

## **Environment and Public Affairs Committee**

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**Subject:** FW: Petition No. 170 - Proposed realignment of the South West freight rail line  
**Attachments:** ev.170.201111.let.001.pm.pdf; ev.170.petition.pdf; ev.170.201109.sub.001.dl.pdf

**From:** Andrew Trosic

**Sent:** Monday, 23 November 2020 7:16 PM

**To:** Environment and Public Affairs Committee <env@parliament.wa.gov.au>

**Cc:** Jessica Moss

**Subject:** RE: Petition No. 170 - Proposed realignment of the South West freight rail line

Dear Committee Clerk,

Thank you for your email, and attached letter, advising that the Committee is undertaking preliminary inquiries into the petition. The Shire notes your request for comments on the terms of the petition and the submission from the principal petitioner.

While past Council decisions have advocated at various stages in respect of the freight rail deviation to the west of Mundijong town-site, at no point can I locate either Council or Shire officers designating a 'route'.

From my review, rather, the Shire and Council has identified this would be a State Government project, and that Shire advocacy has been for engagement with our community on this important issue.

The following are dates and extracts from relevant Council reports and resolutions. These extracts taken from the minutes seek to assist the Committee:

### Background decisions

August 2011	<u>CR11/234</u>	<p>Council resolved to adopt the Mundijong Whitby District Structure Plan. The DSP indicatively identified the freight rail realignment and discussed the issues with the current alignment. The DSP stated:</p> <p><i>'The Shire is liaising with the Department of Planning, Public Transport Authority and Main Roads WA to further investigate the future relocation of the freight rail and the ultimate DSP is designed to accommodate this eventually'.</i></p> <p>The reports only briefly refers to the re-alignment of the rail and does not endorse any alignment.</p>
March 2012	<u>CR12/67</u>	<p>Endorse and acknowledge the findings and recommendations outlined in the West Mundijong Industrial Area Feasibility Study. Resolution stated:</p> <p>3. Provide this resolution and respectfully request that the Department of Planning and Department of Transport expedite matters and funding associated with the Freight Rail Realignment, construction of the Tonkin Highway extension to South Western Highway and extension of the Passenger Rail Service to Mundijong-Whitby as a State priority.</p> <p>4. Support the presentation of the Study in collaboration with the Department of Transport to the Infrastructure Coordination Committee of the Western Australian Planning Commission with the intention of highlighting the importance of the Tonkin Highway extension to South Western Highway, Freight Rail Realignment and the Passenger Rail Service to Mundijong-Whitby.</p>
March 2013	<u>CR13/37</u>	<p>Request the WAPC to progress concurrent amendments to rezone the West Mundijong area, as delineated in the draft West Mundijong District Structure Plan, to Industrial in the Metropolitan Region Scheme and the Urban Development Zone in Town Planning Scheme No. 2. The report discusses the freight rail realignment and contains an attachment to the South West Freight Rail Alignment Project Report. The Council report states the following</p> <p><i>'Ultimately the planning, design and provision of the proposed freight rail realignment and intermodal terminal is an initiative and responsibility of the State Government'.</i></p>

		<p>The following extracts are from the report:</p> <p>Subsequent to the approval of the M-W DSP, the Department of Transport (the DoT) undertook a desktop analysis of the potential options for the freight rail realignment. The analysis was prepared by suitably qualified consultants and outlined the opportunities and constraints of various freight rail realignments through the West Mundijong Industrial Area. The analysis was presented to the Infrastructure Coordination Committee (ICC) of the WAPC. The ICC considered the analysis and resolved to identify the alignment with the future Tonkin Highway extension as its preferred option and that further detailed investigation be undertaken.</p> <p>Ultimately the planning, design and provision of the proposed freight rail realignment and intermodal terminal is an initiative and responsibility of the State Government. The Shire can provide no commitment or funding to the initiative, it is for this reason and on <u>this</u> basis that the draft DSP reflects the planning of a proposed future rail realignment. Furthermore, the draft DSP takes into account the findings of the EA Report and states that the ultimate realignment and location of the intermodal terminal will be determined at the advice of the DoT when further investigations have taken place.</p> <p>The draft DSP and associated technical investigations have explored and allowed for the possibility of a freight rail realignment and intermodal terminal at West Mundijong. At the district planning level, the planning for the West Mundijong Industrial Area is robust enough to facilitate such a significant facility and any impacts are dealt with in an appropriate manner in accordance with relevant requirements at appropriate stages of planning. MRS amendments are high level statutory instruments that facilitate the progression of rezoning and strategic issues associated with it. The technical investigations associated with the MRS amendment outline further studies and matters that will need to be considered at further detailed levels of planning. The further particulars associated with the realignment and intermodal terminal need to be attended to by the DoT at further detailed levels of planning.</p>
November 2015	<u>CR15/163</u>	<p>Council resolved to proceed to advertise Scheme Amendment 187 to rezone the West Mundijong Industrial Area. The report discusses the freight rail realignment as follows:</p> <p>Subsequent to the approval of the M-W DSP, the DoT undertook a desktop analysis of the potential options for the freight rail realignment. The analysis <u>was prepared</u> by suitably qualified consultants and outlined the opportunities and constraints of various freight rail realignments through the West Mundijong Industrial Area. The analysis <u>was presented</u> to the Infrastructure Coordination Committee (ICC) of the WAPC. The ICC considered the analysis and resolved to identify the alignment with the future Tonkin Highway extension as its preferred option and that further detailed investigation be undertaken.</p> <p>On balance, the matters concerning the proposed freight rail re-alignment and intermodal terminal are long term strategic considerations and <u>are not considered</u> to prejudice the rezoning of the area. The further particulars associated with the realignment and intermodal terminal need to <u>be attended</u> to by the DoT at further detailed levels of planning. Shire officers are of the understanding that landowners would like to develop the land for general and light industry purposes in the short to medium term. As outlined in the DSP, irrespective of the timing or occurrence of the freight rail realignment, industrial development is feasible at West Mundijong.</p>
December 2016	<u>CR16/139</u>	<p>Council resolved to support Scheme Amendment 187 for the rezoning of the West Mundijong Industrial Area. The report discusses the freight rail realignment as follows:</p> <p><u>Department of Transport:</u></p> <p>In response to the submissions received, it is <u>acknowledged</u> that the Department of Transport (DoT) will undertake additional transport planning following the adoption of the MRS Amendment. This will link in with the Development Contributions Plan that will be finalised subsequent to both the MRS Amendment and Scheme Amendment No.187.</p>

		<p>The Department of Transport and the Department of Planning, in principle, prefer an eastern location for the intermodal facility adjoining the southern extension of Tonkin Highway in association with the possible realignment of the Kwinana freight rail. Nevertheless, the feasibility of the intermodal facility and realignment of the freight line <u>is intended</u> to be subject to more detailed assessment in due course.</p> <p>The Shire is committed to working with the relevant agencies to ensure an optimum outcome for West Mundijong and the community.</p> <p>The district structure plan provides a framework to ensure that future transport initiatives <u>are integrated</u> with future industrial development at West Mundijong.</p>
December 2017	<u>CR17/194</u>	Council resolved to proceed to advertise the Shire's Draft Local Planning Strategy. The Strategy contains actions to work with the State government to plan for the freight rail realignment.
December 2018	<u>CR18/195</u>	<p>Council resolved to advertise the Mundijong District Structure Plan. The DSP discusses and indicatively identifies the freight rail realignment. It states on page 55 of that document:</p> <p><i>"The Department of Transport has advised that the feasibility of the proposed intermodal facility, and realignment of the freight line, will be the subject of more detailed assessment"</i></p>
June 2020	<u>CR20/146</u>	Recommend support of the Shire's Draft Local Planning Strategy. The Strategy contains actions to work with the State government to plan for the freight rail realignment.
2018 to present		<p>The State Government's Perth and Peel @<u>3.5m</u> Strategic Plan, released in 2018, guides how Perth and Peel will grow to a population of <u>3.5m</u>, by 2050. It has an associated South Metropolitan and Peel Sub-regional Planning Framework that guides a planning, land use and infrastructure response for the southern metropolitan area. Mundijong freight rail realignment is discussed in that document on page 48 as follows:</p> <p><i>"proposals include realignment of the freight railway that currently passes through Mundijong, to the western side of the future urban area, to improve the amenity of Mundijong and ameliorate severance effects."</i></p>

### Current status

As of today, the State Government have embarked upon a route definition study to consider how to potentially design this piece of infrastructure in an effective way. The Shire has consistently advocated for the State Government to work closely with nearby residents and businesses as key stakeholders. The Shire understands that the State Government are undertaking this project with high levels of engagement with potentially affected landowners.

### Further information

With utmost respect to the author of the letter, at no time has the Shire treated this issue with disregard. On the contrary, the Shire sees this as a very important issue for its community. Shire officers have undertaken the following proactive actions to assist its community with this important issue:

- Officers have met with residents at all times when requested by residents, where officer have listened to concerns and provided advice on how to engage with the State Government Department undertaking this project and the route analysis;
- Officers facilitated a resident forum in December 2019 so that residents could hear from representatives of Main Roads WA and the Department of Planning, Lands and Heritage;
- Officers provided forums via engagement on the Draft Local Planning Strategy and Scheme during the last quarter of 2019 for residents to make submissions on important issues, including the freight rail deviation.

The Shire is committed to supporting affected residents and businesses, through seeking high levels of community engagement on this important issue.

Please don't hesitate to contact me if you have further questions.

Regards,

**Andrew Trosic**  
**Director Development Services**

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