

Date

April 2009

Issue

Intermodal Freight Terminal.

KIC Position

The Kwinana Intermodal Freight Terminal is a piece of infrastructure that will be welcomed by KIA industry, however:

- it will be located within the industrial buffer and should contribute to the “insulation” value of the buffer rather than erode it.
- it needs to be the right size at the beginning, with the capacity to expand efficiently to meet increasing demands for freight movement and storage.
- the region needs to be subjected to a comprehensive and strategic integrated planning process before an intermodal facility is finalised.

Background Summary

The proposed location is appropriate and industry welcomes the fact that it is being considered for the Latitude 32 area.

The downstream cost implications on the future competitiveness of the State and industry of a project planning brief to minimise costs now are massive.

The siting of an Intermodal Freight Terminal the most important infrastructure decisions in recent times for the Kwinana Industrial area and it essential the right decisions are made during the planning process. KIC anticipates there will be generous consultative opportunities for key stakeholders to input ideas.

While the overall location of the terminal within Latitude 32 seems right, KIC questions if enough work has been done to estimate the long term size and capacity of the proposed infrastructure, especially in light of large scale port expansion plans for Cockburn Sound.

If poor planning leads to inefficiencies in the road and rail transport systems, industry will inevitably pay the price for this, which will inevitably translate into reduced competitiveness and thus ultimately to the loss of Western Australian jobs.

KIC would prefer that there was an Integrated planning approach to this massively important job.

KIC has a long history of vigilance in regard to protection of the industrial buffer, which provides a necessary absorption zone between heavy industry and residential areas. Protection of the urban population from harm or nuisance is critical for industry if it is to be able to sustain and grow.

When the Wattleup Township razed so Latitude 32 could be set aside as part of the buffer between industrial and residential areas, it was made clear that the ‘light’ industry use would be placed in the area.

KIC urges that any noise, dust, atmospheric emission, or societal risk must by necessity be less than that coming from the core heavy industry zone if it is to be considered for locating within the buffer.

It appears no noise study has been yet undertaken to begin to understand the distances at which residents may consider themselves to be affected by noise.

Noise impacts have the potential to significantly influence the extent and nature of development, and could give rise to the need to further extend the buffer and thus limit residential development to the east and north further.

KIC would very strongly oppose any moves to exempt the intermodal development from noise requirements, as was done in respect to the Kwinana Motorplex development. That exemption has created a continuing problem for local residents.

Contact

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