

FREMANTLE PORTS

2016 KWINANA BULK TERMINAL PLANNING POLICY

PLANNING BRANCH



FREMANTLE PORTS KWINANA BULK TERMINAL PLANNING POLICY

INTRODUCTION

The Kwinana Bulk Terminal Policy area is an important element of the Outer Harbour incorporating many port and related uses. This policy area is, and will continue to be important to accommodate trade in bulk commodities for the Perth metropolitan and regional areas.

The focus of the planning for this area is to support port functions, and in particular the movement of non-containerised trades between land and sea.

It is imperative that any decisions for the Kwinana Bulk Terminal policy area support the long-term sustainability of the Port of Fremantle.

Transport planning is an essential component of the planning for the Kwinana Bulk Terminal area. It is essential to ensure that the transport system within the policy area operates efficiently and is effectively integrated with the broader transport network.

DESCRIPTION



OBJECTIVES

1. To clarify the purpose and function of the Kwinana Bulk Terminal policy area and ensure it is communicated effectively.
2. To ensure that new uses/development integrate with and make a positive contribution to the long-term sustainability of the Port of Fremantle and its role as a dynamic and efficient working port.
3. To specify landuses that are considered appropriate for the Kwinana Bulk Terminal policy area.

4. To describe critical issues pertaining to new or additional uses within the Kwinana Bulk Terminal policy area.
5. To ensure that any use or development represents the optimal use of the subject areas, and does not restrict other uses within the policy areas.
6. To ensure that proposed landuses are linked with the transport network, and contribute to long-term sustainable planning.
7. To outline administrative processes and how any variations will be dealt with.

POLICY STATEMENTS

1. Landuses within the Kwinana Bulk Terminal policy area are to recognise and maintain port functions, as described in the *Port Authorities Act 1999*. The principal use of the policy areas is to support and facilitate the exchange of bulk cargo at the marine/land interface.
2. Landuses within the Kwinana Bulk Terminal policy area are to support the sustainability of Fremantle Ports, and the effectiveness and efficiency of port operations, and future trade or shipping growth, with cognisance of surrounding landuses.
3. Proposed activities/uses shall be excluded from Kwinana Bulk Terminal if they:
 - are not port operational or uses that support port or related transport functions and in particular the exchange of cargo at the marine/land interface.
 - cannot comply with required setbacks, on site parking and vehicle manoeuvring as prescribed in the *Planning Guidelines*
 - do not demonstrate compliance with safety standards
 - do not link with the local and wider transport network
 - do not meet security standards
 - do not have required environmental approvals.
4. Good planning is essential to the future of the Port of Fremantle. New uses are to demonstrate:
 - linkages with the local and wider transport network
 - compatibility with other existing or planned future uses
 - that there will be no interference with the safe navigation of ships as a result of any activities or associated lighting or reflective building materials
 - an ability to support the forecast growth in cargo that is to be handled within the policy and adjacent port areas
 - that the subject use needs to be in close proximity to the port in order to be viable, efficient and effective or for the port to be viable, efficient and effective
 - that security will not be affected.

Note that Fremantle Ports requires the proponent to prepare a transport plan prior to consideration of any development proposals. The transport plan should demonstrate efficiency in truck movements to and from the port area and use of rail where possible.

5. Significant port, industrial and related uses are located around and near the policy areas. Opportunities to create and maintain synergies with these uses, for the purpose of facilitating trade will be encouraged.
6. All uses/development must pay particular attention to complying with the intent and requirements of:
 - *Port Authorities Act 1999*
 - existing commercial contracts and agreements.
7. All berths within the policy areas are to continue to be used for port functions.
8. Planning for an overflow container and general cargo port for Fremantle Ports at Naval Base/Kwinana has been progressing. Any proposed use/development within the Kwinana Bulk Terminal must be consistent with the intent of the port planning for this area. To ensure planning objectives are achieved, proposed developments within the policy areas are to be referred to Fremantle Ports' Strategy and Planning Division for assessment.
9. All planning decisions are to be supportive of the strategic planning for Kwinana as Western Australia's premier heavy industrial location.

APPLICATION

1. This policy is not retrospective.
2. The requirements of this policy may only be varied subject to the approval of the Fremantle Ports Board. In considering a variation, the proponent of the variation is to demonstrate:
 - grounds for variation
 - merits of the proposal
 - no negative impacts on port operations in the short and long term
 - why an alternative location, external to the port boundary is not being pursued
 - economic, social and environmental benefits of the proposal.
3. Extension, variations and renewals of leases will be considered in terms of their ability to achieve port, landuse and transport planning objectives, and are subject to determination by Fremantle Ports' Board.



FREMANTLE PORTS

1 Cliff Street
Fremantle Western Australia 6160
T: +61 8 9430 3555
F: +61 8 9336 1391
E: mail@fremantleports.com.au
www.fremantleports.com.au