported efficiently by rail into and out of the area. In particular, businesses with a high freight requirement will benefit from a local rail based terminal, rather than being totally dependent on road transport.

The intermodal freight terminal will also help to serve the freight needs of the rapidly expanding southern corridor.

In November 2008, the Minister for Planning released a report proposing a concept design and layout for a modern intermodal freight terminal in the Kwinana/Cockburn area.



A preferred location was identified east of the Wattleup town site within the Latitude 32 Industry Zone. Latitude 32 is expected to become one of WA's largest industrial developments, creating thousands of direct and indirect jobs and providing a substantial boost to the local and state economy.

## Public input

A stakeholder workshop in June 2009 considered the merits of alternative sites suggested during the three month public comment period.

The main outcome of the workshop was that a potential alternative site nominated by the City of Cockburn, south of Rowley Road, warranted further investigation.

## Analysis of the alternative site

An independent consultant was appointed to investigate and report on the feasibility of the alternative site.

The main finding was that the alternative site offered significant disadvantages when compared with the Government's preferred site. These included:

- limited opportunities for support activities or expansion;
- insufficient length to accommodate interstate trains;
- problems with rail connections between the site and the proposed Fremantle Ports Outer Harbour;
- overall planning for the Latitude 32 Industry Zone would be constrained;
- constraints on gas and water pipelines and other significant infrastructure; and
- environmental impact of the deep excavation required.



These issues were of sufficient concern to rule out the overall feasibility of the alternative site.

The consultant's report was subsequently provided to the City of Cockburn, Town of Kwinana and State Government agencies for review.

