

FREMANTLE PORTS

2015 PLANNING OF STRATEGIC FREIGHT ROUTES FACT SHEET

PLANNING BRANCH



Purpose

The purpose of this fact sheet is to highlight the importance of Strategic Freight Routes to the operation of the port at both the Inner Harbour and Outer Harbour. For a port to operate efficiently it is vital that there be good road and rail land transport links that connect it with metropolitan and regional centres. These links complement the shipping channels that enable shipping lines to access the port so that it can act as an effective interchange between land and maritime transport networks.

If well planned these networks play a key role in linking the local and global economies. If poorly planned these transport linkages may become restricted or congested and could result in an inability to meet customers needs, loss of trade, reduced employment opportunities and greater transport costs.

Fremantle Ports is in the unique situation where large portions of residential land are located within close proximity of many of the Strategic Freight Routes that service the port. Over the years urban encroachment and demand for residential land close to these routes has increased significantly to cater for the increases in population resulting in conflicts between the uses. Some of the more significant freight routes include:

- Curtin Avenue
- High Street and Leach Highway
- Tydeman Road and Stirling Highway
- Stock Road
- Rowley Road
- Anketell Road
- Fremantle/Kwinana/Kewdale Rail Freight Line.

Impact of urban encroachment

The impacts of urban encroachment and increased demand for residential land include:

- inability to use the strategic freight route for its current and future planned capacity
- operational impacts on the landuses that are dependant upon the strategic freight route under threat
- social, environmental and economic impacts as a result of not being able to use the freight routes as planned, and
- reduced amenity for the sensitive uses, namely residential, that have encroached on the freight route.

Examples of urban encroachment on Strategic Freight Routes



New residential apartment buildings located next to the rail freight line to the Inner Harbour



A truck carrying its load along Leach Highway - one of the oldest strategic freight routes

Planning the protection of Strategic Freight Routes

Good planning around strategic freight routes is essential to provide certainty for all stakeholders. When planning for development around freight routes there are several key planning documents which seek to ensure good planning outcomes. These planning tools are available for local and State Governments to proactively use to ensure new development is well planned, and include:

- *State Planning Strategy (WAPC)*: This supports road, rail and port facilities with policy statements including: "... ensure that the transport corridors between the generators of heavy traffic (ports and their strategic industry sites) are protected from uses which could jeopardise their efficiency", and "Transport needs to be provided with adequate transport corridors and facilities which need to be protected from incompatible land uses."
- *Statement of Planning Policy No 1. State Planning Framework Policy (WAPC)*: This provides clear direction as to how transport and associated infrastructure should be planned. For example: "... setting aside of land for the construction of future transport routes ... protecting key infrastructure, including ports, airports, roads, railways and service corridors from inappropriate land use and development."
- *Statement of Planning Policy. Road and Rail Transport Noise and Freight Considerations in Land Use Planning (WAPC)* - This policy seeks to minimise transport noise, without placing unreasonable restrictions on noise-sensitive residential development or the operation of strategic freight routes.

Conclusion

A key focus of the planning system in Western Australia is promoting sustainable planning that achieves sound social, environmental and economic outcomes for the State. Planners within the local and State Government agencies are well placed to demonstrate leadership in sustainability by applying the planning tools currently available in order to enhance the sustainability of local communities, ports and the State as a whole.



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