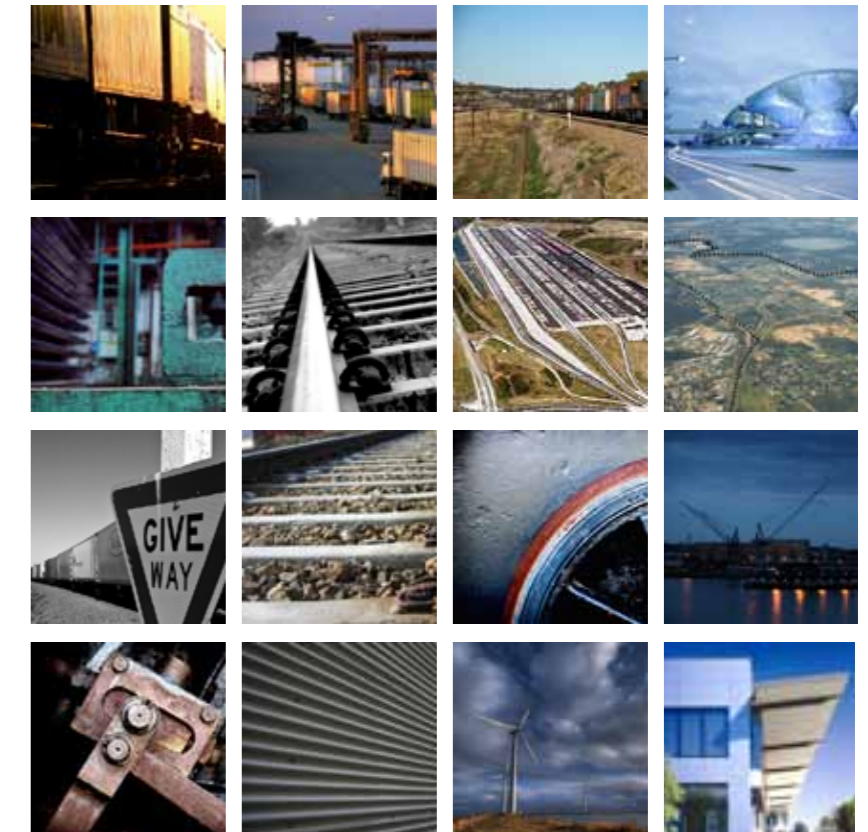


PART
4

The Opportunities
and Challenges



4.0 THE OPPORTUNITIES AND CHALLENGES

A number of significant opportunities present themselves for the planning and delivery of Latitude 32. It is the role of this District Structure Plan to identify and convert these opportunities into tangible outcomes for Latitude 32.

This section maps the strengths and opportunities within and surrounding Latitude 32 and how these can be capitalised on. It also outlines the significant challenges faced in delivering Latitude 32.

4.1 THE OPPORTUNITIES

REFER TO FIGURE 22 - THE OPPORTUNITIES

4.1.1 WESTERN TRADE COAST

Latitude 32 forms an integral part of the Western Trade Coast, with strong potential for trade relationships and synergies with the Kwinana Industrial Area and other nearby industrial precincts.

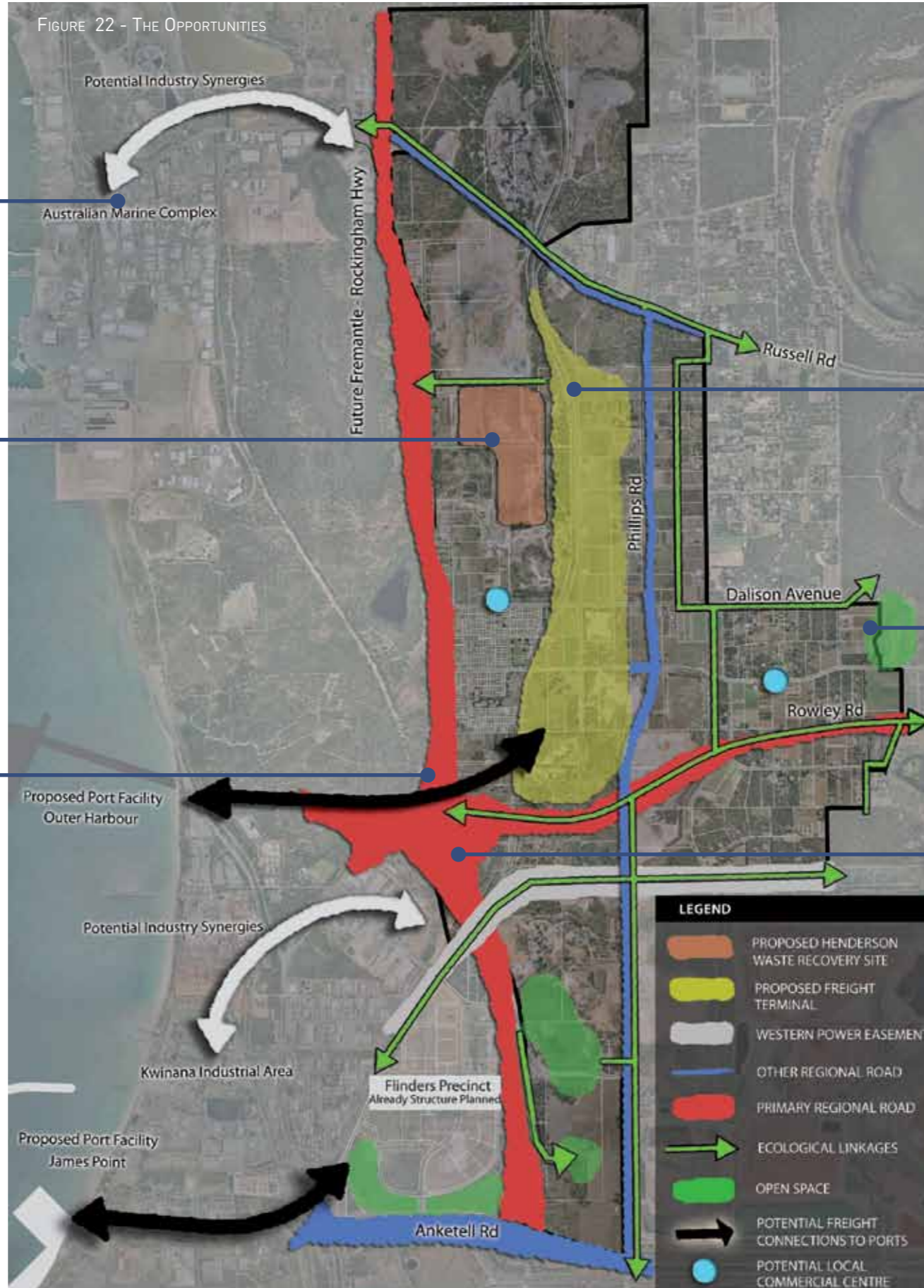
4.1.2 RENEWABLE ENERGY & INDUSTRY EFFICIENCIES

There are strong opportunities for renewable energy and alternative industry feedwater schemes to form an integral part of future industrial development at Latitude 32.

Further, the City of Cockburn's existing landfill facility is being established as a renewable energy park (methane gas extraction, wind turbines). There is potential to create an integrated alternate waste treatment industry cluster around this area, which will effectively utilise the waste being taken to the landfill facility as a resource.

4.1.3 PROXIMITY TO MAJOR RAIL, PORT AND ROAD INFRASTRUCTURE

Latitude 32 is strategically located in close proximity to major rail, port and road infrastructure (both existing and proposed). This provides a significant opportunity for future industries to capitalise on Latitude 32's strategic location.



4.1.4 KWINANA FREIGHT TERMINAL

The planned freight terminal at Latitude 32 will create transport and logistics clusters and generate demand for support land uses, such as warehouses and distribution centres east of the main container handling area. Industrial and commercial developments within Latitude 32 will benefit from an integrated, reliable and efficient freight and transport network.

4.1.5 PROTECTION AND ENHANCEMENT OF KEY ENVIRONMENTAL FEATURES

There is an opportunity to protect and enhance the environmental features of Latitude 32, including the existing wetlands at Long Swamp, Hendy Road Swamp and Pearce Road Swamp. This will contribute to the local amenity of the future workforce and have strong biodiversity benefits for the area.

4.1.6 MAXIMISE REGIONAL ACCESS & DISTRICT MOVEMENT NETWORKS

Latitude 32 is strategically connected to four primary movement corridors: Anketell Road, the planned Rowley Road, the future Fremantle-Rockingham Highway and rail line. There is an opportunity for a new road interchange access point off the future Fremantle-Rockingham Highway to provide a direct link between Latitude 32's industrial precincts near the freight line.

There is also a major opportunity to link Anketell and Russell Roads through the development of a new north-south district distributor road, which would improve future traffic flow throughout Latitude 32.

4.1.7 PROXIMITY TO MAJOR SUPPLY INFRASTRUCTURE

The major supply and distribution infrastructure, located in close proximity to Latitude 32 should be utilised in the ongoing development of the area. This includes:

- Kwinana Power Station;
- Western Power's South West Interconnected System;
- Perth Seawater Desalination Plant;
- Kwinana Water Reclamation Plant;
- Woodman Power Wastewater Treatment Plant; and
- The future East Rockingham Wastewater Treatment Plan.

4.1.8 EFFICIENT PUBLIC TRANSPORT SOLUTIONS

The recent introduction of Perth to Mandurah rail services and the proposed Fremantle Rockingham Transit Way provide opportunities for the future workforce of Latitude 32 to utilise public transport.

The addition of a railway station between Cockburn Central and Kwinana Stations will improve access to public transport from Latitude 32 and also creates the opportunity for special bus connections for workers in the area.

A shuttle bus service could offer an alternative public transport option to Latitude 32's future workforce. Shuttle bus services could also connect the local commercial centres to nearby industry to encourage public transport use particularly for lunch time trips. A shuttle bus option needs to be further investigated as development timeframes become clearer.

4.1.9 PROVIDING KEY RESOURCES FOR THE CONSTRUCTION INDUSTRY

The extraction of the high-grade limestone reserves within Latitude 32 needs to be optimised. This resource is used for the manufacture of cement and lime for ongoing supply to the construction industry and is critical to the growth of Perth as Western Australia approaches a period of heightened economic activity.

4.1.10 LAND SUPPLY & EMPLOYMENT OPPORTUNITIES

Latitude 32 has the potential to supply around 1100 hectares of industrial land over the next 30 years, providing diverse economic opportunities for the region. This includes generating a range of local job types during the development and ongoing operation of industrial and commercial areas within Latitude 32.

4.1.11 LOCAL AMENITY

There is an opportunity to plan for the future amenity of Latitude 32's workforce, through the provision of local retail and commercial facilities which could also service the wider community.



4.2 THE CHALLENGES

4.2.1 FRAGMENTED LAND OWNERSHIP

There are significant challenges in achieving a coordinated, staged redevelopment of Latitude 32 due to the highly fragmented land tenure of the area. Presently, there are around 150 separate landowners within Latitude 32, with around 80% of the area in private ownership

Industrial development in many precincts of Latitude 32 will be dependent on strong coordination between existing landowners or the presence of major land developers to drive the coordinated delivery of these areas.

4.2.2 EXTRACTION OPERATIONS AND LICENCE/LEASE TIMEFRAMES

Substantial areas of Latitude 32 are or will be subject to major quarry operations. Quarry operators have licenses to extract limestone and sand resources throughout Latitude 32 with some operations expected to last up to 30 years. The timing for quarrying activities has a significant impact on the staging considerations for development across Latitude 32.

4.2.3 MOVEMENT NETWORKS

Direct access to and from the western portion of Latitude 32 will be restricted once the Fremantle – Rockingham Highway has been constructed. In addition, freight traffic from the Kwinana Freight Handling Facility needs to be carefully managed to minimise any impact on nearby rural and residential areas.

4.2.4 RESHAPING THE LANDFORM

The existing landform and levels across Latitude 32 are generally unsuitable for industrial development. The challenges faced in reshaping the landform across Latitude 32 include:

- Accommodating the even grades required for the new freight terminal;
- Achieving an appropriate interface with the pre-existing surrounding boundary levels such as Rockingham Road, Fanstone Avenue, Power Ave and the adjacent lots outside Latitude 32;
- Accommodating the planned Rowley Road alignment;
- Maintaining the levels to the existing Midland - Kwinana Railway line and all services located within its reserve (including oil pipelines);
- Maintaining levels along major infrastructure corridors including the 330kV HV transmission line and high pressure gas pipelines;
- Achieving maximum grades suitable for functional industrial lots within Latitude 32; and
- Maintaining a minimum level from the groundwater levels to aid stormwater disposal.

The earthworks across Latitude 32 will need to be coordinated at all stages of planning and development in order to achieve suitable grades for future industries.

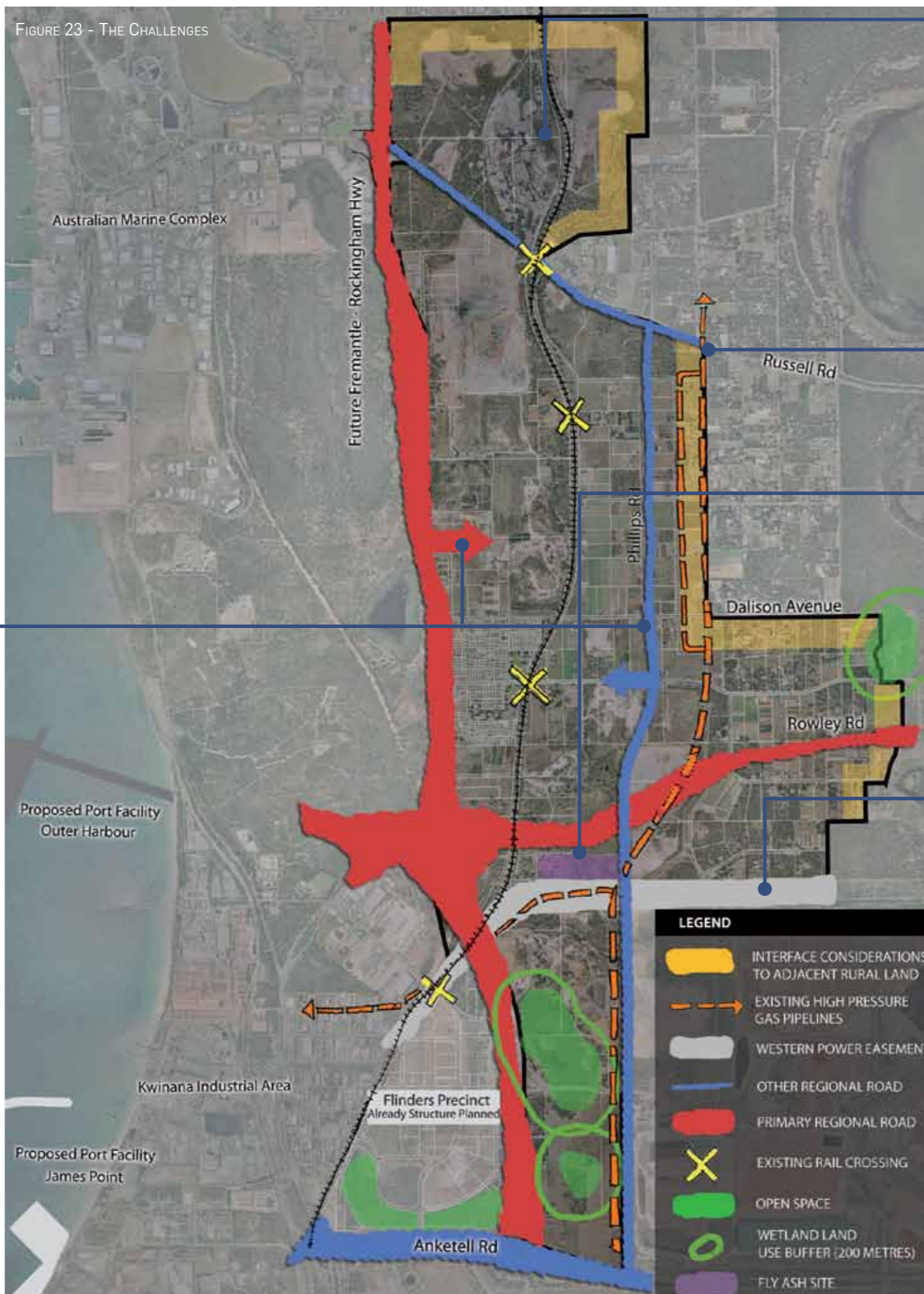


FIGURE 23 - THE CHALLENGES

4.2.5 COCKBURN CEMENT PLANT NORTH OF RUSSELL ROAD.

Cockburn Cement has a significant limestone processing and batching operation north of Russell Road, taking up most of the northern part of Latitude 32. Cockburn Cement operates under a State Agreement, meaning there is uncertainty over how long the plant will remain in operation, however it is highly likely that Cockburn Cement will remain operating at Latitude 32 for some considerable time to come.

In addition, a Cockburn Cement pipeline enters Latitude 32 at its western boundary from Russell Road. This creates a further infrastructure constraint to the planning of the area.

4.2.6 HIGH PRESSURE GAS PIPELINES

The Dampier to Bunbury Natural Gas Pipeline (DBNGP) and the Parmelia Pipeline significantly affect Latitude 32's site levels and future building setbacks.

4.2.7 WESTERN POWER FLY ASH SITE

The Kwinana Power Station, located west of the Naval Base industrial area, is part of Western Power's South West Interconnected System. Fly ash waste from the power station is transferred by an underground pipeline to a storage site at Hope Valley. In the future the fly ash stockpile may be remediated and regraded to suit the surrounding landform enabling the 6Ha land area to be developed for industrial purposes.

4.2.8 POWER LINES AND EASEMENTS

A major power transmission line and easement traverse east-west through Latitude 32 from the northern boundary of the Flinders Precinct through to Mandogalup Road. Land within the easement is unable to be developed for industrial purposes.

4.2.9 ENVIRONMENTAL LAND USE BUFFERS

Land use restrictions apply to the 50m to 200m wetland buffers that surround Long Swamp, Hendy Road Swamp (East), and the Wattleup/Pearce Road Swamp. Industries seeking to locate adjacent to and beyond the 50m wetland buffer will need to be "low risk" land uses (e.g. services industries and offices).

4.2.10 ADJOINING LAND USES

The north and north-eastern boundaries of Latitude 32 are adjacent to existing rural areas. Future land uses along these edges of Latitude 32 should ensure a suitable interface between the rural and industrial areas to protect the amenity of the existing rural area.

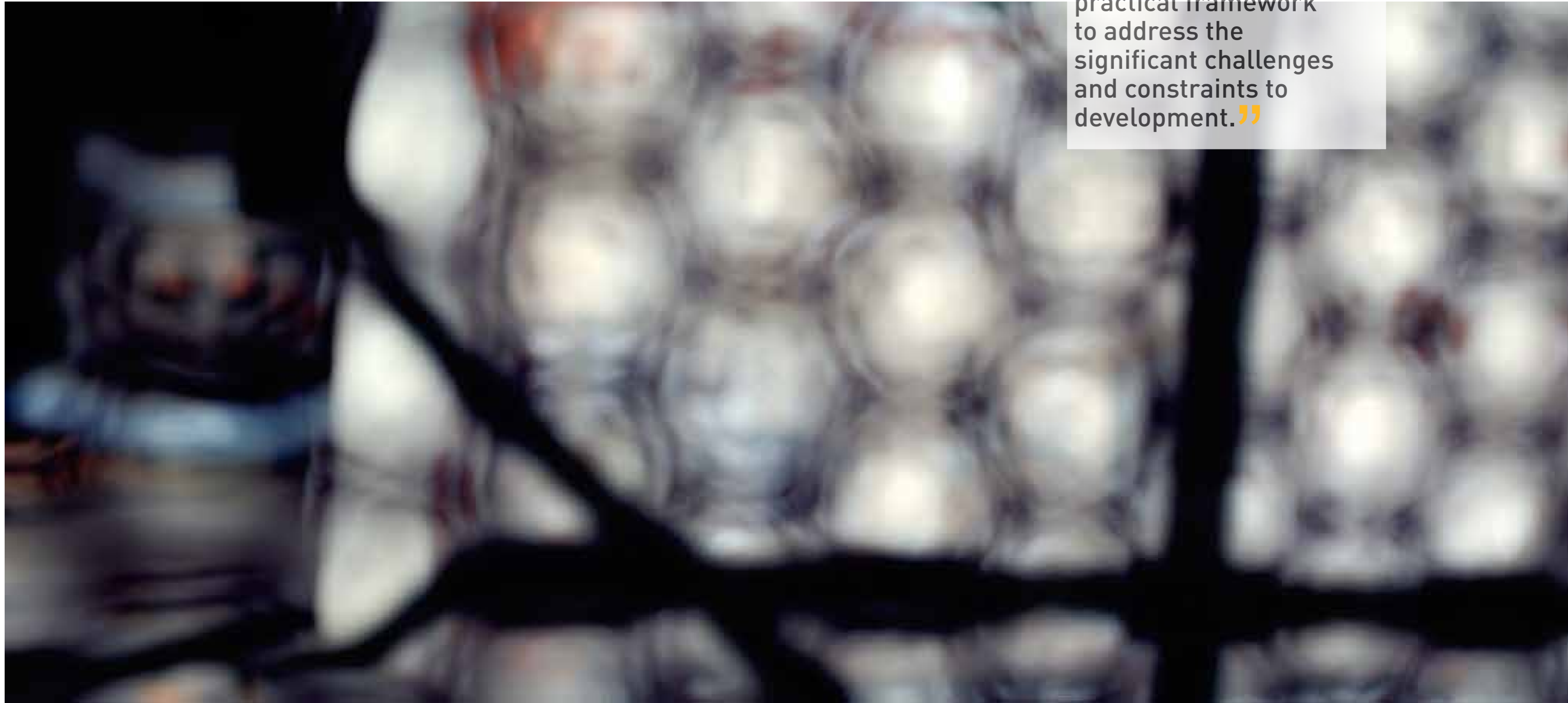
4.2.11 THE TIMING OF KEY INFRASTRUCTURE

There is some uncertainty around the delivery timeframes for some of the key regional infrastructure in and around Latitude 32. Due to the scale and catalytic nature of this infrastructure, this will impact on the development timeframe of some precincts. This infrastructure includes:

- the planned extension and upgrade of Rowley Road (unlikely until after 2022);
- the north-south distributor road connection between Anketell and Russel Road (portions unlikely until after Rowley Road has been built);
- East Rockingham WWTP (currently planned for completion in 2015);
- the Fremantle – Rockingham Highway (whilst planned, unlikely until after 2030); and
- the new intermodal freight terminal (main area proposed to be reserved through Master Plan Amendment No.4, with Government acquisition and staged resource extraction to follow).



the district structure plan needs to respond to the unique opportunities available at latitude 32, whilst providing a practical framework to address the significant challenges and constraints to development.”





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