

LATITUDE 32 INDUSTRY ZONE

COMMUNITY REFERENCE GROUP

MEETING #1

8TH DECEMBER 2008

MEETING SUMMARY

Prepared for
LandCorp



December 2008

1. INTRODUCTION

The first meeting of the Latitude 32 Industry Zone Community Reference Group (CRG) was held on 8 December 2008.

The CRG comprises a cross section of key stakeholders to further develop the Structure Planning of the area of land known as Latitude 32. A list of participating CRG members is provided at Attachment A.

The Latitude 32 area is shown in the locality plan below:

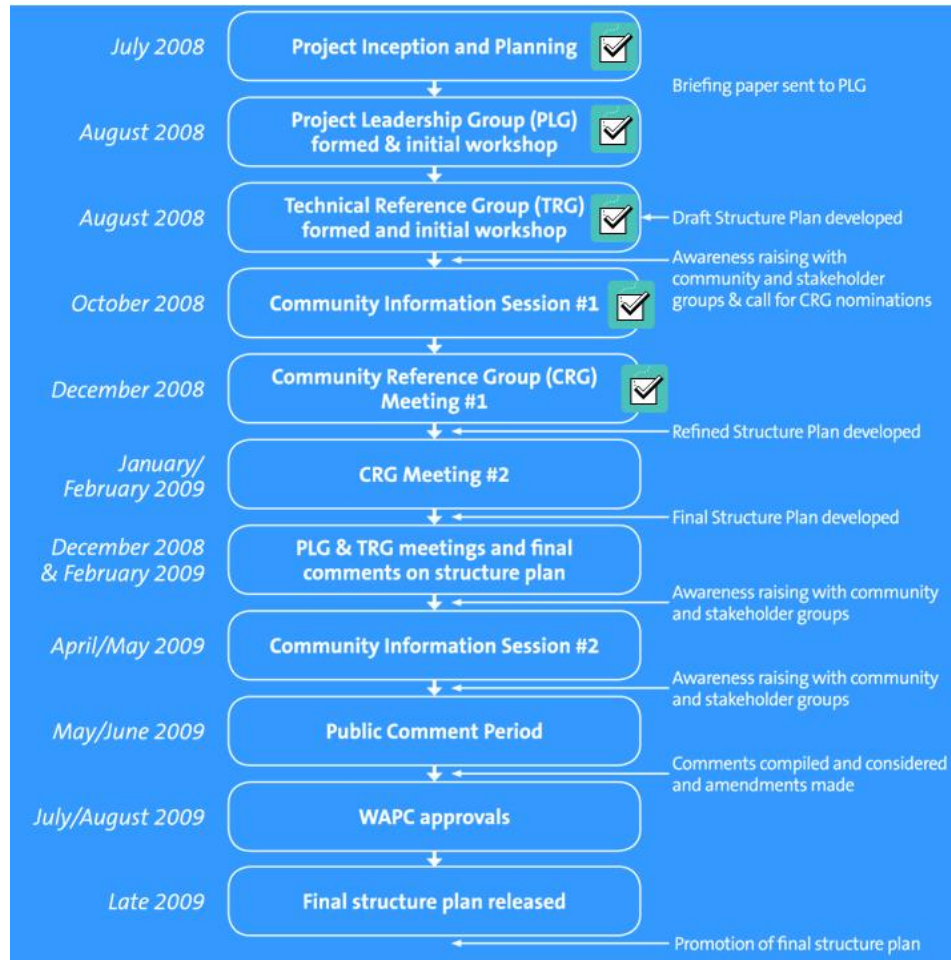


The meeting was facilitated by Linton Pike (Estill & Associates). Linton explained the process proposed for the meeting and provided a brief history and future timeline for the project. Linton explained that the project was progressing as planned and the new-year would bring two additional CRG meetings and further development of the Structure Plan.

Linton explained the purpose of the first CRG meeting was to:

- Establish Latitude 32 stakeholder group (CRG)
- Discuss roles, responsibilities and process
- Understand stakeholder perspective

A copy of the meeting agenda is provided at attachment Two. The project timeline presented to the CRG is shown over the page.



2. CRG TERMS OF REFERENCE

Linton presented the proposed Terms of Reference for the Community Reference Group as the basis for discussion during the meeting. Linton explained that the role proposed for the CRG was an advisory one to assist in the preparation of a Structure Plan building on the existing Master Plan for release for wider stakeholder comment. The Terms of Reference describe the role as being to:

- Provide community and industry input into LandCorp’s structure planning for Latitude 32 prior to formal public advertising commencing; and
- Communicate project matters to, and from, relevant community and stakeholder groups.

CRG members briefly discussed the Terms of Reference. The Terms of Reference were accepted as presented however the CRG members collectively noted their disappointment that the Councils aren’t represented in this group.

It was agreed that LandCorp would encourage the active participation of the Town of Kwinana and City of Cockburn in this forum preferably at Councillor level.

ACTION: Chris Brady

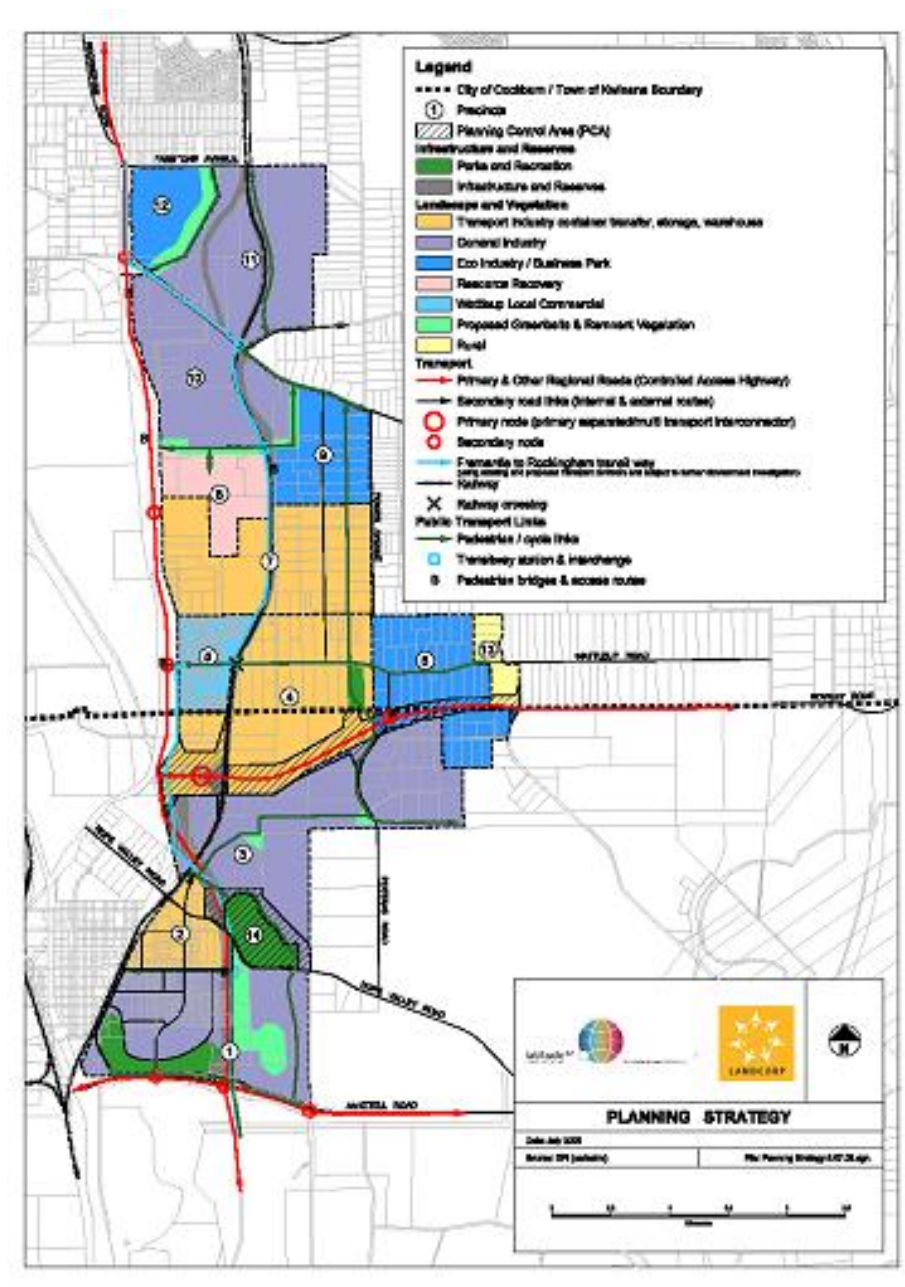
3. BACKGROUND AND CONTEXT

Chris Brady, Senior Project Planner, LandCorp, gave a presentation to provide CRG members with an overview of the Structure Planning process and its importance.

Copies of Chris' and other presentations are available from the project website. The key points of Chris's presentation are shown below.

A Structure Plan is a document consisting of maps and text which identifies how land is intended to be developed or is being developed. It shows road configurations, key infrastructure, density and land use classifications / zones. In essence it provides a broad framework to guide approval bodies when they consider subdivision and development proposals

Chris noted that a Structure Plan has been prepared for the Flinders Precinct and a Structure Plan is now required for the remaining precincts that builds on the current Master Plan (shown below).



The possible implications of not preparing a Structure Plan for Latitude 32 are that:

1. No development will occur outside the Flinders Precinct;
2. Development will occur in a piecemeal way resulting in poor outcomes;
3. Poor infrastructure delivery planning will result; and
4. Continued uncertainty will result for existing landowners in Latitude 32.

The key issues identified for LandCorp for Latitude 32 are:

- To determine the location of intermodal hub;
- Planning for priority resource extraction area/s;
- Coordination of infrastructure provision, including delivery models;
- Challenges presented by fragmented land ownership – no certainty or timeframes on development;
- The resolution and determination of regional transport links;
- Interface with surrounding rural and urban areas; and
- Long term normalisation of the area to local government.

Chris then showed some of the potential opportunities and constraints for Latitude 32 in the areas of Environmental, Land Use and Infrastructure as being:

- Potential green linkages between Bush Forever sites and Mount Brown;
- To identify and protect key remnant vegetation areas;
- Identify walkable catchments for public transport, open space and activity centres;
- Review form and function of Master Plan precincts;
- The significant site constraints imposed by existing infrastructure;
- Cost – benefit analysis of relocating infrastructure; and
- Potential sites for alternative energy sources.

Chris explained the project structure noting that it comprises:

- A Project Coordination Group to guide the project on behalf of key government stakeholders;
- A Technical Reference Group to provide technical and planning input from a range of key perspectives; and
- The Community Reference Group (this group) to provide stakeholder input to the emerging Structure Plan.

The members of each group are shown below.

<u>Project Coordination Group</u>	<u>Technical Reference Group</u>	<u>Community Reference Group</u>
LandCorp DPI DEC Town of Kwinana City of Cockburn	LandCorp DPI DEC Town of Kwinana City of Cockburn Water Corporation Western Power Main Roads Kwinana Industries Council South-West Group and others...	Landowners Elected Members Existing CLG Extractive industries

Chris explained that at the Community Open Day one of the common questions from a stakeholder perspective was “Where or what will LandCorp be delivering next at Latitude 32”. Chris noted there is no easy answer with key considerations being:

- Land ownership (LandCorp is a minority landowner in the area);
- Infrastructure delivery;
- Demand for industrial land in the current financial environment; and
- Resource extraction focus.

Chris noted that the project timeline is:

- Design Workshops: Late ‘08 – Early ‘09
- Public Advertising: Mid ‘09
- WAPC Approval: End ‘09

Chris further explained that:

- LandCorp is a minority landowner in Latitude 32 and owns only roughly 15% of the land;
- LandCorp owns and will own limited rural land;
- The bulk of development within Latitude 32 will be undertaken by the private sector; and
- The Structure Plan needs to be done right to activate non-LandCorp development.

Chris concluded advising that Master Plan Amendment Number 2 has been prepared to address a number of issues with the existing Master Plan (shown earlier in this document) and includes:

- Text amendments to fix anomalies in Master Plan text;
- 28 proposed changes mainly to close loopholes, and update reference to government agencies and legislation;
- No proposed zoning changes;

Copies of Master Plan Amendment Number 2 are available for viewing at Town of Kwinana, City of Cockburn, LandCorp or DPI offices and public comment closes on 19 January 2009.

Additional project information is available from either:

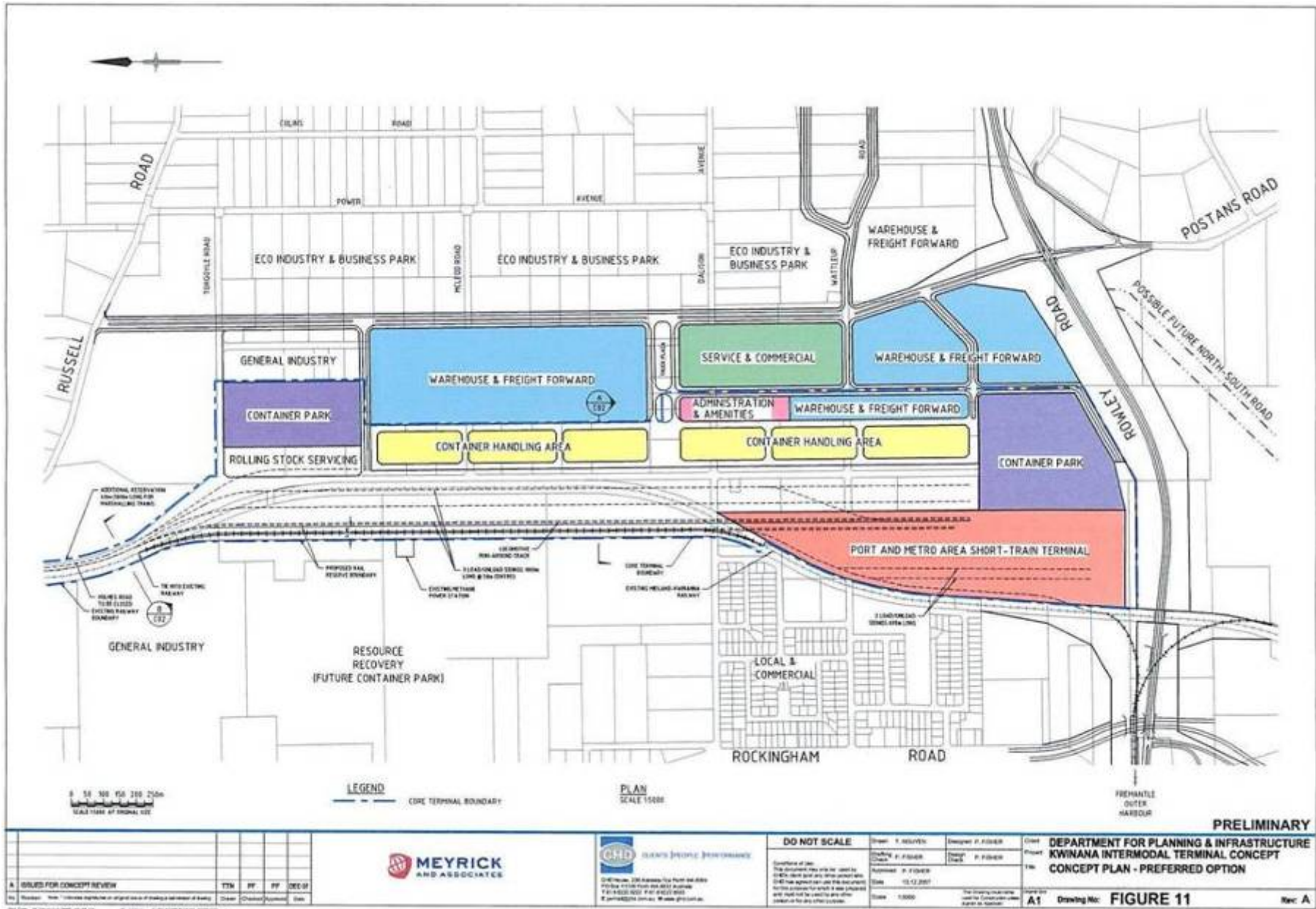
www.latitude32.com.au

chris.brady@landcorp.com.au

www.hvwrp.com.au - however this webpage will be phased out over time and replaced with the consolidated Latitude 32 Webpage.

4. UPDATE ON INTERMODAL FACILITY

Luke Willcock, Business Manager – Trade Coast, LandCorp, gave an update on the newly released Intermodal facility proposed for Latitude 32. Luke pointed out the proposed location and that the Intermodal Facility is a Department for Planning and Infrastructure (DPI) initiative. The submission is currently in its public comment period and Luke indicated that LandCorp would be submitting comment to DPI on the preferred concept plan shown over the page.



5. WORKSHOP SESSION

Before the workshop session commenced CRG members were asked to put forward any questions. The following question and answer session resulted.

Q	Is the intermodal plan subject to the final outer harbour configuration?
A	If the outer harbour location changes there is unlikely to be any impact for the intermodal hub location with no associated need for changes to the rail link.
Q	What is the possible preferred north/south link Wattleup / Postans Road with Council often commenting that a north south link will be provided in the future. Will this impact upon the Structure Plan area and/or the intermodal terminal.
A	A range of road upgrades will be considered and planning for a new major north south road is a key component of the structure planning process. However, the timing of construction of the new road will be dependent upon land acquisition, funding and whether the route is affected by existing or proposed extractive industries. Until a route is determined, and may be premature to commit to any road closures or changes. Discussion to this effect have taken place with Alcoa, and Council has now deferred their decision on Postans Road. The north-south road should link with the intermodal, to facilitate truck access to Rowley Road and Russell Road.
Q	The plan shows Rowley Road and Fremantle to Rockingham Roads but does not show a suitable north-south link and will be considered by the Project Team. What type of road will be built and when. The concern is the response time for emergency services with any road closures and is a key issue in ensuring effective and timely access in an emergency.
A	Development of a new north-south link may occur over time but may be incrementally built. Existing property access arrangements will be maintained when and if closures occur. LandCorp is working with Council and Alcoa to develop an agreed solution that does not assume the Structure Plan will solve it. LandCorp agrees the need to resolve this and understands the concern regarding the impacts for local community and emergency response time.
Q	The current financial climate has some infrastructure investment associated with it to promote the economy. Are there opportunities to bring forward the outer harbour or other projects as part of this?
A	Possibly, however it would be the responsibility of the relevant government agencies (ie Fremantle Ports, DPI or Main Roads) to investigate these opportunities. The intention of Latitude 32 would be to support an outer harbour development but Latitude 32 would occur regardless of the outer harbour.
Q	Does the Steering Committee recognise that the intermodal hub will have major impacts for the Structure Plan and existing residents beyond Latitude 32? Community concern exists at the potential for Latitude 32 outcomes to unreasonably impact upon others.

A	<p>Less noisy activities would generally be sought at the outer perimeter of the Latitude 32 project area. Locating the intermodal terminal in the core of the area helps to minimise its impacts east of Latitude 32.</p> <p>Noise and other impacts on Latitude 32 will be a focus of LandCorp's comment on the intermodal terminal.</p>
Q	<p>The intermodal terminal will operate 24 hours a day 7 days a week for 52 weeks a year probably. The noise impacts for the nearest residents are likely to be felt given that residents of Wattleup can currently hear the Speedway.</p>
A	<p>Part of LandCorp's role is to ensure compliance with the regulatory requirements of EPA and other requirements. The EPA Guidelines outline what is considered to be reasonable and appropriate. LandCorp will not be the operators but there are many conditions of approval to be met.</p>
Q	<p>The intermodal terminal and outer harbour projects are separate and noise may be set aside because the outer harbour project has been deferred with unreasonable impacts for residents. This could result in implementation by stealth. Will the planning process of Latitude 32 recognise that the outer harbour will proceed?</p>
A	<p>The planning process will give consideration to intermodal noise impacts with the existing Master Plan not showing the intermodal as part of it.</p> <p>Noise generated from the outer harbour will not be factored in.</p>
Q	<p>Who enforces the noise regulations? It is not done by the EPA or Council with most noise coming from transport related activities with no regulations associated with transport noise.</p> <p>Other factors including smell must also be considered.</p>
A	<p>LandCorp to investigate who would be responsible for enforcing the noise regulations.</p> <p style="text-align: right;">ACTION: Chris Brady</p>
Q	<p>Is there a hard copy of the Summary Paper for the intermodal draft report?</p>
A	<p>There is no summary paper, only the technical report is available from DPI. LandCorp will invite DPI to meet with the HVWRP Community Liaison group in the new year.</p> <p style="text-align: right;">ACTION: Chris Brady</p> <p>Landowners and other interested stakeholders are encouraged to contact Don Challis of DPI for a hard copy of the full report.</p>
Q	<p>The intermodal link as shown and the reliance on private development may result in a stalemate as the preferred intermodal terminal location is probably the worst outcome for the landowners.</p>
A	<p>The report does recognise multiple landownership and this will be one of the issues raised by LandCorp in providing its comment.</p>
Q	<p>The location of the intermodal terminal creates the potential for Latitude 32 to expand to take up more land extending out to include neighbouring areas.</p>
A	<p>It would take an act of parliament for Latitude 32 to expand but it is recognised the need to provide suitable buffers. The hatched shaded areas in the WAPC's Kwinana Buffer Area Position Paper reflect this and is dependent upon the noise study results.</p>
Q	<p>Is the Russell Road traffic volume going to be workable given the demands and pressures of an intermodal hub.</p>

A	The Structure Planning process must consider this and a range of other matters including access, options, efficiency, impacts and economics/cost. However, Russell Road, as well as Anketell Road the future Rowley Road, will provide a key east-west link for traffic to access the Kwinana Freeway and Rockingham Road.
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Linton explained that the workshop process proposed was to form four small groups to identify:

- Stakeholder aspirations for the project as a whole;
- Stakeholder aspiration for individual precincts;
- Potential Structure Planning opportunities and constraints; and
- Key stakeholder issues.

Each group provided feedback identifying their project aspirations. The full group then reviewed the resultant list of potential aspirations and agreed the first three to be the highest prioritised stakeholder aspirations:

1. Ensure quick and timely implementation;
2. Provide a timeline for Structure Plan implementation for each stakeholder and help people plan their exit from the study area; and
3. Have nil impact upon existing land owners to the east and the north of Latitude 32 as per the community group recollection of Government assurance during the Master Planning process.

Other identified stakeholder aspirations include:

- Ensure there is no additional regulation over and above current requirements;
- Provide certainty of the timing of the implementation of the intermodal facility;
- Provide world's best practice to future industry behaviour and in particular at the intermodal terminal;
- Ensure the compliance and enforcement regime occurs in a more proactive manner;
- That Government acquires all affected land not just piecemeal elements;
- Ensure the uses in the intermodal terminal result in safe and acceptable uses with no dangerous or noxious facilities;
- Ensure there are adequate buffers within and between Latitude 32 industrial uses, wetlands and adjoining land uses;
- Maintain local names – e.g. Wattleup, Hope Valley, also street names and names of parks;
- Ensure the Structure Plan outcomes provide certainty;
- Monitor air pollution to ensure that air quality is maintained to a high standard;
- Maintain natural vegetation wherever possible;
- Ensure landowners are treated equally during planning and implementation – e.g. precinct outcomes, equity and permissible uses and intermodal impacts;
- Review rural zoning to the eastern boundary to ensure its relevance in the future;
- Ensure future changes to Postans Road do not result in loss of existing access or significantly longer journeys and emergency response; and
- Give stakeholders an equal say in setting the agenda.

A summary of additional feedback provided by each table is shown below.

Table 1	<p>Structure planning opportunities</p> <ul style="list-style-type: none"> • Attract a range of industries to provide employment generation. • Structure Plan will provide certainty of land use. • Opportunity to attract a range of industry types. <p>Key issues and constraints</p> <ul style="list-style-type: none"> • The size and location of the intermodal terminal affects many landowners and may result in slow implementation. • Ground water quality limits future land uses. • Noise is a limiting land use planning constraint. • Contaminated sites – land use will constrain e.g. Verve Western Power fly ash. • Cumulative impacts of the port need a regional view to be taken. • Illegal dumping activities in the landfill site. • Alcoa’s activities are a constraint to the adjoining land uses requiring substantial buffers.
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Table 2	<p>Structure planning opportunities</p> <ul style="list-style-type: none"> • Improve the road network and public transport within the area. • Provide scheme water. • Provide improved public transport. • Infrastructure needs to be brought through quickly to facilitate development. <p>Key issues/constraints</p> <ul style="list-style-type: none"> • Poor quality ground water around Postans Road and potentially other areas will prevent accessing it for irrigation or other uses. • Non participating land owners prevent development occurring by blocking sub-division or preventing infrastructure provision. • Impacts of the Alcoa buffer.
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<p>Table 3</p>	<p>Structure planning opportunities and constraints</p> <ul style="list-style-type: none"> • Plan and fast track limestone resource extraction to enable infrastructure works to commence early. • Review rural zoning on eastern boundary – is it still relevant? • World’s best practice to be achieved with respect to how industry operates. • Minimise traffic and noise impact on residents to the north. <p>Key issues</p> <ul style="list-style-type: none"> • Many people are more interested in an exit strategy rather than the resultant Structure Plan. • Locate the intermodal terminal west or south of the railway to minimise impacts for existing residents. • Land owners are getting mixed messages with regard to the availability of buy out funding. • Ensure funding is available and buy out opportunities are communicated to the affected land owners. • Limestone extraction impacts upon the timing of the implementation of infrastructure. • Alcoa and other large land owners (Cockburn Cement, DPI) can impact upon the implementation process and need to work closely with them.
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6. NEXT STEPS

Linton Pike discussed the consultation process and outlined the next steps as set out in the diagram below:



The workshop closed at 9:00pm.

ATTACHMENT ONE – MEETING PARTICIPANTS

CRG Participants attending	Representing
Scott Earl	
Stephen Powers	
Brian Richardson	
Peter Paino	
Angelo Petkovic	
Steve Hesse	
Ray Lees	
Brian Vidvich	
Janet Moore	
Eva Ricci	
Richard Pierce	
Luke Willcock	LandCorp
Chris Brady	LandCorp
CRG Participants unable to attend	
P. Mirco	
Dennis Cicanese	
V Hijat	
A. Gade	
Barry Winterbourn	
Paul Redman	
Participating Consultant Team Members	
Matt Raymond	TPG
Wayne Burns	Cardno
Filipe Vieira	APP
Alan Raven	Maunsell
Linton Pike	Estill
Simon O'Donnell	Estill

ATTACHMENT TWO – MEETING AGENDA

LATITUDE 32 INDUSTRY ZONE COMMUNITY REFERENCE GROUP MEETING

Kwinana Recquatic Centre, Corner Gilmore & Chisham Avenues, Kwinana
6.00pm Monday, 8th December 2008

The objective of the meeting is to:

- Establish Latitude 32 stakeholder group (CRG)
- Discuss roles, responsibilities and process
- Understand stakeholder perspective

AGENDA

START AT	ITEM	BY
5.45 pm	TEA AND COFFEE ON ARRIVAL	
6.00	Welcome, purpose and process	Linton Pike
6.05	CRG Terms of Reference	All
6:15	Project background and Master Plan amendment	Chris Brady
6.30	Update on intermodal facility	Luke Willcock
6:45	Questions and answers	All
7:00	Workshop session: <ol style="list-style-type: none"> 1. Stakeholder aspirations <ul style="list-style-type: none"> - Whole of project - Precinct 2. Structure planning opportunities and constraints 3. Key issues 	All Small Groups
8.30	Feedback session	Table facilitators
8.45	Next Steps	Linton Pike
8.50	CLOSE	

ATTACHMENT THREE CRG TERMS OF REFERENCE

PURPOSE

To provide an interactive stakeholder forum for LandCorp and its project team to share information and involve the local community and stakeholders in the Latitude 32 Structure planning process.

PROJECT OVERVIEW

LandCorp is in the early stages of structure planning the 1400 ha Latitude 32 Industry Zone. Supported by the existing legislative framework, the Latitude 32 Structure Plan is the next step in mapping out the future of the area and will identify and plan for key infrastructure, transport routes and land uses throughout the redevelopment area.

Investigation, design and consultation phases will be undertaken from mid-2008 through to early 2009. LandCorp is aiming to have the structure plan approved by the WA Planning Commission (WAPC) by late 2009.

ROLE OF THE CRG

The role of the CRG is to:

- Provide community input into LandCorp's structure planning for Latitude 32 prior to formal public advertising commencing; and
- Communicate project matters to, and from, relevant community and stakeholder groups.

COMPOSITION

The Latitude 32 Community Reference Group comprises interested land owners, residents and other stakeholders.

Other stakeholders (particularly Government agencies) may be invited to attend the meetings as required to provide specialist input.

LandCorp's Project Team consultants will be in attendance and will participate in CRG meetings and discussions, as required.

BASIS FOR PARTICIPATION

Participation in the CRG is voluntary and no sitting fees or reimbursement for associated travel costs are to be paid by LandCorp.

Members of the CRG agree to:

- Be available to attend all meetings where possible and when not possible, provide prior notice of their inability to attend and advise of a proxy;
- Agree to act as a communication conduit with the groups they represent;
- Recognise and work to project timelines and commitments;
- Acknowledge that members do not individually speak on behalf of the CRG – any group comments need to be endorsed by the group.
- Abide by the CRG's Terms of Reference.

Estill & Associates will:

- Manage and administer CRG meetings;
- Arrange meeting venue and logistics; and
- Manage the consultation process.

CHAIR

The CRG will be independently facilitated by Estill & Associates Pty Ltd.

TENURE & MEETING ARRANGEMENTS

Appointments to the CRG will initially be for the duration of the structure plan design and community consultation processes and will be reviewed subsequently.

REPORTING

The opinions and recommendations of the CRG will be minuted by the independent facilitator and circulated to all CRG members, interested parties and the project team. Minutes will also be published on LandCorp's Latitude 32 website.

ISSUES RESOLUTION

CRG resolutions will be developed by a consensus decision making process. Unresolved issues will be recorded as such. Consideration of the CRG's input will inform the final recommendations on the Latitude 32 Structure Plan made by LandCorp to the WAPC.