

**MEETING HELD 12TH MARCH 2010 AT DEPARTMENT OF PLANNING TO  
DISCUSS THE POSSIBLE REALIGNMENT OF THE FREIGHT RAIL LINE TO AN AREA  
EAST OF THE PROPOSED WEST MUNDIJONG STRATEGIC INDUSTRIAL AREA**

**In Attendance**

Don Challis	Department of Planning
John Chortis	Department of Planning
Lindsay Baxter	Department of Planning
Anne-Marie Brits	Department of Transport
Paula Sothern	Department of Transport
David Van Den Dries	Main Roads WA
Deon van der Linde	Shire of Serpentine-Jarrahdale
Louise Howells	Shire of Serpentine-Jarrahdale
Laurie Piggott	Consultant

**Apology**

Steve Beyer	Public Transport Authority
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**Purpose of the meeting**

The meeting was requested by the Shire of Serpentine-Jarrahdale to discuss the possibility of moving the Cockburn - South West freight rail line from its current alignment to a new alignment immediately west of the proposed Tonkin Highway extension. This would remove the freight operations component of the rail system from the Mundijong town centre and the surrounding area that has been rezoned urban in the MRS. The creation of a new alignment that runs along the eastern boundary of the proposed West Mundijong strategic industrial area presents the opportunity to develop an intermodal terminal in this area.

**Main points of discussion**

- The Shire of Serpentine-Jarrahdale is in favour of further investigation of the proposal as it has a number of benefits, particularly for the town centre.
- Land developers with an interest in Mundijong urban zoned land are reported to be in favour of the proposal and are keen to see further evaluation of the concept at the earliest.
- Main Roads WA is confident an alignment immediately west of the proposed Tonkin Highway extension could be achieved and would not unreasonably interfere with road and intersection design. There is a potential major advantage in staging because relocating the railway means that the Bishop Street/Tonkin Highway intersection can be constructed 'at grade' in the first stage, making it possible to bring forward construction of the highway.

- The proposal has benefits in that it could provide the opportunity for an intermodal terminal to be developed adjacent to the realigned rail corridor. A terminal in this area is supported from a strategic freight perspective.
- The planned 'southern link road', that in the future connects Albany Highway with Tonkin Highway and strategic industrial areas and ports in Kwinana/Cockburn, needs to be finalised and ultimately linked to the rail realignment/intermodal project.
- The Shire of Serpentine-Jarrahdale is in the process of finalising a structure plan for the town of Mundijong. It would be advantageous to the planning process for the realignment to be evaluated and finalised. However, it was recognised that the realignment will most likely appear in the structure plan as a concept that requires further evaluation.
- The State Government is the owner of the existing rail corridor, with (freight) track infrastructure leased to WestNet Rail. Under the legislation governing the lease to WestNet the State Government would be responsible for providing new rail infrastructure to a standard equivalent to the current system, if the rail line was relocated and the old line closed. (This assumes that WestNet does not fund the proposal.)
- There may be issues associated with land use around parts of the proposed new alignment, i.e. visual impacts with road embankments, access to land currently in small lot use etc. These issues will need to be investigated.
- It was generally agreed at the meeting that a three stage approach would be required to successfully secure a new corridor. This will involve:
  1. developing the case for a new alignment before proceeding with more detailed planning;
  2. undertaking more detailed engineering, environmental and economic evaluation to establish the corridor alignment, identify any fatal flaws and establish the cost (and benefit) of the proposal; and
  3. initiating a formal planning amendment for the new corridor.

### **Future actions**

1. Shire of Serpentine-Jarrahdale to write to the Chairman of the WAPC, setting out the Council's position and formally requesting the Commission's assistance with the proposal.
2. MRWA, DoT and Shire to provide DoP with details on why the proposal should proceed, issues associated with the realignment and other relevant information. (It was noted that the PTA provided several points for consideration prior to the meeting.)
3. DoP to put together a report for consideration by the WAPC at the earliest convenient meeting date. This will need to be circulated back to the group for comment prior to finalisation. The report will need to suggest an appropriate course of action, and funding needs, to enable further work to be undertaken.
4. Organisations to give consideration to any funding sources that might be available for this project. (In this regard, the Shire indicated it may speak to local land

developers regarding a possible contribution to a study. DoP noted the possibility of a conflict of interest with land developers funding the study.)