

Part 4

Opportunities and Challenges



latitude³²
INDUSTRY ZONE



Planning Area 2



Part 4 - Opportunities and Challenges

This section maps out the challenges and opportunities faced in delivering the Planning Area 2 LSP.

REFER TO FIGURE 16 – OPPORTUNITIES AND CHALLENGES PLAN

4.1 THE OPPORTUNITIES

4.1.1 MAXIMISE REGIONAL ACCESS AND DISTRICT MOVEMENT NETWORKS

Latitude 32 is strategically connected to primary movement corridors being Anketell Road, the planned Rowley Road, the future FRCAH. There is an opportunity for a new road interchange access point off the future Fremantle-Rockingham Highway to provide direct east-west connectivity through to Planning Area 5 and the planned KIFT.

4.1.2 CONNECTIVITY WITH PROPOSED KWINANA INTERMODAL FREIGHT TERMINAL (KIFT)

The planned KIFT located to the east of the Structure Plan area could potentially foster transport and logistics clusters and generate demand for support land uses, such as warehouses and distribution centres. Industrial and commercial developments within Planning Area 2 would benefit from an integrated, reliable and efficient freight and transport network.

4.1.3 RE-USE OF EASTERN CARRIAGEWAY OF ROCKINGHAM ROAD

The eastern carriageway of Rockingham Road may be retained and utilised as a service road after FRCAH is constructed. The existing road could also be utilised temporarily to service the development prior to the FRCAH being built. If Rockingham Road were utilised as the interim front service road, it would be as a one-way road with three turn-around connections along the length, which would restrict traffic movements to fronting lots.

4.1.4 RENEWABLE ENERGY AND INDUSTRY EFFICIENCIES – HENDERSON RESOURCE RECOVERY SITE

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.

4.1.5 LOCAL AMENITY : LOCAL COMMERCIAL CENTRE, LINKS TO BEELIAR REGIONAL PARK/LAKE MT BROWN – RECREATION OPPORTUNITIES

There is an opportunity to plan for the future amenity of Planning Area 2's workforce, through the provision of local retail and commercial facilities. This Local Commercial Centre will provide local amenity by providing a place for lunch, recreation and/or relaxation, particularly for the working community, acting as a focal point. There is also the potential for urban plaza to be provided as part of this centre.

Pedestrian links could also be provided to Mount Brown to facilitate passive recreation opportunities. Mount Brown is the high point of the area, providing views to the ocean, Latitude 32 itself and the surrounding area.

4.1.6 COMMERCIAL EXPOSURE & LEGIBILITY

There is potential to use both minor and major entry nodes into site for commercial purposes to provide a sense of place and assist with legibility of the site. Entry nodes could incorporate artwork, lighting and materials suitable for an industrial site as well as providing information and a reference point. Commercial exposure to passing traffic on the future highway should also be maximised.

4.1.7 POTENTIAL RETENTION OF EXISTING TREES (COUNCIL AND LANDCORP LANDS)

There is the potential to retain some existing trees within land owned by LandCorp or vested with Council, particularly around the existing town centre and near the rail line where finished ground levels are unlikely to change significantly.

4.1.8 DRAINAGE

Lake Mount Brown Wetland could possibly accept attenuated flows from the northern basin subject to approval. This will reduce on site attenuation volumes. The natural low point (wetland) within Rockingham Road could accept attenuated flows from the southern basin. Approval would be required from MRWA for FRCAH crossing and discharge into a road reserve.

4.2 CHALLENGES

4.2.1 ACHIEVING GOOD ACCESS

Access to and from Planning Area 2 will be somewhat limited due to (a) the existing rail line and future KIFT on the eastern boundary restricting east-west movement, (b) no longer having direct access to the west onto Rockingham Road, where a suitable separation distance will be required between the Russell Road and Rowley Road interchanges for a new diamond interchange onto the future FRCAH, and (c) restricted access onto the future Rowley Road reserve to the south.

4.2.2 EAST-WEST ROAD DESIGN

The required east-west Distributor Road from the future FRCAH through to Planning Area 5 and Phillips Road will require significant earthworks to achieve suitable grades to tunnel under the KIFT and ramp up to the planned Highway interchange. The preferred alignment to achieve this may be affected by the Henderson Tip sites inert filled areas.

The east-west road alignment also poses a challenge to provide a north-south connection between the City of Rockingham's existing Henderson Resource Recovery site and its proposed expansion to the south. A design for this alignment is currently being finalised.

4.2.3 ULTIMATE ALIGNMENT OF THE FRCAH

The ultimate FRCAH interchange design may possibly shift eastwards to overcome the environmental restrictions of the Mount Brown 50 metre wetland buffer. Should this be required, there may be an impact on developable land within the Structure Plan area. The design of the FRCAH is currently being progressed, and is anticipated to be finalised in early 2012.

4.2.4 LAND USE (EMISSIONS) BUFFERS

With the proposed extension of the City of Cockburn's Resource Recovery operations further south into Planning Area 2, consideration may need to be given to potential noise and odour buffers from the operations to nearby industries.

4.2.5 ENVIRONMENTAL LAND USE BUFFERS (WETLANDS AND ASSOCIATED BUFFERS)

Land use restrictions apply to the 50m to 200m wetland buffers that surround Lake Mount Brown. 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) in accordance with the HWWRP Water Management Strategy.

4.2.6 ACHIEVING A VIABLE ECOLOGICAL LINKAGE

The DSP indicates an Ecological Linkage to the south of Planning Area 2 within the planned Rowley Road. This linkage is proposed to allow for Fauna to travel east west through Latitude 32. It is questionable how effective this link could perform this role due to the lack of existing vegetation within this strip, and the ultimate development of the FRCAH and KIFT.

4.2.7 CONTAMINATED SITES

Potentially contaminated sites within Planning Area 2 will require investigation and remediation from historical or adjacent uses.

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