

27 May 2010

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Officer: PN

Infrastructure Co-ordinator
Infrastructure Australia
GPO Box 594
CANBERRA 2659

Dear Sir / Madam

SUBMISSION ON THE PROPOSED NATIONAL PORTS STRATEGY

The Town of Kwinana is pleased to make a submission on the proposed National Ports Strategy which it considers to be an important initiative by the Commonwealth Government.

The Kwinana Industrial area is the key strategic heavy industrial area in Western Australia with combined annual output valued at 15.77 billion per annum. The area generates almost 24,000 jobs, has major Alcoa, CSBP, BP refineries and has a number of bulk handling port facilities and jetties. Both the Fremantle Ports Outer Harbour and the private James Point Port Facility with its bulk and container handling proposals are proposed for location in the industrial area and relevant State Government approvals are well underway to determine planning outcomes. A major inter modal facility located within the Latitude 32 Industrial area is also well advanced in its planning.

The majority of this heavy industrial area and the two new port proposals are located within the Town of Kwinana.

As such, the Town has a strong interest in the ports strategy and recommended actions and is supportive of the intent of the strategy with its emphasis on a holistic approach to the provision of infrastructure and needs of the ports.

Of particular interest to the Town is the priority aim to improve landside efficiency and reliability and the capacity to execute plans.

It is supportive of the recommendations under Priority Area 2 particularly 2.5 which recommends that *'approvals that are related to relevant ports or freight corridors should extend to at least the outlook horizon for the plan of the relevant port'*. Long term planning of the ports with associated implementation strategies for delivery of key infrastructure 'on time' and protection of the infrastructure is important and can 'get lost' in the planning process against shorter term demands. This can lead to planning problems and conflicts with community and less than best compromises for all parties.

The Town also supports the view noted in the draft strategy that freight is often considered to be treated as 'a poor cousin' in the urban planning context. The emphasis tends to be on port based matters with the identification, protection and provision of freight links being a secondary consideration and with actual delivery of these links even less defined being reliant on agreement of multiple agencies.

The Town of Kwinana is experiencing rapid urban growth at about 4 to 5 % per annum with new growth occurring alongside key freight links of Rowley Road and Anketell Road. The identification of these links for the longer term and the appropriate design consideration to protect the function of the links and minimise amenity impacts on new residential development requires early design consideration ahead of structure planning which is not always the case.

Further, with no clear time frame given for the provision and construction of critical freight links, local road networks managed by local municipalities will be required to meet the freight transport needs of major port developments. This is the case with the abovementioned Anketell and Rowley Roads in Kwinana where existing local roads are proposed to be used for the private James Point Port development until the key freight and high wide load corridors with direct access to the port is constructed by State Government (which is currently unknown).

In the Perth Metropolitan area, the freight corridors should include high wide load corridors and for the South West Corridor these would have a reach of 20 kilometres from the port precinct to provide linkages to Tonkin Highway, Kwinana Freeway and the Kewdale intermodal hub.

Consideration should also be given to multiple time horizons for the planning of ports:-

- 2100 for climate change and sea level rise impacts
- 2050 for freight projections, port planning, freight corridors and urban development
- 2031 for structure planning and interfaces with surrounding industrial and urban development

It is also considered that the proposed independent panel to have oversight of the implementation of the Strategy should be larger than 4 people as it should have access to expertise from different parts of Australia as well as experience in areas such as intermodal hubs, container handling, bulk commodities, heavy haulage and port operations.

Thank you for the opportunity to provide a submission on this draft strategy. If you require any further information, please do not hesitate to contact Paul Neilson, Manager Planning & Building Services on 9439 0234.

Yours sincerely

Maurice Ferialdi
Director Operations and Technical Services