

Connect WANNEROO

♥ LIVEABILITY

♻️ SUSTAINABILITY

⚙️ PRODUCTIVITY

Advocacy Plan
2021 – 2025

April 2021



MAYOR'S MESSAGE

It gives me great pleasure to present the City of Wanneroo Advocacy Plan 2021-2025.

This visionary plan outlines nine projects to advance the City, aligned to three key themes: liveability, sustainability and productivity. As a growth council, we face the challenge of creating a City that enables our community to enjoy a great lifestyle with access to local jobs and sustainable business opportunities.

The staged development of the Neerabup Industrial Area is a visionary-scale initiative realised in terms of deliverable and immediate need that will significantly contribute to local job creation, investment opportunities and support for small to large-scale businesses. Neerabup has attracted a ground-breaking project to develop a robotics and automation testing facility to support new and emerging technologies, backed by WA Government investment of \$20 million.

These are exciting times for our business community. Important projects identified in the 2015 plan remain in the 2021 plan, including acquiring land for regional open spaces in Alkimos and Yanchep, preserving and growing agribusiness and addressing water related issues.

The significant government support and secured funding is a direct result of the sustained and targeted effort by the City, our residents and businesses to deliver community-led outcomes. Your input has been captured through other significant City frameworks such as the Strategic Community Plan and the Economic Development Strategy.

In 2015 when the City initiated its formal advocacy approach, "Connect Wanneroo", three key projects were the focus: the extension of the rail line to Yanchep incorporating three new stations; extending the Mitchell Freeway to Romeo Road in Alkimos; and the development of Halesworth Park.

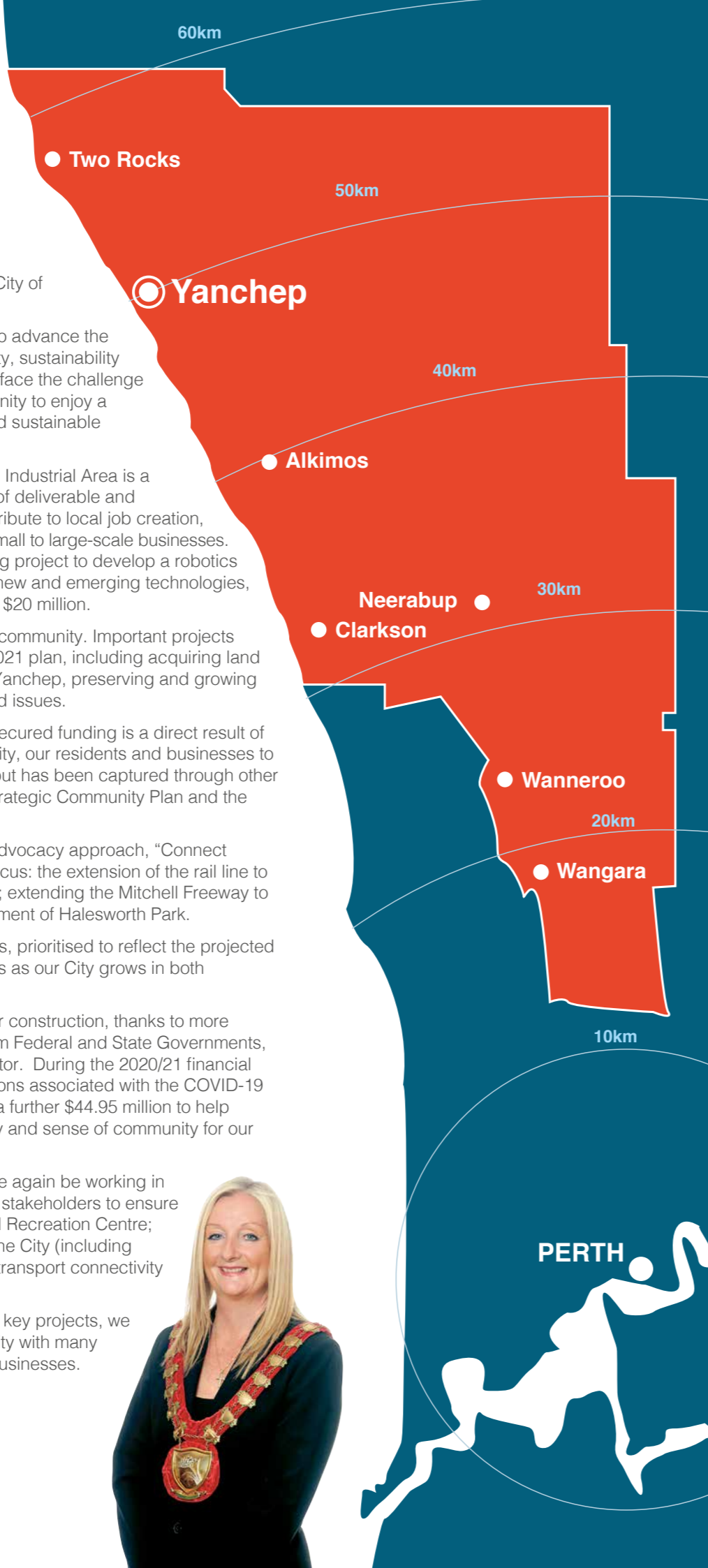
These were – and are – significant projects, prioritised to reflect the projected benefits for residents and local businesses as our City grows in both population and commercial diversity.

These projects are now complete or under construction, thanks to more than \$1 billion in funding contributions from Federal and State Governments, together with support from the private sector. During the 2020/21 financial year, even with real and perceived limitations associated with the COVID-19 pandemic, our advocacy efforts secured a further \$44.95 million to help deliver projects that offer security, amenity and sense of community for our businesses and residents.

As we look towards the future, we will once again be working in partnership with the community and other stakeholders to ensure projects such as: the Alkimos Aquatic and Recreation Centre; Wanneroo Recreation Centre; Cycling in the City (including Splendid Park); and enhanced east-west transport connectivity are included in our campaigns.

By working together to advocate for these key projects, we are creating a strong successful community with many local opportunities for our residents and businesses.

Mayor Tracey Roberts JP



Wanneroo Botanic Gardens

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INTRODUCTION

PURPOSE

Advocacy is a critical tool utilised by the City of Wanneroo (the City) to enable identification of key transformational projects that will have the greatest impact on residents, businesses and the wider community. Advocacy is most effective when it is delivered in partnership with the community. This process also allows the City to identify new policy or legislative changes that will impact residents or the business sector and respond accordingly, resulting in a clear and coordinated approach to identifying advocacy priorities to promote, lobby and campaign for support and government funding.

DESIRED OUTCOMES

- The City has a clear and well-communicated mandate to promote, lobby and campaign for key projects.
- The community has a clear way of engaging with the City to identify priorities and to participate in campaigns of mutual benefit.
- Key projects attract political support and related funding – investment attraction.
- The City of Wanneroo continues to be a leader in Western Australia for Local Government advocacy practice.

This Advocacy Plan communicates the key advocacy priorities for the City of Wanneroo. As the community continues to grow and change, so do its priorities. In 2014 the City released its first Advocacy Statement titled 'Building a Future Together: Roads Rail Reserves Region'. The four 'R' themes drove the City's advocacy agenda for the period 2014 to 2020. The City ran numerous successful campaigns and secured funding to deliver key road and rail projects.

In 2020, the City undertook an advocacy review to consider emerging issues in the context of COVID-19 recovery and has refocused the advocacy plan to reflect this using the following three themes:

- **LIVEABILITY**
- **SUSTAINABILITY**
- **PRODUCTIVITY**

The new themes align with State and Federal political agendas including the work of both Infrastructure Australia and Infrastructure WA as well as being consistent with the priorities of our community.

The Advocacy Plan has been developed to align with a number of City documents including:

- Strategic Community Plan;
- Corporate Business Plan;
- Long Term Financial Plan;
- Economic Development Strategy; and
- Tourism Plan.

BACKGROUND

THE CITY'S ADVOCACY JOURNEY

The City of Wanneroo recognises the role advocacy plays in influencing political support, decision making and funding of critical infrastructure.

The City recognises the need for collaboration on matters of mutual interest for high growth outer metropolitan councils and over the last decade has been an active member of the Growth Alliance Perth Peel (GAPP - formerly the Outer Metro Growth Council Group) and the National Growth Areas Alliance (NGAA).

The City's involvement in advocacy groups influenced the development of its own more formal approach to attracting government funding with the development of an Advocacy Strategy in 2014. The Strategy was adopted by Council in 2014, setting the direction for the City's advocacy efforts through to 2020 and providing the project prioritisation methodology on which the Advocacy Plan 2021-2025 is based.

The 2014 Advocacy Strategy identified:

- Why the City needed a strategy;
- How such an activity could be driven by the organisation in partnership with the community;
- A process for identifying priorities for the strategy; and
- The underlying linkages with the Strategic Community Plan and Corporate Business Plan.

The robust methodology developed by the City in 2014 has been used to develop the Advocacy Plan 2021-2025.



ADVOCACY METHODOLOGY AND
PRIORITISATION MATRIX

The City developed a prioritisation matrix and criteria to evaluate the wide range of potential advocacy projects. This methodology will continue to be the preferred approach to assessing potential advocacy projects and determining priorities into the future.

CRITERION	DEFINITION
Regional Benefit	Measures the degree to which the project will provide benefits to an area wider than just its immediate geographic location.
Planning Completed	Measures the amount of planning completed for the project. Projects that are still in concept stage score low and those with substantial planning completed score high.
Business case established	Further to the “planning completed” criterion, where projects have a well-developed business case, they score high.
Council commitment/support	Measures whether there is some form of formal Council support or endorsement of the project.
Council budget	Measures council commitment through funding support of the project.
State Government alignment	Measures the degree to which the project aligns with a State government policy or strategy.
Federal Government alignment	Measures the degree to which the project aligns with a Federal Government policy or strategy.
Potential saving to Council	Measures whether the project is likely to result in some form of financial saving or benefit to the City.
Potential other funding sources	Measures whether funding from developers or other sources is a possibility.
Community demand	Measures whether the community regards the project as overdue (high demand), needed now (medium demand) or needed in the future (low demand).

The above criteria were used to score the projects using a High, Medium or Low scale, with scores assigned of three, two and one respectively. The sum of the results gives an overall raw score reflecting how important the project is relative to the others as well as the likelihood of success.

Other than the ‘regional benefit’ criterion, these criteria do not capture the relative strategic significance of

Council endorsed the Advocacy Project Evaluation Guidelines at its 25 August 2020 Meeting. The Guidelines, shown at Attachment 1, outline the methodology and criteria to evaluate advocacy projects. The criteria and definitions are shown below:

the projects. To capture the importance strategic significance, each project was assigned a score for its transformational or ‘game changer’ factor. This is somewhat subjective but is an important measure of how much the project could fundamentally shift the social or economic conditions within the whole of the City of Wanneroo (and the sub-region or state) and is a critical factor in assessing which projects are suitable for advocacy when seeking state or federal funding.

WEIGHTED CRITERION	DEFINITION
City Wide Transformational / Game Changer Factor	A measure of how much the project could fundamentally shift the community or economic conditions within the whole of the City of Wanneroo, and possibly the sub-region.

Applying the above “game changer” factor to each of the project raw scores results in a weighted rank for each project. The application of the “game changer” factor is further described in the attached guidelines. The resulting scores and top nine ranked projects are shown in Attachment 2.

Liveability



WHAT IS LIVEABILITY?

A liveable city is a place that promotes healthy and happy people and community wellbeing - a place where people want to live.

It can include any factor that contributes to a community's quality of life such as:

- Built and natural environments;
- Economic prosperity;
- Social stability and equity;
- Educational opportunity; and
- Cultural, entertainment and recreational opportunities.

Enhancing these factors for current and future residents is an important focus of the City of Wanneroo through its day-to-day business and strategic planning for the future and through its advocacy efforts.

Four priority projects have been identified under the liveability theme:

- Alkimos Aquatic and Recreation Centre
- Reserves and Open Space – Regional Open Spaces Alkimos and Yanchep
- Upgrade Wanneroo Recreation Centre and Precinct
- Cycling Wanneroo.

LIVEABILITY: ALKIMOS AQUATIC AND RECREATION CENTRE

WHAT IS REQUIRED

Additional funding of \$30m is required by 2023/2024 in order to deliver all major components of the Alkimos Aquatic and Recreation Centre.

BACKGROUND

The need for a regional aquatic facility was initially identified in the 2011 Northern Corridor Community Facilities Plan (updated in 2020) with an implementation date of 2042-2046. However following consultation with the community it is clear that a facility for the northern

coastal growth corridor is required much sooner. In February 2018, the project was presented to Council who supported the need for:

- The early provision of an indoor aquatic and recreation centre in the Alkimos/Yanchep corridor; and
- Undertaking investigations of opportunities for the City to work with the education sector (and potentially other parties) to facilitate shared use of aquatic facilities planned for the northern coastal growth corridor in the future. (City of Wanneroo Council Minutes MN01-02/18. 6 February 2018)

Council also endorsed the addition of the now named Alkimos Aquatic and Recreation Centre to the formal advocacy agenda.



Wanneroo Aquamotion

KEY ISSUES

- Lack of an aquatic and recreational facility in the northern coastal growth corridor to provide a range of health, recreational and sporting opportunities for residents. Currently the City has one public aquatic facility for its residents, which is not easily accessible to this growing population.
 - Projected population growth for the region, in particular the number of school age children being accommodated in a number of new primary and high schools. The Department of Education expects 28 primary schools and 7 high schools ultimately to be built between Alkimos and Two Rocks, with three new schools to open between 2021 and 2023. The State Government investment planned for new schools announced in the 2020 Budget includes:
 - A second stage costing \$13.7m for Yanchep District High School
 - Yanchep Rise Primary School \$17.3m
 - \$15m upgrade for Yanchep Lagoon Primary School
- Given that new schools do not include swimming facilities in their establishment, the demand for access for water sports, water safety and recreational use will escalate and these facilities will need to be delivered by the City in collaboration with State and Federal agencies.
- Aquatic event attraction resulting in economic uplift and sport development opportunities to the region will only be possible with appropriate facilities

CURRENT PROJECT STATUS

A North Coast Aquatic and Recreation Centre Needs and Feasibility Study, completed in 2019 and endorsed by Council at its 10 February Ordinary Council Meeting, identified the need to establish an aquatic and recreation facility in the Northern Corridor. Council resolved to support the report's recommendations, which included the development of a Business Case. At its 28 July 2020, meeting Council endorsed the North Coast Aquatic and Recreation Centre Business Case and its preferred location at the Alkimos Centre near the new railway station.

2019	Feasibility assessment completed
Feb 2020	Council endorsed the North Coast Aquatic and Recreation Centre Needs and Feasibility Study and resolved to support the recommendations including the development of a business case.
July 2020	Council endorsed the Business Case and a preferred location for the Aquatic Centre.



Yanchep Lagoon

EXPECTED PROJECT COSTS

It is anticipated that the project will have the following stages:

STAGE	ESTIMATED TIME FRAME	ESTIMATED COST
0 Planning	2020/21	\$150,000
1 Land acquisition	2021 - 2022	\$3.3m
2 Design and documentation	2022 - 2023	\$1.9m
3 Construction (subject to securing additional funding for stronger alignment to the adopted Project Scope to Needs and Feasibility Study and Business Case)	2023 - 2025	\$50m
TOTAL		\$55M

FUNDING STATUS

The City has received the following funding commitments, totalling \$15m:

- 2020 - \$5m Federal Government
 - 2020 - \$10m WA State Government
 - 2020 – Potential Developer Contribution Funding (Non aquatic infrastructure) \$10m
- Additional Funding Required - \$30m**

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

LIVEABILITY: RESERVES AND OPEN SPACE - REGIONAL OPEN SPACES ALKIMOS AND YANCHEP

WHAT IS REQUIRED?

- State Government to urgently acquire 50ha of suitable land for Alkimos Regional Open Space and 50ha of suitable land for Yanchep Regional Open Space.
- \$120m to develop the Alkimos Regional Open Space.
- Infrastructure Australia (IA) support to endorse the Business Case submitted by the Growth Areas Perth and Peel to:
 - Recognise Regional Sporting Infrastructure as an Infrastructure Priority; and
 - Establish an Infrastructure Fund as proposed within the submitted IA Business Case.

BACKGROUND

There are three tiers of active open space dependent on the size, function and population catchment:

- Regional
- District
- Neighbourhood

This advocacy project focusses on Regional Open Space.

Regional Open Space (ROS) is land designated for Parks and Recreation and includes conservation areas as well as land designed to support structured sports, leisure and recreation. The Planning and Development Act 2005 requires Regional Open Space to be reserved in the WA Metropolitan Region Scheme (MRS) for this purpose.

Once the State Government (through the Metropolitan Region Improvement Fund) has acquired the reserved land, the City of Wanneroo is then able to progress the planning and development of ROS in the City catchment.

ROS for sporting and recreation purposes is usually between 20 – 50 hectares catering for a minimum population catchment of 50,000 people. It serves the community as a focal point for recreational and sporting activities. Usage is not restricted to one local government vicinity and attracts large numbers of users and visitors from across the metropolitan area.

KEY ISSUES

The City remains one of the fastest growing local government areas in Western Australia even in the wake of COVID-19. The majority of this growth is expected to be in the Northern Coastal Growth Corridor and includes the development of Yanchep as the next Strategic Metropolitan Centre for Perth.

Refer to Productivity Project: Activating Yanchep

With this projected growth, another seven ROS's are required in the City. This project is seeking two new ROS's, one at Alkimos and one at Yanchep.

There is currently no sporting ROS in the Northern coastal growth corridor from Tamala Park to Two Rocks. The only ROS situated in the North-West Sub region (Cities of Wanneroo and Joondalup) catering for 342,000 residents are:

- 65 hectares at Kingsway Regional Sporting Complex, some 25km from the southern end of the Northern coastal growth corridor, and
- 35 hectares at Arena Joondalup, 7km from the southern end of the corridor.

Over 1.5m people a year frequent these two venues, this equates to over 4,100 patrons per day. Given the population growth this number has the potential to increase to 6,300 by 2036. The existing facilities would not cope with such an increase without the timely provision of new facilities

Kingsway Regional Sporting Complex



Wanneroo
Recreation Centre

The City is asking the WA State Government to urgently acquire:

- Approximately 50 hectares of suitable land for Alkimos Regional Open Space
- Approximately 50 hectares of suitable land for Yanchep Regional Open Space

CURRENT PROJECT STATUS

To provide context, the following points need noting:

- Both the Alkimos and Yanchep Regional Open Space sites are identified or referred to in the Agreed Yanchep Two Rocks and Alkimos Eglinton District Structure Plans to support population growth
- The proposed Alkimos and Yanchep Regional Open Space sites are identified in the North West Corridor Subregional Framework for Open Space purposes (noting that the Alkimos site is currently rural)
- The Two Rocks Regional Open Space site is confirmed for sport purposes in the North West Corridor Subregional Framework (as opposed to conservation purposes)
- The Alkimos, Central Yanchep and Southern Yanchep Regional Open Space sites are identified as ‘Sports Investigation’ in the North West Corridor Subregional Framework

In summary, the planning framework has identified all these sites for sporting purposes. Formal reservation in the MRS and acquisition by State Government is now required.

The City has commenced initial planning for the Alkimos Regional Open space. Meetings have been held with the WA State Government regarding land acquisition options for both Alkimos and Yanchep.

Concept development work has been done on what sporting codes could be accommodated, club interest and what facilities are required. It is expected that the provision of Alkimos Regional Open Space facilities excluding land acquisition would be approximately \$120m.

The City is working with other Outer Metro Councils to bring to the attention of Federal and State Government and Infrastructure Australia, the urgent need for enhancing liveability for residents across local government borders by providing recreational and sporting facilities such as these two Regional Open Spaces. Liveability in this context covers the need to design and develop facilities that provide shared access to schools and the wider community, improving physical and mental health and wellbeing.

Given the number of new schools planned for the City as outlined in **Liveability Project - Alkimos Aquatic and Recreation Centre**, it is easy to see that the positive impact of such investments also links to post COVID-19 recovery both economically and for physical and mental health.

EXPECTED PROJECT COSTS

Following land acquisition, the cost of the proposed Alkimos Regional Open Space facilities has been estimated at \$120m.

FUNDING STATUS

No funding has been allocated to this project to date.

ADDITIONAL FUNDING REQUIRED

\$120m is required for Alkimos ROS Facilities after the land has been acquired by WA State Government.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

LIVEABILITY: UPGRADE WANNEROO RECREATION CENTRE AND PRECINCT

WHAT IS REQUIRED?

\$25m is required to upgrade the Wanneroo Recreation Centre

BACKGROUND

The Wanneroo Recreation Centre is located at 275 Scenic Drive Wanneroo and sits within the Yellagonga Regional Park. The Centre opened on 25 November 1971 as the third office for the then Shire of Wanneroo until the new City of Wanneroo Civic Centre opened in 2000. Since then the facility has been adapted to be used as a recreation centre. It is comprised of a series of meeting and activity rooms, storage, change rooms and toilets around a main sports hall.

Given this history, together with a high community usage and facility booking rates, Council, at its 18 September 2018 meeting supported the development of a Master Plan to identify opportunities to expand or upgrade the open space and buildings.

The Master Plan has now been completed and is being further developed into the Wanneroo Recreation Centre Feasibility Study. This work is currently underway and expected to be completed in August 2021. The precinct holds particular social, cultural and environmental qualities that Council members and the community would like to acknowledge in an improved an expanded facility.

KEY ISSUES

- Aging infrastructure and not built for purpose
- Location of special significance to the community and Council
- Increasing demand from the community for an improved facility to accommodate an increasing diverse range of uses.

CURRENT PROJECT STATUS

The feasibility study is currently underway and expected to be completed in August 2021.

EXPECTED PROJECT COSTS

The total expected project costs are \$30m.

FUNDING STATUS

\$5m was committed by the incoming State Government during the 2021 State Election.

ADDITIONAL FUNDING REQUIRED

It is anticipated a further \$25m in funding will be required to undertake the upgrades to the precinct. This amount will be confirmed following community consultation (anticipated 2021) and consideration by Council.

FURTHER INFORMATION

Wanneroo Recreation Centre Precinct Master Plan is currently under development and community consultation will be undertaken prior to finalisation.

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

LIVEABILITY: CYCLING WANNEROO

WHAT IS REQUIRED?

\$1.5m is required to implement the Wanneroo Cycle Plan.

BACKGROUND

In December 2018, the City of Wanneroo Council endorsed the City's Cycle plan 2018/19 to 2021/22.

The Plan outlines the City's vision is to create a cycle friendly environment that is desirable, accessible and attractive to a variety of users and provides a credible alternative to vehicle use for 0-10km trips. The Wanneroo Cycle Plan also seeks to create a connected network for commuter cyclists that links regional and district facilities internal and external to the City.

More than 46 kilometres of cycle paths are to be constructed during the four-year plan with a further 35 kilometres of paths to be upgraded or line marked to ensure a safe and enjoyable journey for all riders.

The first phase of the plan will deliver cycle networks throughout the City and map out the potential cycle facilities at the new METRONET stations at Alkimos, Eglinton and Yanchep.

The Wanneroo Cycle Plan is currently being reviewed and updated.

KEY ISSUES

During extensive community consultation, the following issues were identified:

- Connectivity of cycle paths, including the Freeway PSP and connecting Jindalee to Yanchep

- Construction of missing local network links in Clarkson, Merriwa and Wangara
- The need to differentiate between commuting/ sporting and recreational cyclists
- Connections to train stations from Marmion Avenue
- Cyclist safety, particularly at numerous roundabouts within the City
- Need for community education – both for cyclists and motorists
- Maintenance of existing infrastructure, in particular dealing with debris
- Lack of training and racing facilities
- Inadequate mountain biking facilities

The plan has been designed to address these issues and the following five objectives reflect the focus of the Plan:

1. Implement a prioritised program of projects to complete missing links in the City's cycling network by aligning to funding allocated in the City's Long Term Financial Plan (LTFP);
2. Collaboration with PTA station access strategies in order to guide development and integration of cycling around existing and emerging train stations at Alkimos, Eglinton and Yanchep under the METRONET project;
3. Incorporate cycling facilities assessment as part of the City's planning approvals process to ensure developers make provision for cycling end of trip facilities, bicycle parking and improved infrastructure where applicable;
4. Promote the benefits of cycling by supporting State Government initiatives and educational programs;
5. Provide wayfinding through digital or printed mapping to promote use of the City's shared path and off-road trail routes.

The Wanneroo Cycle Plan aligns with the Department of Transport's "Western Australian Cycling Network Hierarchy".¹

CURRENT PROJECT STATUS

The new cycle paths will be built in conjunction with major transport projects funded by WA Bicycle Network grants and State Government transport projects including Mitchell Freeway extensions and work done to date including the Wanneroo Road and Marmion Ave duplication projects. The plan also incorporates works to be constructed as part of subdivisional development or under the Developer Contribution Scheme obligations as well as planned projects by the City over the next four years.

The focus in the current and future plan will be on the following activities:

- Active transport travel plans

This includes end of trip facility development, providing information on safe routes in the City, promoting the benefits of cycling and engaging with schools to promote cycling.

- End of trip facilities

By providing end of trip facilities, which includes cycle parking, lockers and showers, cycling benefits can be enhanced for work and school related trips.

- Assessing cycling as part of an integrated transport approach to planning is key to supporting the rollout.
- Developing a linked network of fast, safe and direct cycle routes.
- Connecting places and activity centres.

Whilst this project sits under the liveability theme it has strong links to the **SUSTAINABILITY** theme including:

- Reducing use of vehicles and therefore emissions from fossil fuel
- Reducing congestion
- Reducing cost of travel
- Improving air quality

EXPECTED PROJECT COSTS

\$2.65m is required for the initial stages of the Cycling Plan to be implemented.

FUNDING STATUS

The incoming State Government during the 2021 State Election made the following commitments in relation to cycling:

- Koondoola-Wanneroo Bike Plan - \$750k
- Financial support for Splendid Cycling Track - \$400k

ADDITIONAL FUNDING REQUIRED

An additional \$1.5m is required to implement the Wanneroo Cycle Plan.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

1 City of Wanneroo: Wanneroo Cycle Plan 2018-2019 -2021-2022 page 14

Yanchep Lagoon

Yellagonga Regional Park

Sustainability



WHAT IS SUSTAINABILITY?

For the purposes of this plan, the City has taken the following from the 2016 Infrastructure Australia Plan.

'Sustainability aims for the right balance of economic, environmental and societal outcomes to meet our needs now without compromising our future'.

The City has identified two priority projects under the sustainability theme:

- Neerabup Waste Innovation Precinct
- Holistic Water Planning and Agribusiness

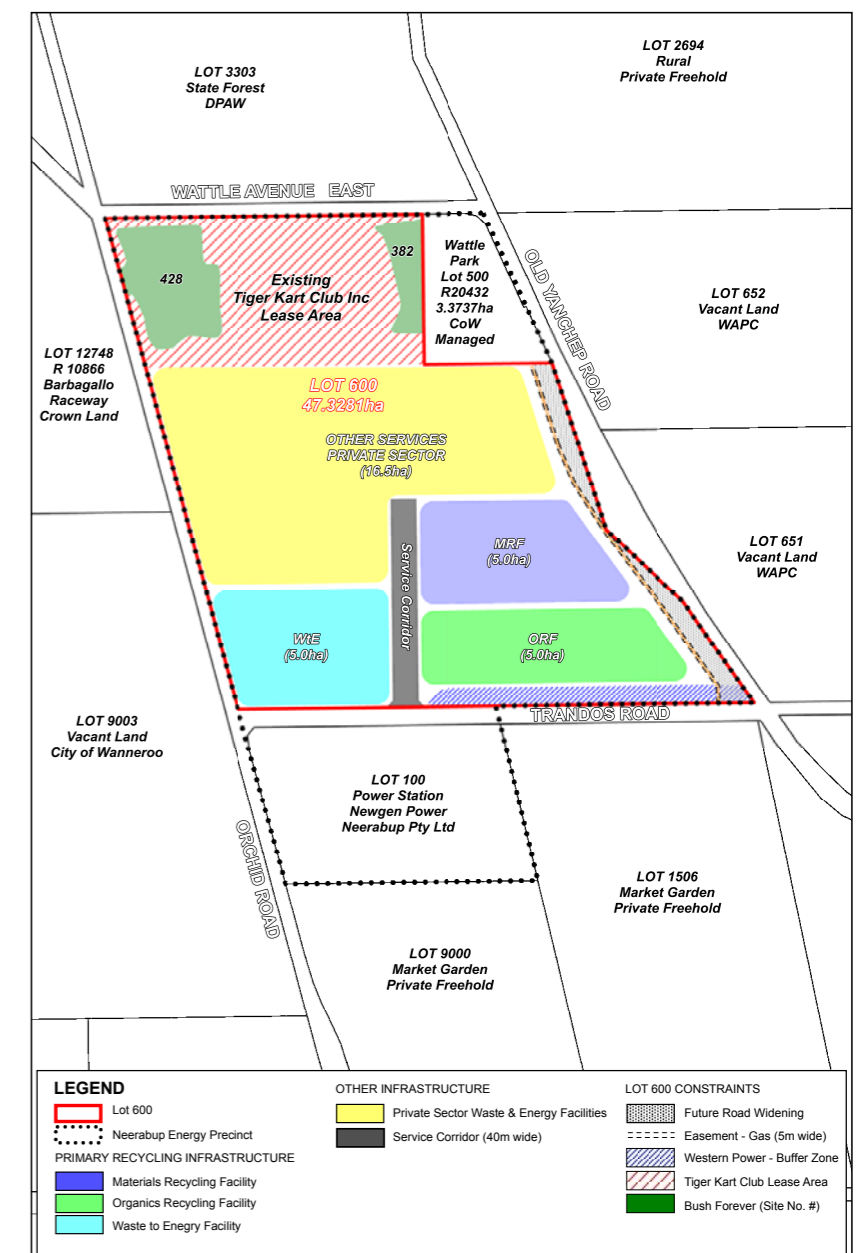
SUSTAINABILITY: NEERABUP WASTE INNOVATION PRECINCT

WHAT IS REQUIRED?

Support from the State Government to develop a Waste Innovation Precinct within the Neerabup Industrial Area (NIA) through:

- Recognise NIA within both the Waste Avoidance and Resource Recovery Strategy 2030 and the proposed State Waste Infrastructure Plan
- \$250,000 to undertake a feasibility study in conjunction with the State Government on the establishment of a Waste Innovation Precinct for the northern corridor of Perth

Support and funding from the Federal and State Government to assist business locate and develop waste and energy generating industries with the NIA.



BACKGROUND

The development of a waste resource recovery precinct within the Neerabup Industrial Estate provides potential opportunity for the City and its partners to manage the resources present within residents' waste materials. This would mean that waste would be managed in a more environmentally sustainable manner aligned to the State Waste Avoidance and Resource Recovery Strategy 2030 Action Plan.

The WA Strategy has three main themes of Avoid, Recover and Protect. The precinct will meet the recover and protect objectives with the City taking action through its Waste Education Plan 2018 to support the community to avoid generating waste. The City has seen a waste reduction of greater than 10% in the generation of waste per capita meeting the 2025 target for the Plan early.

Such a waste precinct is essential if the State is to reach the target set in the WA Strategy of no more than 15% of Perth Peel generated waste to go to landfill. There are currently no resource recovery facilities of the required type in the northern growth corridor of the Perth Metropolitan area (refer map above) For example, the Cities of Wanneroo, Swan and Joondalup despite extensive procurement actions have been unable to source a viable organics recycling facility.

For the three LG's to meet the State's Waste Recovery target of 70% by 2025 and 75% by 2030 they require access to facilities that use proven technologies that maximise the recovery of valuable resources within waste materials. To do this, private sector investment and engagement is crucial along with research and innovation driven development working with the LG who control the waste collection inputs.

In August 2020, the WA Auditor General released a report on Waste Management Service delivery, which stated:

"Given recent international export bans on recyclable materials, the planning and development of local recycling facilities within the state is becoming increasingly urgent to help provide certainty to stakeholders, create opportunities for local recycling industries, and protect our local environments and public health.

I encourage all LG entities to consider findings in this report. Making a concerted effort to use available practices to avoid and recover more waste is the key to continuing to improve the State's waste and recycling performance."

Source: Western Australia's Auditor General Report August 2020. Waste Management Service Delivery.

Through currently available waste management options, the City of Wanneroo is required to dispose of approximately 50% of its waste to Mindarie Regional Councils' (MRC) Tamala Park Landfill, which is located within the City's boundary. This landfill has a remaining operational lifespan of approximately 8 years.

The feasibility study must also assess whether such a waste precinct as Neerabup would be seen as a 'significant development' under the new Part 17 of the Planning and Development Act 2005. The report highlighted that the City's residents are forecast to produce 30,000tpa of comingled recyclables, 95,000tpa of general waste and over 5,000tpa of green waste by 2041.

Source: Approvals Review - Waste Infrastructure, 11 August 2020. Encycle Consulting Perth WA

KEY ISSUES

- Growing population resulting in growing volumes of waste
- Current waste management expected to reach capacity in about 8 years
- Current waste management practice of landfill is unsustainable
- Fundamental changes occurring to the way waste is collected, sorted and processed creating large commercial opportunities to use waste as a resource
- Loss of recoverable commercial opportunities including organics
- Potential to work with neighbouring Councils
- Ability to develop a waste to energy plant for all non-recoverable materials post recycling processes
- Ability to expand biomass collection from large agricultural industries based in the City and in Mid-West region
- Need to design a waste process based on circular economic principles in line with international best practice
- Potential for job creation. Infrastructure WA (IWA) has identified waste as a key development sector for the State stating that recycling creates 9.2FTE jobs per 10,000 tonnes of waste versus only 2.8 jobs for landfill
- The need for local governments to prepare for the impacts of the waste export ban introduced through the Council of Australian Governments, which will see waste plastic, paper, glass and tyres banned if they are not processed into value added materials

CURRENT PROJECT STATUS

This project is in the early stages of planning. The City commissioned a study of three sites in August 2020 and Neerabup Industrial Area was the preferred location for a waste innovation precinct. In 2020, the State Government announced Neerabup as the location for the Australian Automation and Robotics Precinct creating the potential for joint research and new applications.

EXPECTED PROJECT COSTS

The expected project costs will be determined once the feasibility study is finalised.

It is anticipated that this precinct will be a state or regional facility with both public and private investment including the potential for co-location of complementary commercial operations, involving neighbouring local governments.

FUNDING STATUS

No funding has been allocated to this project to date.

AMOUNT NEEDED

Initially \$250,000 is required to undertake a feasibility study.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au





SUSTAINABILITY: HOLISTIC WATER PLANNING AND AGRIBUSINESS

WHAT IS REQUIRED?

State Government to:

- Progress water planning in Wanneroo and surrounds, including the release of the Gnangara Groundwater Allocation Plan, to provide certainty for industry and government to plan for future water needs.
- Develop a climate independent water supply for agriculture in North Wanneroo to supplement sustainable use of groundwater supplies.
- Undertake peri-urban food planning for the Perth Metropolitan Region.
- Assist the North Wanneroo agri-industry and growers to transition to more sustainable water use practices, including supporting growers to adopt more innovative and viable crop types, growing practices and land uses, including allowing complementary agri-tourism where appropriate.

BACKGROUND

The focus on water first arose in connection with the need to preserve and grow the agribusiness sector within the City, including the previous advocacy item "Agribusiness Preservation and Growth in the City of Wanneroo". This project highlighted that water is a key strategic challenge for the City linked to the projected growth of the population and impact of altered water allocations on both employment land such as agribusiness and industrial land, as well as public open space.

Future food security has been identified as a key global challenge highlighted by the COVID-19 pandemic and represents a large opportunity for Western Australia as a net exporter of food. Retaining and growing high value agriculture in North Wanneroo will contribute to ensuring food resilience for the State and allow this industry to capitalise on high value export markets. The region produces and or processes 17.5% of West Australia's total vegetable production with a focus on:

strawberries 35%, sweet corn 68%, capsicum 20%, beans 20% and cabbages 22% of the States total production (ABS Agricultural Census 2015-2016).

Water is a major limiting factor for industries in the City such as agribusiness and in a drying climate water security is becoming an increasingly important problem. The expected impacts of water insecurity will be on productivity, profitability and overall viability of businesses along with changing land values and land utilisation issues.

In 2018, the State Government convened a Taskforce to address water allocation and land use issues in North Wanneroo by bringing together key government and industry stakeholders. The report was tabled to the Hon Alannah MacTiernan MLC, Minister for Regional Development; Agriculture and Food; Hydrogen Industry in August 2018.

The report gave rise to the announcement from the State Government on 30 January 2019 proposing:

- A proposed 10 percent reduction to groundwater allocations for growers in the North Wanneroo area from 2028;
- Water efficiency programmes; and
- Commencement of a business case for a new agri-precinct in State Forest 65 using recycled wastewater.

It is anticipated that confirmation of the proposed reduction and further detail of how it will be implemented will be covered in the Gnangara Groundwater Areas Allocation Plan. The draft Plan was due to be released for public consultation by the State Government in 2019 but has yet to be finalised.

Recently the City has completed related projects involving Government and growers, including:

- Agri-precinct study;
- Tourism Land Needs Assessment;
- Employment Land Needs Assessment;
- Study in partnership with DWER on water options for agriculture;
- Water and nutrient benchmarking project in partnership with Perth Region NRM; and
- The City has also embarked on a Waterwise program and reached Gold level accreditation in 2020. The Waterwise program has been designed in recognition of the need to improve efficiencies across the City and includes working with schools as well as self-assessment of City practices.
- The City released an Agribusiness Position Paper "A Thriving Agri-Precinct in Wanneroo" for public consultation in June 2019 which was then endorsed by Council in May 2020.





KEY ISSUES

A hotter, drier climate has reduced natural rainfall and available groundwater for agriculture in Wanneroo. Availability of water including short and long-term water security is the most significant constraint and challenge facing the agriculture industry.

Other corresponding factors include:

- Quantity and quality of arable land available
- Land size and availability impacted by urbanisation
- Capacity for agricultural expansion and growth
- Access to labour force and changing visa conditions related to COVID-19
- Access to profitable supply chains both intrastate and interstate.
- Land use certainty and speculation on change such as rural residential uses
- Reliance of industry on low value price-taking commodities with limited value adding
- Potential land use conflicts including spray drift, noise, dust and odour
- Need to ensure water availability for natural environments

CURRENT PROJECT STATUS

Future land use and zoning issues will be identified and resolved as part of the City's preparation of the Local Planning Strategy and Local Planning Scheme 3, which will include:

- A detailed review of land uses and zoning in North Wanneroo;
- Investigation of alternative zones and land uses such as tourism related zones or uses; and
- The potential for appropriate subdivision.

The review aims to provide adequate flexibility for business development while minimising conflict between food production and other land uses and will include clear guidelines for administration and council to make consistent decisions on discretionary uses in rural zones.



FUNDING

In the lead up to the 2021 State Election, Labor committed \$750k in funding to support North Wanneroo agribusiness and growers.

The funding was to focus on the following aspects:

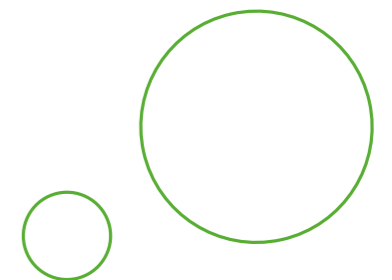
- Establish a \$600,000 water efficiency infrastructure and technology grants program to assist growers in managing the drying climate;
 - The program will support improving the design of current water systems, implementing soil and crop sensor technology and soil amendments such as using clay or compost to increase soil moisture holding capacity
 - Growers will be able to apply for grants of up to \$30,000 to install technology to improve water systems and increase water use efficiency
 - Installing protected cropping facilities such as glasshouses would also be eligible under the program
 - Local growers could also access up to \$5000 to engage qualified professionals to assess the opportunities for irrigation systems and soil amendments on their properties
- The State Government has also committed \$150,000 to support the City of Wanneroo's local planning processes to maintain and protect agriculture in North Wanneroo consistent with the North Wanneroo Agriculture and Water Taskforce recommendations.

ADDITIONAL FUNDING REQUIRED

To be determined following the review of planning processes as outlined above and following the release of the Gnamagara Groundwater Areas Allocation Plan.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au



Productivity



WHAT IS PRODUCTIVITY?

Infrastructure Australia (IA) Plan 2016 states the following:

"...productivity is the rate at which an economy transforms inputs, including its people and natural resources, into outputs that can be sold to domestic users or exported to people and businesses overseas."

This is a simple sounding equation but one that is both difficult to measure and to enhance.

To have a dedicated focus on Productivity the Australian Government established a Productivity Commission in 1998, which undertakes public enquiries and research studies, reports to Government annually, reports on Government service delivery and examines competitive neutral complaints.

Refer <https://www.pc.gov.au>

A report published by the Commission in November 2020 outlines in detail the impact of COVID 19 on productivity and the related challenges and how working smarter, not harder, is the key to enhancing productivity gains.

Refer <https://www.pc.gov.au/research/ongoing/productivity-insights/long-term>

The following three projects have been identified as a priority under the productivity theme:

- Neerabup Strategic Link - Flynn Drive;
- Activation of Yanchep Strategic Metropolitan Centre; and
- Freight – Air, Sea, Road and Rail

These projects have the potential to achieve the largest impact on regional productivity through job creation and economic opportunities for inwards investment as well as improved efficiencies for local and export business.

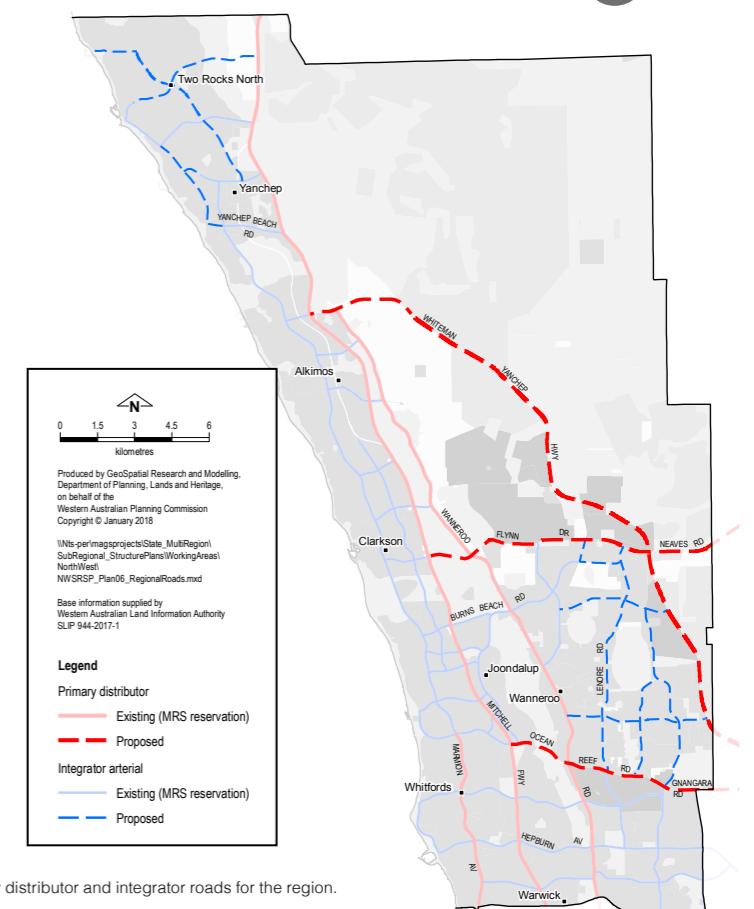
In terms of implementation of projects falling under the Productivity theme, there is the opportunity to collaborate with adjacent local governments to advocate for a more regional approach to delivering economic infrastructure. One such vehicle that could be utilised for this purpose is a City Deal. This and other mechanisms will be investigated as avenues for delivering economic infrastructure within the City and the wider region.

PRODUCTIVITY: NEERABUP STRATEGIC LINK – FLYNN DRIVE

WHAT IS REQUIRED

- Delivery of Flynn Drive upgrades as committed during the 2021 State Election

North-West sub-region
2050 Road Network



² Perth and Peel @ 3.5 million. March 2018 shows the current and planned primary distributor and integrator roads for the region.



Wangara
Industrial Estate

BACKGROUND

Two main East-West access points currently serve the Neerabup Industrial Area (NIA). These are all currently single carriageway and not of suitable standard for the current traffic volumes. Without an upgrade, NIA will struggle to attract an appropriate level of business investment and resulting employment. The recent duelling investment in Wanneroo Road has raised traffic volume, but to get to NIA and further east to the North-link and Perth-Darwin Highways, Flynn Drive remains a single carriageway.

Based on current projections, the 1,000 hectare NIA is expected to employ in excess of 20,000 people at full capacity and will contribute significantly towards achieving the State's targets of employment

self-sufficiency for the region. The size of NIA makes it the largest industrial complex in the Perth Northern Metro area and the second largest to Kwinana in the Perth Metro area.

The industrial linkages between the Wangara Industrial Area and NIA are emerging and strengthening as projects such as the Whitfords-Gnangara Road intersection upgrade are being identified.

Source: Base mapping from North-West Planning Framework North-East Sub Regional Planning Framework. Department of Planning, Lands and Heritage, 2020.

KEY ISSUES

The City envisages that there are four main projects making up the East West Development Corridor deemed essential to opening up the NIA, these include:

- The upgrading and dualling of Flynn Drive in two phases;
- The realignment of Neaves Road;
- The construction being bought forward for the Whiteman Yanchep Highway from 2032; and
- The Whitfords-Gnangara Road intersection upgrade.

Whilst this gives attention to the Flynn Drive investment, all four projects work together to maximise the economic benefits for the region through optimising access to the two main industrial centres in the northern metropolitan, Neerabup and Wangara Industrial Areas.

The key influencing factors include:

- Projected lack of industrial land for development with reports noting a shortfall in land supply from 2031
- The need for jobs closer to where people live and 20,000 jobs forecast for the NIA are expected to add \$7.9 billion to Gross State Product (GSP) and generate a further 24,000 jobs off-site for a total GSP impact of \$13.3 billion. Understanding this potential has seen the investment of State Government of \$20 million into and NIA based Australian AI and Robotics Precinct for the Mining Sector in 2020
- The need to attract private sector inwards investment to the NIA. As well, as provide improved transport infrastructure for current NIA early investors who wish to grow.

CURRENT PROJECT STATUS

The City, as a major landowner in the NIA has long acknowledged the strategic importance of its land holding to generate economic benefit for residents and the wider region and indeed State.

Since 2012, the City has been working on developing its land within the NIA. It is anticipated that the first lots could be available in 2023 subject to demand. The upgrade of Flynn Drive will be critical in increasing the demand for lots in the NIA and in the first instance will increase sales for the already developed Development WA land in the Meridian Park sub-division.

EXPECTED PROJECT COSTS

- Initial project costs were estimated at \$15m, however more recent estimates put the total cost between \$25m and \$30m.

FUNDING STATUS

In the lead up to the 2021 WA State election, the following promise was made relating to funding for Flynn Drive:

- Upgrade Flynn Drive in Neerabup - **\$20m**

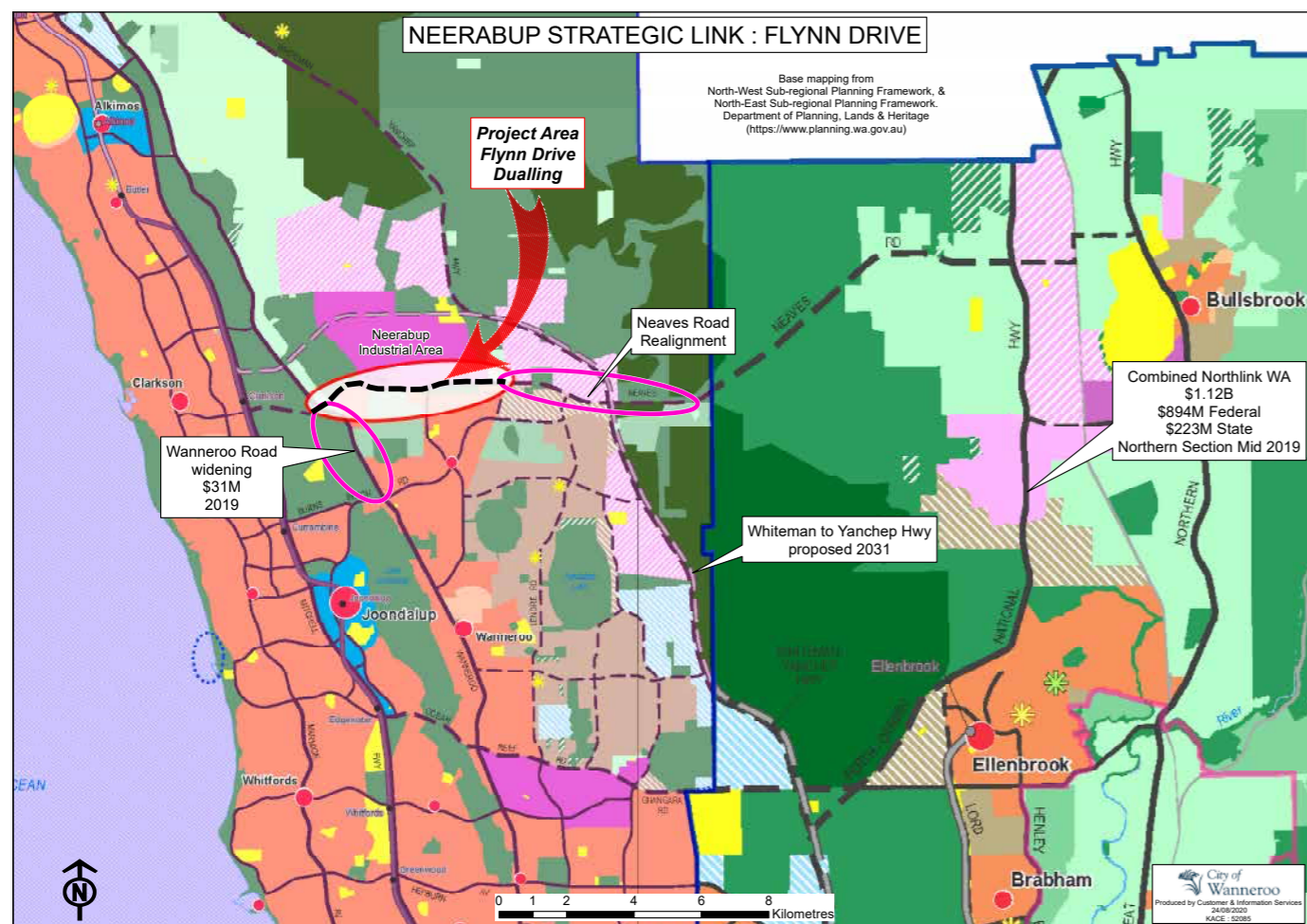
In January 2021, Council agreed to fund \$250k for the design required for Flynn Drive, which will guide the future work. The final costs for the Flynn Drive project will be determined following the design phase and given the above promises further project discussions will be required.

ADDITIONAL FUNDING REQUIRED

The \$20m funding is expected to cover the project given the original estimate of \$15m. However, additional funding may be required depending on the final design specification and any further land acquisition costs. It is likely that total ultimate costs for the upgrade will be between \$25m and \$30m.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au



WHAT IS REQUIRED?

BACKGROUND

- Reduce the overall need to travel
- Support the use of public transport, cycling, walking for access to services, facilities and employment, and
- Promote a more energy efficient urban form.

Activity centres are community focal points well integrated with public transport, ensuring they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters, lower transport energy use and associated carbon emissions.

- Schools and higher education services
- Hospital and health services
- Sport and recreational facilities
- Retail, entertainment, hospitality
- Civic and Community services

Yanchep-Two Rocks was set to have a population of 21,563 by 2021 in the 2010 District Structure Plan, this has been adjusted to 10,915 for Yanchep and 4249 for Two Rocks for 2021 by Id.

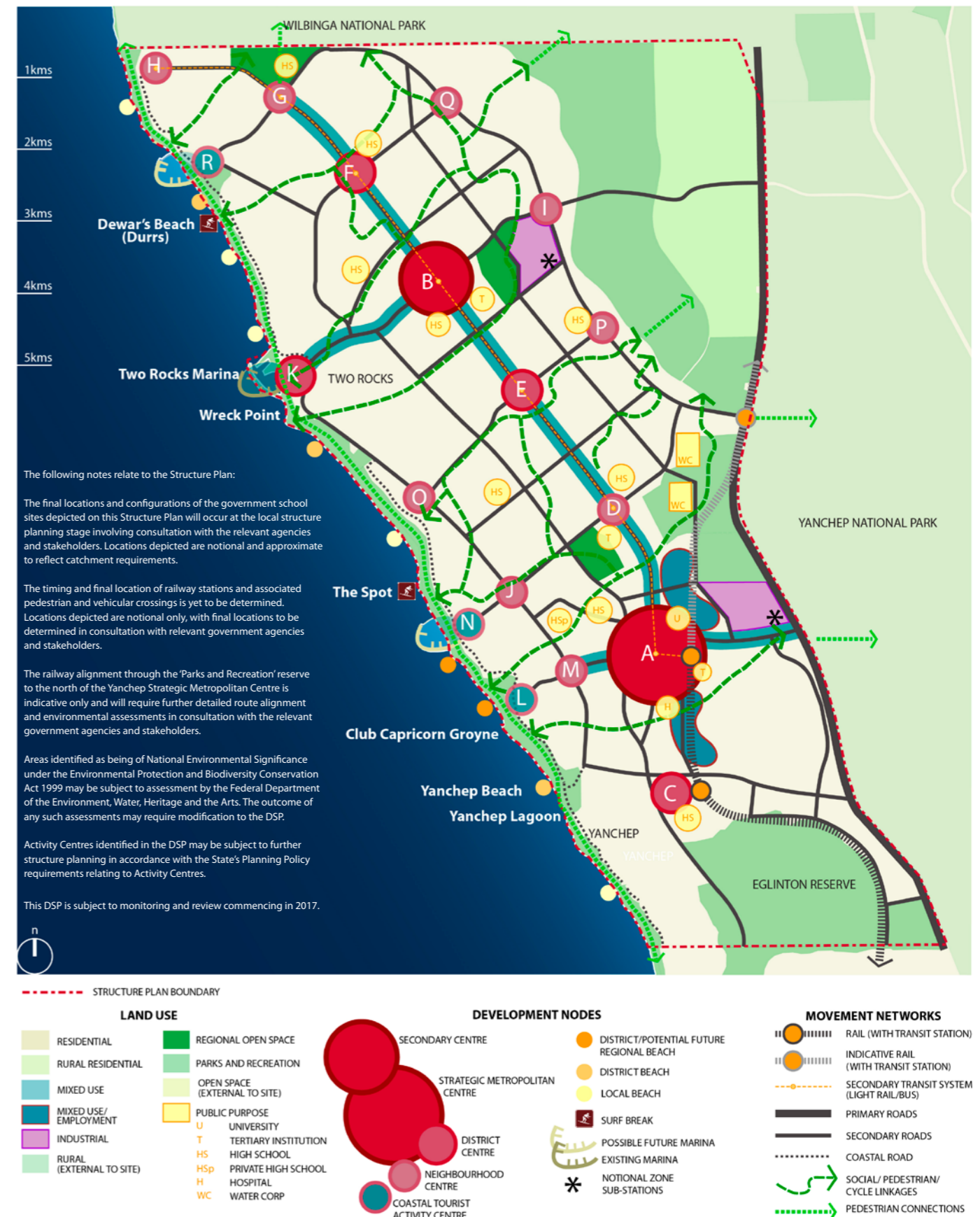
Yanchep 45,539 by 2041, and Two Rocks 16,441 by 2041.

A comprehensive model centre framework was also released in August 2010 as an appendix to the Gazette Notice.³

Strategic Metropolitan Centres can provide services to a wider catchment than the Local Government where they are based. Yanchep, with facilities including health and education services will meet the needs of the northern regions. The Yanchep-Two Rocks District Structure Plan 2010 has identified major infrastructure for the Yanchep City Centre (Centre A on the below map).

³ Gazette Notice 31 August 2010.

PLAN 1 - YANCHEP - TWO ROCKS DISTRICT STRUCTURE PLAN MAP



Advocacy efforts to date have been focussed on developing the train line to Yanchep. This was jointly funded by Federal and State Government in 2019 and launched under METRONET with the line to be extended to Yanchep and the construction of three new stations at Alkimos, Eglinton and Yanchep. Construction commenced 2020/21.

Given this investment, there is a need to work together with Government, landowners, residents and investors to ensure the activity centre vision is fully realised for Yanchep. The Yanchep - Two Rocks District Structure Plan details the requirements for the Strategic Metropolitan Centre including a public hospital, private hospital, university, TAFE and a high school all within or adjacent to the centre. Planning and budgeting for the delivery of these facilities is required.

Other projects such as the Yanchep Health Centre \$20.7m announced between ECU, Federal, and State Government in 2019/2020 illustrates the desire to see the vision realised. Community services such as Two Rocks Yanchep assisted cancer travels have also been supported by Lottery west for \$24k.

A review of Liveability Project: Alkimos Aquatic and Recreation Centre outlines the State Government investment planned for new schools, for example a second stage costing \$13.7m for Yanchep District High School announced in the 2020 WA State budget along with Yanchep Rise Primary School \$17.3m and \$15m upgrade for Yanchep Lagoon Primary School.

Council has endorsed a Local Area Plan for Yanchep-Two Rocks that identifies a community vision for the area, local place characteristics and community priorities and service expectations (September 2019 Council Minute CPO5-09/19).

Council have also endorsed interim place visions for Yanchep (and Alkimos) to ensure that the growth and development of the centre considers local place characteristics and respects local sense of place (5 October 2020. Council Minute SCP01-10/20).

KEY ISSUES

- Population growth;
- Need for future proofing of an emerging strategic metropolitan centre;

- Need for a long-term plan and for the main players to be alert to development opportunities in a formalised manner;
- Need to ensure clear differentiation between Yanchep as the Strategic Metropolitan Centre and Alkimos as the Secondary centre; and
- Ensuring that growth of the centre occurs in a way that reflects local sense of place.

CURRENT PROJECT STATUS

Despite COVID-19 impacts, lot sales for the Yanchep and surrounding areas have grown over 2019/20 and are expected to continue in response to Government housing construction incentives.

A report in the Business News 18 January 2021 stated that building approvals for WA outnumber all other Australian States and Territories.

The overall expressed need for the future is for all parties namely WA State Government, City of Wanneroo, landowners and developers and the community to work together to develop a development plan that will shape future investment and development. The DSP last done in 2010 can be included in the work that needs to be done and key infrastructure such as a hospital needs to be factored in now for the future development of Yanchep.

FUNDING STATUS

Funding support will be required to establish the Yanchep Development Group who will then work on an ongoing budget. Precedents have been set with other Strategic Metropolitan Centre development such as Joondalup.

ADDITIONAL FUNDING REQUIRED

To be determined.

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

PRODUCTIVITY: FREIGHT – AIR, SEA, ROAD AND RAIL

WHAT IS REQUIRED

The following road projects are the priority to optimise the freight network:

- Neaves Road re-alignment to Flynn Drive and upgrade east to Tonkin Hwy;
- Commencement of Whiteman Yanchep Highway;
- Whitfords-Gnangara Road realignment and intersection upgrade at Wanneroo Road, Wangara Industrial Area; and
- Implementation of the Two Rocks Marina Masterplan.

BACKGROUND

Targeted road freight issues are covered under Productivity: Neerabup Strategic Link, which outlines the crucial role that the West-East Development Corridor plays in strengthening the road-based freight links for the City.

Freight systems however also must take into account air, sea and rail infrastructure. The City's Transport Strategy 2019/20 includes the following principles relating to freight:

- Effective freight network - alleviating road capacity to prioritise the efficient movement of freight
- Well-connected employment precincts - developing precincts that are connected by a range of transport options

These principles underpin the City's requirement for effective freight systems.

This project outlines the City's position on freight opportunities for future development.

KEY ISSUES

- Freight has been identified to be a crucial service during COVID-19 with WA depending on inwards goods, growers, and exporters trying to move product to markets in Australia and overseas.
- With the projected growth of the inner Perth metro area it is expected in the future that the logistics of moving large volumes of good through residential areas will pose problems of noise, safety and timely delivery.
- Having freight points closer to product origin cuts down transport costs, which is reflected in lower point of sale costs, as well as opening up new markets where timely delivery of fresh produce is essential such as flowers and live fish markets. Currently producers of goods in the City must send to port at Fremantle, the airport or various freight hubs around the State for road and rail distribution all of these options mean travel south out of the City often through residential areas.
- Inwards investment will prove more difficult for Industrial Estates such as Neerabup and Wangara unless a well-designed and functioning multi modal freight network is in place. A lack of such a system will impact on long-term economic growth.

CURRENT PROJECT STATUS

In supporting this call for improved freight systems serving the City, the City of Wanneroo has endorsed a bold blueprint to stimulate discussion with infrastructure agencies and to register the City's commitment to ensure that future freight needs delivered. A sub-regional freight study is required to understand future needs and to plan for infrastructure delivery.

⁹ Gazette Notice 31 August 2010.



ROAD FREIGHT

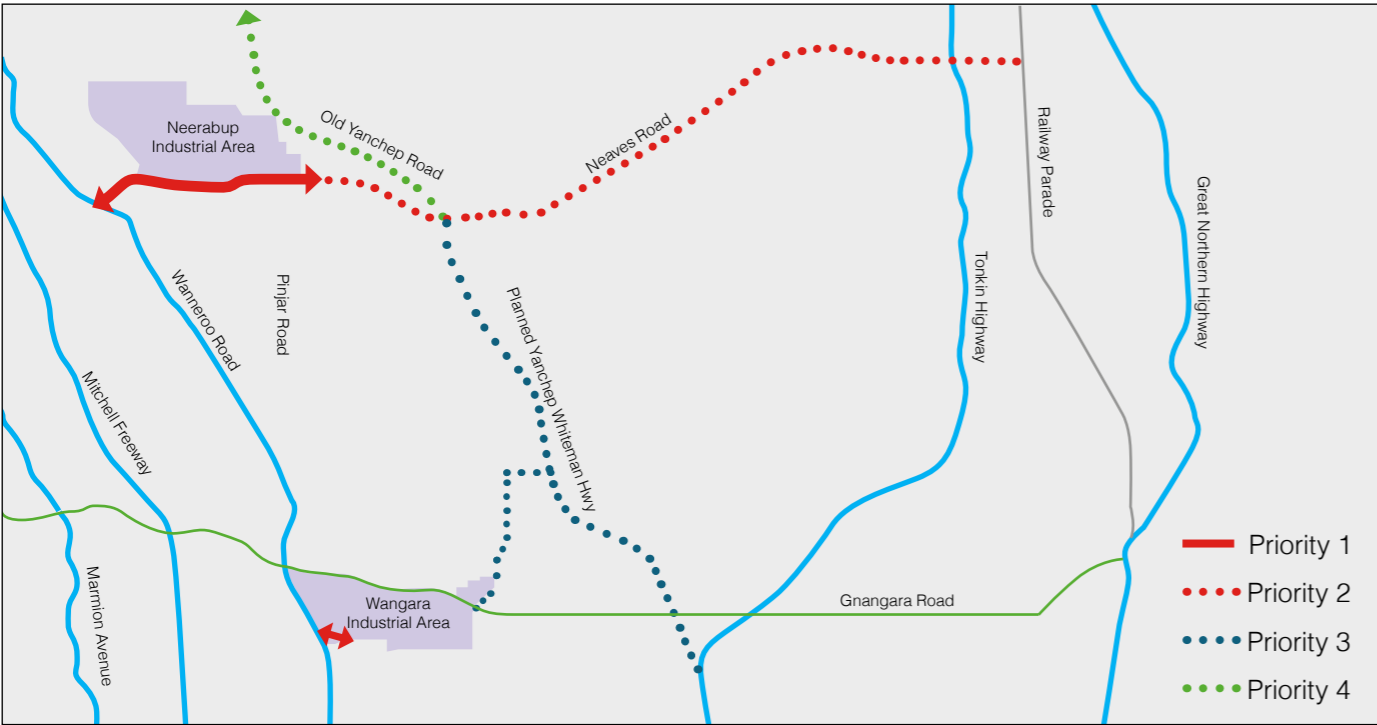
Traffic congestion is associated with loss of amenity, increasing travel times and environmental damage - all of which reduce liveability of cities and economic productivity.

The North West Perth Metro Region (PMR) is lacking critical north-south and east-west freight transport routes. These routes are required to activate and stimulate commercial activity in Neerabup and Wangara Industrial areas, and to provide greater access to major

activity centres (Joondalup, Wanneroo and Yanchep). They also act as key freight transport routes (Great Northern Highway, Perth-Darwin Highway and Mitchell Freeway) to connect with other freight transport modes such as rail, air and sea.

The key projects are:

- Yanchep Whiteman Highway;
- Neaves Road upgrade; and
- Gnangara Road realignment Wangara.



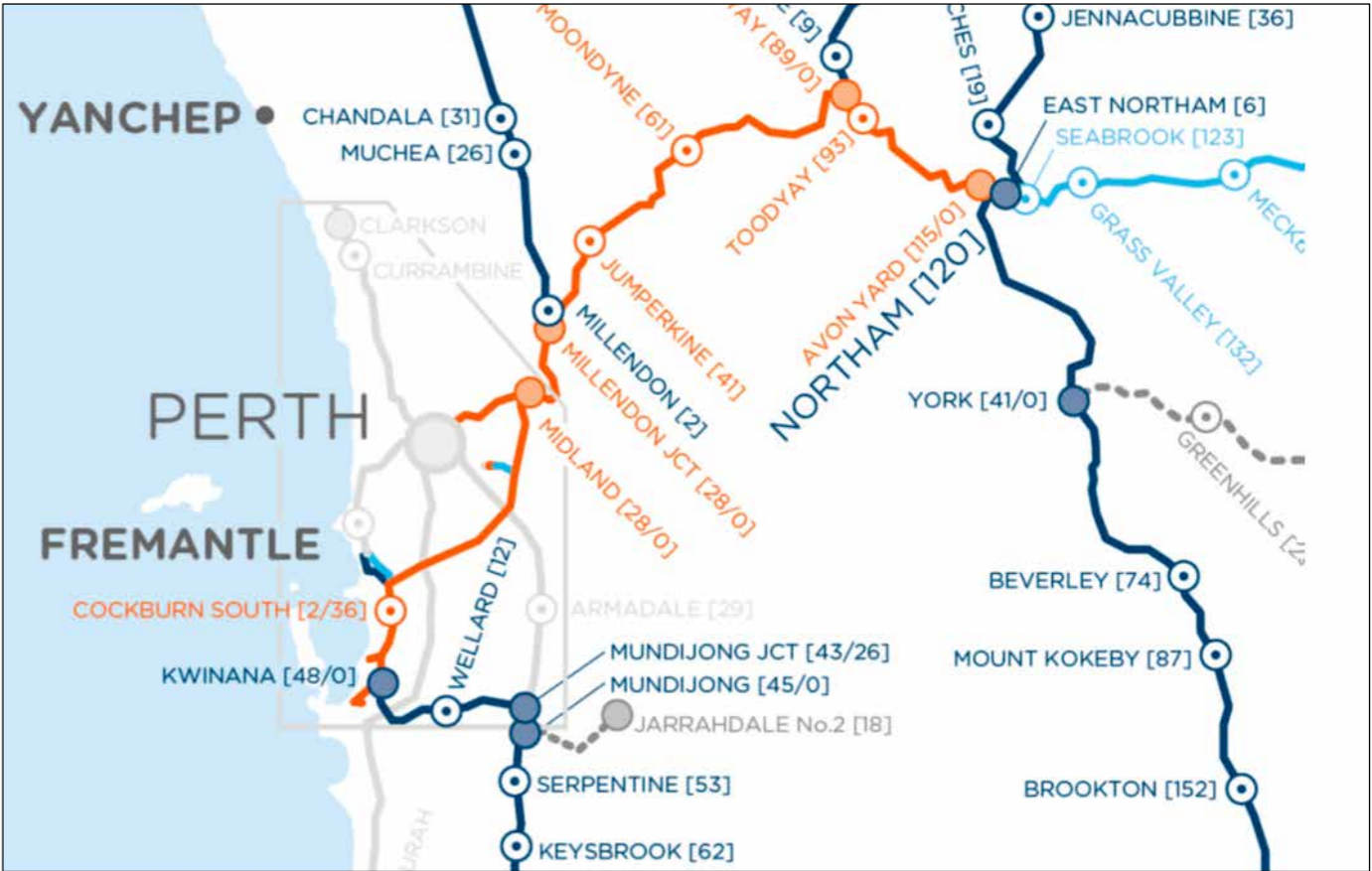
RAIL FREIGHT

Growth in the proportion of freight transported by rail brings many benefits to the community. Rail is also vital to industries seeking to transport significant volumes of product via sea freight. An analysis of WA's rail freight network confirms a scarcity of lines to service non-mining related high volume. Recognition of the role rail plays has been picked up in WA in relation to Tier 3 grain rail and a submission has been lodged with Infrastructure Australia in June 2020 to have the need for a restoration of the system included as a priority. ⁴ A number of freight rail providers in WA are working through with the Freight and Logistics Council of WA to improve systems.

This map highlights the complexity of the current rail freight system with multiple services providers and different line gauges. Current State policy is to improve rail freight and reduce road freight and its impact on the road network and users. For the City of Wanneroo's industry to capitalise on this freight system, there needs to be more integration into logistic hubs for ongoing rail freight.



Freight Rail WA Network Map⁵



Full report June 2020 <https://www.transport.wa.gov.au/Freight-Ports/freight-on-rail.asp>
Freight Rail Network Map. WA Freight and Logistics Council. https://freightandlogisticscouncil.com.au/FreightandLogisticsCouncil/media/ResourceLibrary/FLCWA_Freight-Rail-in-WA_web.pdf





AIR FREIGHT

Low volume high margin and perishable exports such as flowers and live fish lend themselves to airfreight.

As Perth's population and freight task increases, pressure will be placed on its current primary passenger airport to accommodate demand for airfreight both within Australia and overseas. This high degree of air traffic has many risks in residential areas including noise and WA will need to assess the future capacity for the State.

The City of Wanneroo and adjacent regions offer many advantages in terms of geography, links with freight corridors and land availability. The City made a submission in April 2020 on the WA Aviation Strategy and made the following comments in support of airfreight:

"The City forms part of a \$1 billion per annum regional food zone producing over 60 agricultural products. It alone contributes 34% of the total gross value of agricultural commodities produced in the Perth region. An airport could facilitate further growth in this sector by servicing domestic and international export markets."

The final report is still pending⁶

The City of Wanneroo is well placed to be part of any further work in this area and would welcome an opportunity to contribute.

SEA FREIGHT

Western Australia's ports are crucial to the State's connection to global markets. Shipping remains the most cost effective mode of international transport and especially if our exports are to remain internationally competitive. The City relies on Fremantle Port as WA's largest cargo facility.

A long-term dependency on a single port (Fremantle Inner and Outer Harbour/ West Port) in the southern Perth Metropolitan region (PMR) is functionally inefficient and does not take into account regional geo-political risk implications of only one urban-based port.

An additional port located in strategic proximity to the northern Perth Metro could contribute to significantly improved export competitiveness, reduced import costs and increased economic investment in the northern Perth Metro and adjacent regions in the State. A northern port offers the potential to reduce the direct and indirect costs associated with freight destined for export, which enters the PMR from the north.

This freight presently travels a "round about" route through the heart of Perth metropolitan area to access ports at Fremantle and Kwinana this is both inefficient and costly.

This position is not intended to compete with the Westport project, but it is seen as an important addition to that plan.

It is also acknowledged that State Government in 2020 awarded funding to the Geraldton Port upgrade.⁷

Ports play a key role in the cruise ship industry as well but this sector has yet to reposition itself post COVID.

Whilst not strictly a port, the Two Rocks Marina is already a significant contributor to the regional economy and with the implementation of the Two Rocks Marina Masterplan as a key expansion project, this contribution could be increased significantly. Due to the scale of the expansion project, federal and state funding will be required.

EXPECTED ADVOCACY OUTCOMES

- Continuing monitoring of the role of road and rail freight movements linking logistical hubs such as Muchea to the industrial estates of Neerabup and Wangara
- Recognition by the WA State Government that the City of Wanneroo is a key stakeholder in any discussions regarding a northern airport.
- Recognition by the WA State Government that the City of Wanneroo is a key stakeholder in any discussions or development of coastal freight systems in the northern regions.

FUNDING STATUS

In the lead up to the 2021 WA State election, the following promises were made relating to funding for a range of projects:

- Feasibility study to improve transport connections between East Wanneroo and surrounding suburbs - **\$5m**
- Transport and land use plan for Wanneroo Road - **\$1m**

For Rail, Air and Sea elements, no funding has been committed to date.

ADDITIONAL FUNDING REQUIRED

- \$250k for a freight study to be undertaken; and
- Funding to implement the delivery of the Two Rocks Marina Masterplan

FURTHER INFORMATION

For further information on this project contact: connectwanneroo@wanneroo.wa.gov.au

⁶ WA Aviation Strategy 2020. <https://www.transport.wa.gov.au/aviation/wa-aviation-strategy-2020.asp>

⁷ <https://www.miragenews.com/contract-awarded-for-job-creating-geraldton-port-works/>



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