

Building a Future Together



ROADS

RAIL

RESERVES

REGION



ADVOCACY STATEMENT

 City of
Wanneroo



Mayor's Welcome

The City of Wanneroo **Advocacy Statement, Building A Future Together - Roads: Rail: Reserves: Region**, identifies four key strategic priorities which are considered vital for the City and the sub-region's productivity, social cohesion, and community needs. The City of Wanneroo wants to engage and work with governments, regional partners and stakeholders to address these important issues for our local government area, for our sub-region, and for the wider community.

As the Deputy Chair of the National Growth Areas Alliance (NGAA), a collective voice for 25 growth Councils throughout Australia, I know it is critical that governments strive to invest in opportunities available in outer metropolitan growth areas for employment, economic prosperity, and community wellbeing.

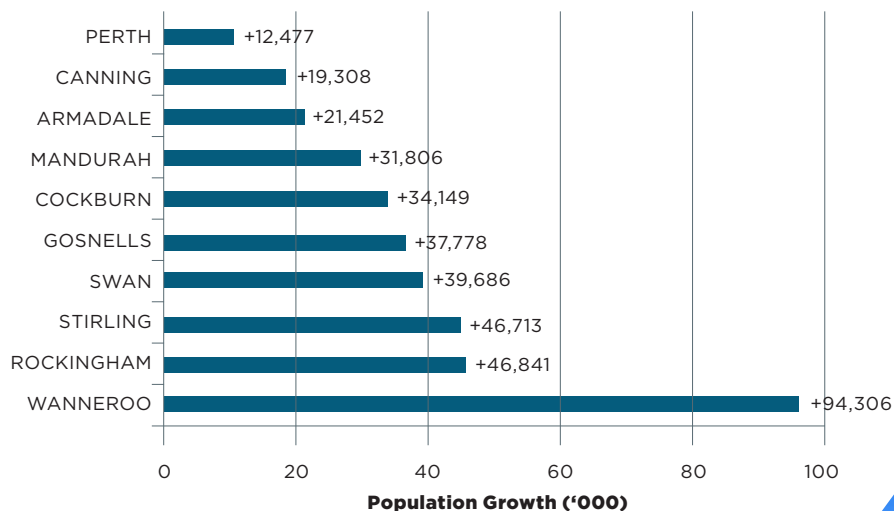
Together we can ensure solutions to our growth pressures are planned, funded and delivered.

Tracey Roberts

Mayor, Tracey Roberts



TOP 10 WA LOCAL GOVERNMENTS BY POPULATION GROWTH 2001 - 2013



Source: ABS, Regional Population Growth Australia (cat. 3218), 2014.



Introduction

The City of Wanneroo (the City) is an expanding outer metropolitan local government on the northern fringe of the Perth area, located approximately 12km from the Perth CBD at its nearest point and 62km at its furthest point. The City is the fastest growing local government area in Western Australia and the fifth fastest growing in Australia, with Perth's next major Strategic Metropolitan Centre at Yanchep currently being developed.

The City covers an area of 684km², has 32 kilometres of coastline and is made up of 36 suburbs. Our community choose to live and work here for the lifestyle available to them - from coastal plains to wetlands; from market gardens to residential homes; from bushland to urban development and industrial areas.

The City's suburbs are within the State's North Metropolitan Region electoral district and within the Commonwealth electorates of Pearce, Cowan and Moore.

PERTH



PERTH

● Two Rocks

● Yanchep

● Alkimos

● Neerabup

● Clarkson

● Wanneroo

● Wangara

60km

50km

40km

30km

20km

10km

The population of the City of Wanneroo is expected to reach 180,000 during 2014 and by 2036 is expected to be about 354,000. As part of the development of the City's Strategic Community Plan, our residents and business owners identified the need to:

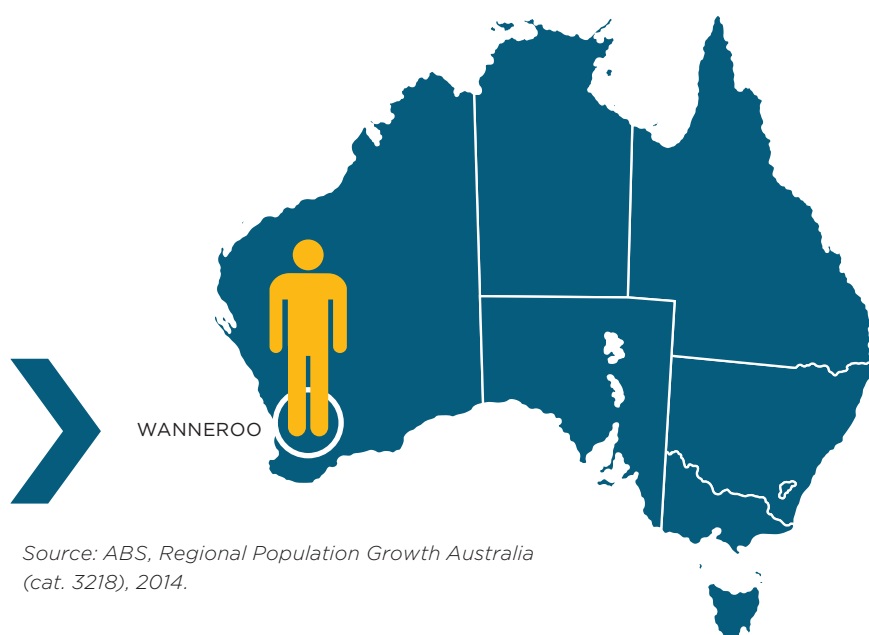
- Match infrastructure provision with growth;
- Generate more local jobs;
- Improve public transport;
- Increase sport and recreation opportunities; and
- Reduce traffic by having more and better roads.

The challenges of growth in the City of Wanneroo, and the broader North-West Sub-Region (the Cities of Wanneroo and Joondalup), emphasise the need for partnerships and collaboration to deliver these community priorities. The current population within the North-West Sub-Region's 784km² is more than 330,000 people and is expected to reach almost 530,000 people by 2036. By comparison, this is equivalent to the 2012 population of the Gold Coast, which covers a much larger 1,300km².

In order to facilitate sustainable growth, generating more local jobs in the City of Wanneroo is a major issue that requires cooperation at all levels of government. To achieve the State Government target of 60% employment self-sufficiency, an additional 76,000 jobs are required in the sub-region between 2011 and 2031. The City of Wanneroo will need 44,000 of these additional jobs, equating to 2,200 new jobs per year over the 20 year timeframe (*City of Wanneroo, Employment Projections, 2014*).

The timely planning and provision of transport infrastructure to activate new employment centres, such as the 1,000 hectare Neerabup Industrial Area (NIA), is critical to achieving economic success and sustainable local communities. Linking Perth's North-West Sub-Region to freight access routes such as the Perth-Darwin Highway and Great Northern Highway, and extending the Mitchell Freeway and Northern Suburbs Railway to Yanchep, will also open up the sub-region to business investment. This will create local jobs and minimise congestion on our existing infrastructure networks.

Fifth Largest Population Growth Nationally over the last 10 years



Source: ABS, *Regional Population Growth Australia* (cat. 3218), 2014.



Major Priorities

Delivery of Major Regional Road Transport Infrastructure

The North-West Sub-Region is lacking critical north-south and east-west freight transport routes. These routes are required to stimulate and activate Neerabup and Wangara Industrial Areas and provide greater access to major activity centres (Joondalup, Wanneroo and Yanchep) and major freight transport routes (Great Northern Highway, Perth-Darwin Highway, Mitchell Freeway).

The major freight routes, including upgrades required are:

- Future East Wanneroo Road (from Gngangara Rd to Old Yanchep Rd);
- Neaves Road upgrade to primary regional road;
- Gngangara Road upgrade to primary regional road;
- Dualling of Wanneroo Road from Joondalup Drive to Hester Avenue;
- Grade separation of Wanneroo Road and Ocean Reef Road;
- Grade separation of Wanneroo Road and Joondalup Drive; and
- Mitchell Freeway extension from Hester Avenue to Yanchep.

ACTION: The WA State and Federal Governments must fund and deliver major regional road transport infrastructure in the North-West Sub-Region.

ROADS

Expansion of the Northern Suburbs Rail Network

The City of Wanneroo has a large existing population base (180,000 people) which is rapidly growing by 8,000 people per year. The existing road network throughout the City of Wanneroo is already being used at maximum capacity, particularly during peak periods and the existing Northern Suburbs Rail is extremely well utilised by approximately 18 million passengers per year.

Expansion of the Northern Suburbs Rail Network is critical to ensure the transport network in the North-West Sub-Region, and areas closer to Perth, functions and flows efficiently. The expansion consists of two transformational projects:

- Extension of the heavy passenger rail from Butler to Yanchep by 2020; and
- Include a light rail extension from Mirrabooka to Wangara Industrial Area as part of Stage 1 planning by 2017.

ACTION: The WA State Government must extend the passenger rail from Butler to Yanchep by 2020 and plan for an additional section of light rail from Mirrabooka to Wangara to be included as part of the overall Max Light Rail plan by 2017.

RAIL



RESERVES

Active Regional Open Space – Reservation, Land Acquisition and Development

There is currently no active Regional Open Space in the Wanneroo Coastal Suburbs area (Tamala Park to Two Rocks). Presently 68,200 people live in this area, increasing to 102,000 over the next 7 years (by 2021) with 357,000 people ultimately residing there. Demand for active open space in the area is already extremely high; all local and district level active open space is being utilised at rates over maximum capacity – year round. Families moving into the area are being forced to travel significant distances to participate in active sports and recreation, which is both unsustainable and contrary to State Government provision standards and healthy and active lifestyle initiatives. Without State Government commitment, the City is unable to plan for the development of its regional facilities.

ACTION: The WA State Government must reserve and acquire 155 hectares land in the Wanneroo coastal suburbs area for active Regional Open Space.



REGION

Collaborative Planning for Major Regional Economic Growth

The City of Wanneroo's population is growing rapidly and a key challenge is to ensure strong economic growth also occurs in the North-West Sub-Region to provide local education and employment opportunities, minimise traffic congestion and stimulate the sub-regional economy. Planning for the delivery of major regional economic growth is critical to maximising business opportunities and employment potential. In this regard, the City of Wanneroo is keen to collaborate with all State Government agencies and other regional partners to:

- Develop a framework to identify and plan for major regional economic infrastructure in the North-West Sub-Region;
- Finalise major planning strategies such as the Draft Public Transport Plan for Perth 2031, the North-West Sub-Region Structure Plan, the North-West Sub-Region Economic Development Framework and the Strategic Assessment of Perth and Peel (Environment and Heritage); and
- Develop a prioritisation and implementation framework for major regional economic infrastructure for the North-West Sub-Region.

ACTION: The WA State Government to collaborate with the City of Wanneroo and other key stakeholders to finalise and implement major strategic plans for the North-West Sub-Region.

Delivery of Major Regional Road Transport Infrastructure

THE CITY OF WANNEROO IS ASKING THE STATE AND FEDERAL GOVERNMENTS TO FUND AND DELIVER MAJOR REGIONAL ROAD TRANSPORT INFRASTRUCTURE.

Transport is a major consideration for the North-West Sub-Region and if delivered in a timely manner has the potential to be a “game changer” in terms of attracting business and investment into the region. It is critical that transport planning is integrated into an overarching economic development approach for the sub-region to maximise economic benefit from investment.

The North-West Sub-Region is lacking critical north-south and east-west freight transport routes. These routes are required to stimulate and activate Neerabup and Wangara Industrial Areas and to provide greater access to major activity centres (Joondalup, Wanneroo and Yanchep) and major freight transport routes (Great Northern Highway, Perth-Darwin Highway, Mitchell Freeway).

The major freight routes, including upgrades, required are:

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- Gngangara Road upgrade to primary regional road;
- Dualling of Wanneroo Road from Joondalup Drive to Hester Avenue;
- Grade separation of Wanneroo Road and Ocean Reef Road;
- Grade separation of Wanneroo Road and Joondalup Drive; and
- Mitchell Freeway extension from Hester Avenue to Yanchep.

THE NEED

Rapid Land Development and Population Growth

The City of Wanneroo has been experiencing major residential development and population growth for the past 25 years, increasing from 45,000 residents in 1991 to 180,000 residents in 2014. This growth is not slowing down.

The current number of building approvals being processed by the City of Wanneroo is at an all time record high and our population is continually growing by 8,000 residents per year. By 2036 our population is forecast to reach 354,000 people (*City of Wanneroo, Population Forecasts, id Consulting, 2013*).

Our growth is occurring on multiple development fronts, with most of the State’s major developers actively developing land in the City of Wanneroo and some developing multiple landholdings.

The timely provision of major regional road infrastructure to match this population growth is critical and a top priority identified by City of Wanneroo residents through the Strategic Community Plan consultation.

Low Employment Self Sufficiency

The North-West Sub-Region (comprising the Cities of Wanneroo and Joondalup) has the lowest level of employment self-sufficiency (44.9 per cent in 2011, ABS Census, 2011) in the Perth and Peel regions. Directions 2031 and Beyond proposes an employment self-sufficiency target of 60 per cent for the sub-region to be achieved by 2031. To reach this target an additional 76,000 jobs are required in the sub-region between 2011 and 2031. The City of Wanneroo will require 44,000 of these jobs, equating to 2,200 jobs per year (City of Wanneroo, Employment Projections, 2014).

Conventional population based employment areas such as activity centres (particularly secondary centres and below) can only contribute limited employment that generally satisfies demand generated by local population. Employment contribution by population-led demand usually results in a maximum of 40 per cent employment self-sufficiency. Strategic employment locations and strategies to activate them will be required to provide the additional employment needed to reach the 60 per cent employment self-sufficiency target. Timely delivery of major road infrastructure is required to ensure that strategic jobs growth in the North-West Sub-Region reaches full potential.



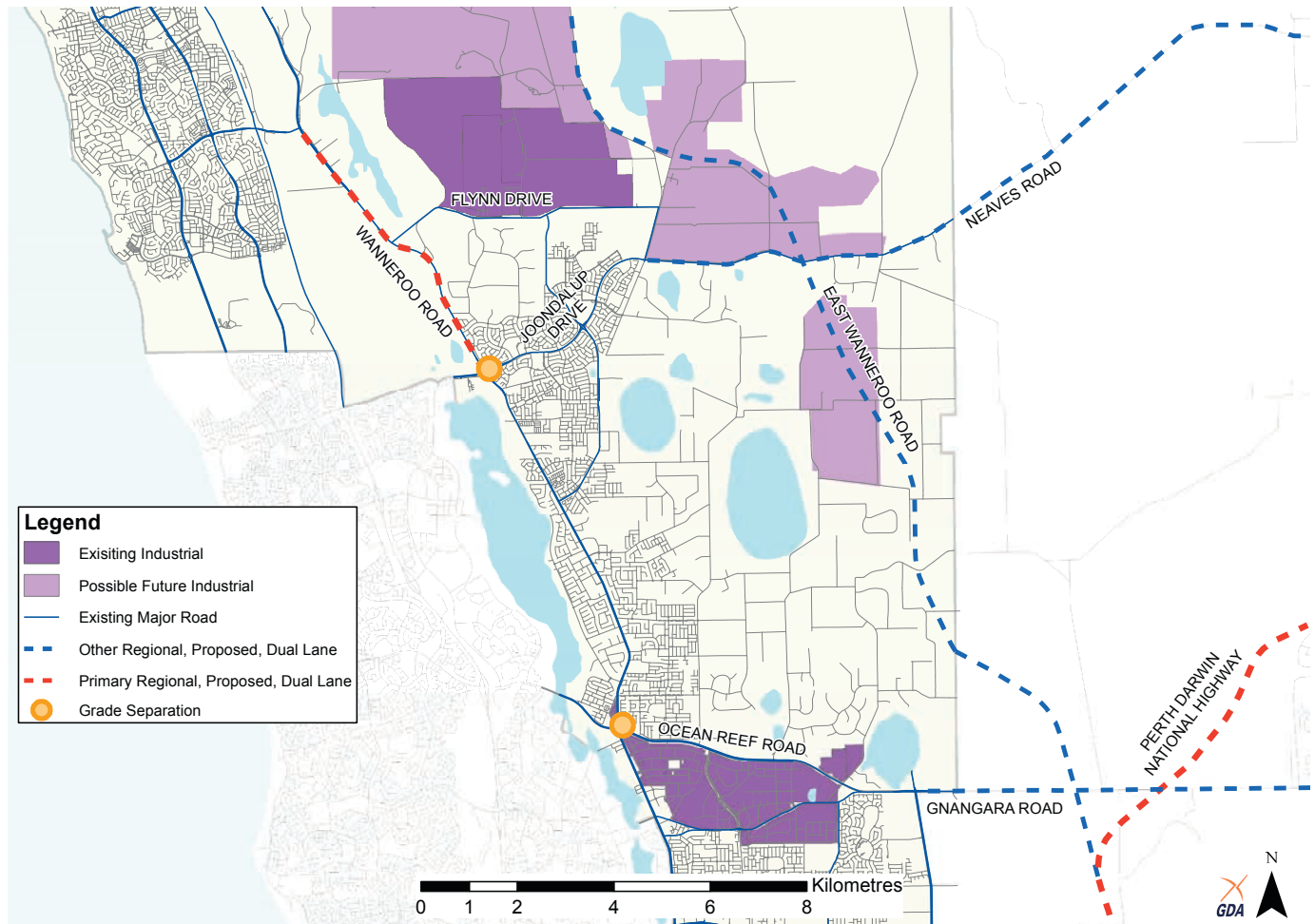
Lack of Coordinated Infrastructure Planning

Timely delivery of major regional roads infrastructure is being impacted by the lack of coordinated infrastructure planning completed for the North-West Sub-Region. While the City of Wanneroo supports the State Government in its preparation of key strategic planning documents, such as the Perth and Peel Economic Development Strategy and the review of the North-West Corridor Structure Plan, the timeline for finalising these documents has been significantly delayed.

In the meantime, the population within the City of Wanneroo is growing at a rapid rate, irrespective of the status of these strategic planning documents. The delivery of major regional road transport infrastructure must continue despite the status of strategic planning documents.

THE BENEFITS

- Improved and safer freight transport routes and connection to major freight networks;
- Improved accessibility to regional employment nodes;
- Road network capacity is able to cope with rapid population growth;
- Timely delivery of critical infrastructure to match population growth;
- Maximising economic opportunities such as the co-location of facilities, attracting major tenants;
- Meeting community expectations to 'match infrastructure provision with population growth';
- Creating local jobs and commitment to a regional framework; and
- More opportunity for higher frequency bus services.



CONSEQUENCES OF NON-DELIVERY

- Poor transport network which stifles economic growth and development in the region;
- Increased traffic congestion and heavy reliance on cars to get to work;
- Continued low employment self sufficiency in the North-West Sub-Region, placing increased pressure and reliance on major north-south routes into central Perth;
- Lengthy travel to work time which reduces family time, increases stress levels and creates a poor work/life balance; and
- The existing road and rail network does not have the capacity to cope with the population growth.

PROJECT AIM

Ensure that major freight road networks providing critical access to and from key strategic employment nodes in the North-West Sub-Region, particularly the strategic industrial areas, are delivered in a timely manner to meet the regional, metropolitan and broader State freight transport needs.

CURRENT PROJECT STATUS

- The Economic and Employment Lands Strategy: Non-Heavy Industrial, Perth Metropolitan and Peel Region (Western Australian Planning Commission, April 2012) identifies three critical freight routes (Neaves Road upgrade, Gnangara Road upgrade, dualling of Wanneroo Road). However further planning for the delivery of these required roads need to be completed.

- The Draft Outer Metropolitan Perth and Peel Sub-Region Strategy (Western Australian Planning Commission, August 2010) identifies two critical intersection upgrades (grade separation of Wanneroo Road/Ocean Reef Road and Wanneroo Road/Joondalup Drive). However no further planning for the delivery of these required roads has been completed and the timeline for finalisation of this plan is still unknown.
- The Future East Wanneroo Road (Gnangara Road to Old Yanchep Road) is identified in the East Wanneroo Structure Plan (adopted by the Western Australian Planning Commission, 2011) and Main Roads is currently planning for this route.
- The City of Wanneroo meets regularly with Main Roads and the Department of Transport to discuss major transport requirements in the North-West Sub-Region.

INDICATIVE BUDGET IMPLICATIONS

- **\$200 million** Future East Wanneroo Road (17.5km), from Gngangara Road to Old Yanchep Road (2010 dollar value)
- **\$50 million** Neaves Road upgrade to primary regional road (6.7km), Joondalup Drive to City boundary (2010 dollar value)
- **\$12 million** Gngangara Road upgrade to primary regional road (4km), Wanneroo Road to Mirrabooka Avenue. This assumes scheme land already earmarked is adequate and excludes an interchange at Wanneroo Road (2010 dollar value)
- **\$30 million** Dualling of Wanneroo Road from Joondalup Drive to Hester Avenue (5km) (2010 dollar value)
- **\$45 million** Grade separation of Wanneroo Road and Ocean Reef Road (2011 dollar value)
- **\$45 million** Grade separation of Wanneroo Road and Joondalup Drive (2011 dollar value).
- **\$490 million** Extension of Mitchell Freeway from Hester Avenue to Yanchep (15km) (2012 dollar value)

Source: Estimated costing from Department of Planning (AECOM Report December 2010), Main Roads (based on similar project costings) and Mitchell Freeway Extension Strategic Business Case 2012.

WHAT IS REQUIRED

State Government commitment to the following is required:

- Metropolitan Region Scheme amendment to reserve land for the Future East Wanneroo Road (from Gngangara Rd to Old Yanchep Rd);
- Develop a detailed business case and project plan for the following projects:
 - Future East Wanneroo Road (from Gngangara Rd to Old Yanchep Rd);
 - Neaves Road upgrade to primary regional road;
 - Gngangara Road upgrade to primary regional road;
 - Dualling of Wanneroo Road from Joondalup Drive to Hester Avenue;
 - Grade separation of Wanneroo Road and Ocean Reef Road;
 - Grade separation of Wanneroo Road and Joondalup Drive; and
 - Extension of the Mitchell Freeway from Hester Avenue to Yanchep.

- Include road projects in State Government budgeting and delivery processes, in alignment with outcomes of the business cases; and
- Joint advocacy to the Federal Government for funding contributions to major regional road transport infrastructure.



Expansion of the Northern Suburbs Rail Network

THE CITY OF WANNEROO IS ASKING THE WA STATE GOVERNMENT TO COMMIT TO EXPANDING THE HEAVY AND LIGHT PASSENGER RAIL NETWORK IN PERTH'S NORTH-WEST SUB-REGION.

Heavy Rail: Commit to and construct the 13.6km Northern Suburbs Railway Extension from Butler to Yanchep by 2020, including stations at Alkimos, Eglinton and Yanchep, plus a future station at South Yanchep.

Light Rail: Stage 1: Consider and plan for a 7.7km extension to the proposed Max Light Rail from Polytech West (Mirrabooka) to Wangara Industrial Area along Mirrabooka Avenue by 2017.

Stage 2: Consider and plan for a north-western extension (approx. 20km) to the proposed Max Light Rail from Wangara, through East Wanneroo, to Joondalup by 2026.

THE NEED

Rapid Population Growth

The City of Wanneroo is the fastest growing outer metropolitan growth council in Perth and the fifth fastest growing Council in Australia.

Our population will almost double over the next 22 years from 180,000 people to 354,000 people by 2036 and ultimately over 550,000 people by 2070 (larger than the current size of Gold Coast City Council). The North-West Sub-Region (comprising the Cities of Wanneroo and Joondalup) population will reach almost 800,000 people by 2070.

The majority of this growth is expected to occur in the:

- Northern Coastal Growth Corridor (Alkimos, Eglinton, Yanchep and Two Rocks), +72,000 people by 2036.
- East Wanneroo and Wanneroo town site: +27,000 people by 2036.

(City of Wanneroo and City of Joondalup, Population Forecasts, id Consulting, 2013)

Low Employment Self-Sufficiency

Employment self-sufficiency in the North-West Sub-Region (44.9% in 2011) is lower than all other sub-regions within Perth and Peel (ABS, Census, 2011). Increasing this employment self-sufficiency to 60% by 2031 to meet the target set in Directions 2031 and Beyond (WAPC, 2010) will be a major challenge for the sub-region.

Road transport modelling for the North-West Sub-Region prepared on behalf of the Department of Planning shows that the transport network planned under the Metropolitan Region Scheme cannot support the proposed growth for the area unless the employment self-sufficiency is lifted significantly above 65% (ARRB for Department of Planning, North-West Corridor Structure Plan Review – Strategic Assessment of Regional Transport Requirements, 2009). Early delivery of rail transport is required to mitigate this issue.

Highly Congested Traffic Network

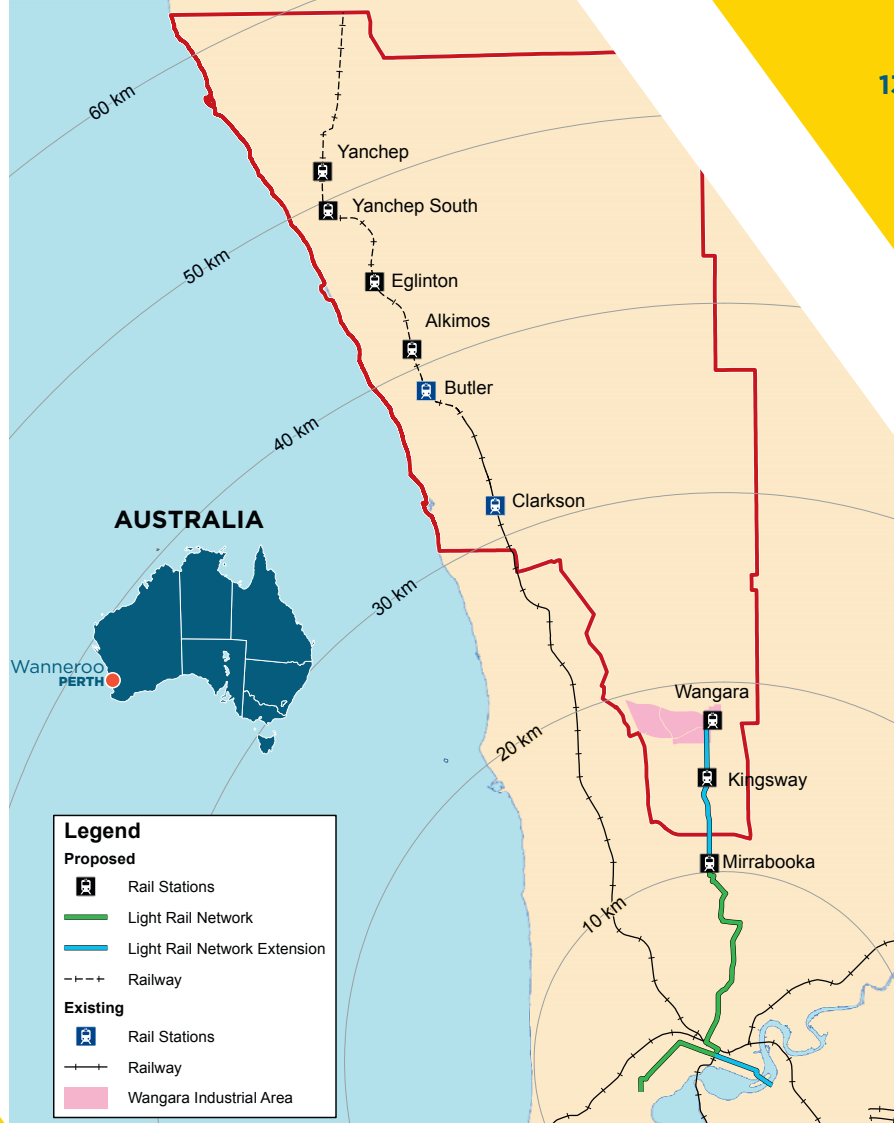
The North-West Sub-Region is already experiencing significant traffic congestion along its entirety. The road network is at capacity in many areas and cannot be upgraded in key areas due to land constraints.

The extension of the Northern Suburbs Railway to Yanchep is the best way to address the traffic congestion issues facing the Northern Coastal Growth Corridor. Such a project will assist in reducing traffic volumes and will facilitate an increase in employment in the Joondalup, Yanchep and Alkimos employment centres.

The extension of the light rail to the eastern end of Wangara will help alleviate the traffic congestion around the Wangara Industrial Area, especially during peak hour, reduce the need for people to drive there for work and create an alternative public transport route into the CBD for residents east of the Northern Suburbs Railway.

Already High Patronage on the Northern Suburbs Railway

Patronage on the existing Northern Suburbs Railway has increased by almost two million passengers in the last three financial years, reaching 17.5 million passengers in 2012/13.



These patronage figures are just behind the Mandurah line and between 7-10 million passengers more than the Armadale, Midland and Fremantle lines (Public Transport Authority, 2010/11-2012/13, Transperth Patronage webpage). In the six months from July to December 2013 over eight million passengers used the Northern Suburbs Railway. Upon opening, the new Butler Station is expected to be used by over 2,000 passengers per day, equating to 730,000 passengers per year.

Currently 27,300 people live between Jindalee and Two Rocks (in the City of Wanneroo) and there is no major public transport infrastructure beyond the Butler Train Station. By 2020 the population between Jindalee and Two Rocks is forecast to be 51,600 people and by 2026, 77,000 people (+50,000 people in 12 years) (City of Wanneroo, Population Forecasts, id Consulting, 2013). For comparison, this growth is equivalent to one and a half times the current population of Ellenbrook.

THE BENEFITS

Expansion of the Northern Suburbs Rail Network will have the following benefits:

- Improved quality of life by reducing journey to work time, reducing stress and providing more quality family time;
- Rail infrastructure provides a sense of permanence, encouraging developers to invest in new commercial, mixed use and residential projects;
- New development and greater population density can make areas near rail stations more vibrant and active. Public transport supports community fitness by encouraging people to walk or cycle to stations or stops;

- Initiatives such as light rail help reduce traffic congestion and will have a significant impact on both productivity and quality of life. The estimated economic cost of traffic congestion in Perth was nearly \$1 billion in 2009, with costs predicted to more than double by 2020 to \$2.1 billion (Public Transport Authority, 2014, Max Light Rail Website);
- Greater use of rail will reduce Perth's reliance on motor vehicles. Transport contributes 14 per cent of Australia's total greenhouse gases, of which 90 per cent is generated by private vehicles (Public Transport Authority, 2014, Max Light Rail Website); and

- Provides a clear message that the State Government is committed to making the North-West Sub-Region a vibrant and economically sustainable community.

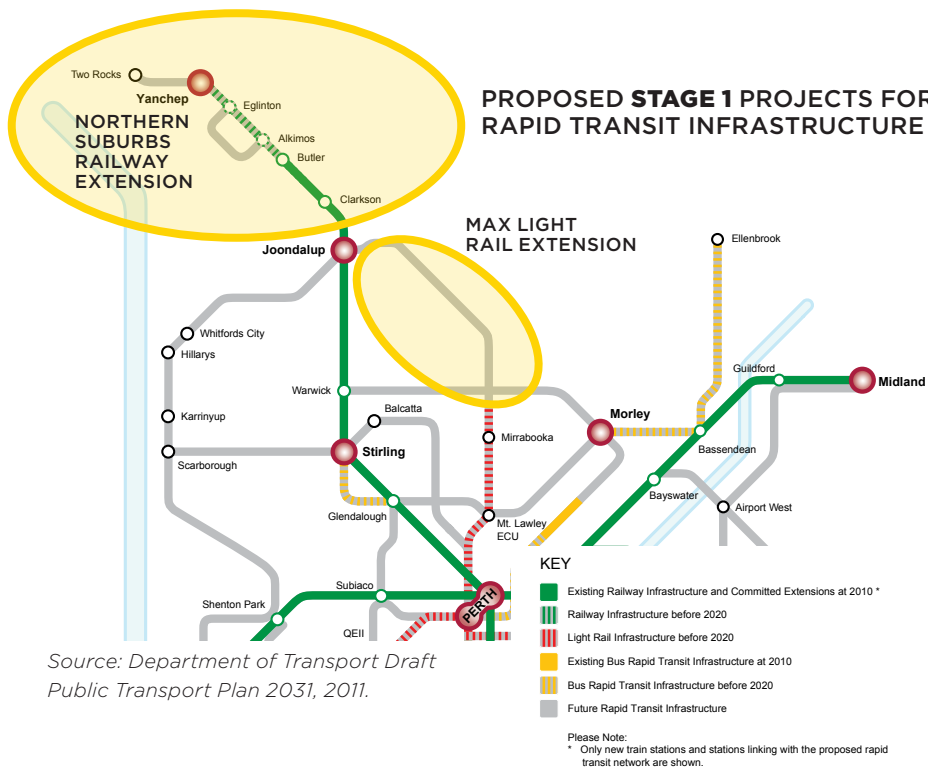
CONSEQUENCES OF NON-DELIVERY

- Extreme traffic congestion and heavy reliance on cars;
- Lengthy travel to work time which reduces family time, increases stress levels and creates a poor work/life balance;

- Poor access and connectivity to work, school and further education facilities which impacts on household isolation, especially for young people who cannot drive;
- Poor transport network which stifles the economic growth and development in the sub-region making it difficult to attract businesses to the sub-region; and
- \$200 million cost implication of additional car parking at existing stations, expansion of Butler rail station and provision of additional bus services (City of Wanneroo estimates).

CURRENT PROJECT STATUS

- The State Government has delivered an extension of the Northern Suburbs Railway to Butler which is due to be operational in late September 2014. Beyond this, the State Government has made no funding commitment to construct the rail extension from Butler to Yanchep, and associated stations.
- The Yanchep Two Rocks and Alkimos Eglinton District Structure Plans, endorsed by the City of Wanneroo and the Western Australian Planning Commission, designate the location of the future Northern Suburbs Railway and associated railway stations.
- The Draft Public Transport Plan for Perth 2031 (Department of Transport, 2011), includes the 'Extension of the Northern Suburbs Railway' and 'Central Northern Corridor (Max) Light Rail - Stage 1' as transformational projects. The Plan includes a delivery year of 2020.



Source: Department of Transport Draft Public Transport Plan 2031, 2011.

17.5 million passengers used the Northern Suburbs Railway during 2012/13, almost 50,000 people per day



Source: Public Transport Authority, 2010/11 - 2012/13, Transperth Patronage webpage.

- At a recent Public Transport Authority's Project Control Group meeting for planning the extension of the Northern Suburbs Railway from Butler to Yanchep, the State Government indicated it is reviewing the priority for delivering the Northern Suburbs Railway and stations at Alkimos, Eglinton and Yanchep.
- Stage 1 of the Max Light Rail project is currently in the early planning phase, however no consideration has yet been given to including an extension from Polytech West (Mirrabooka) to Wangara Industrial Area.

INDICATIVE BUDGET IMPLICATIONS

Heavy Rail: \$410 million is the indicative cost (2011 dollar value) for the 13.6km rail extension from Butler to Yanchep, including stations at Alkimos, Eglinton and Yanchep (Public Transport Authority, Economic Cost Benefit Analysis of the Yanchep Rail Line Extension, 2011).

Light Rail: Unknown, awaiting business case by State Government.

WHAT IS REQUIRED

- State Government budget commitment to delivery of the Northern Suburb Railway from Butler to Yanchep, including associated stations by 2015;
- Project planning and construction of the Northern Suburbs Railway from Butler to Yanchep, including associated stations by 2020;
- Budget commitment by 2017 from the State Government to extend Stage 1 of the Max Light Rail project from Polytech West to Wangara Industrial Area;
- Project planning and construction of Stage 1 of the Max Light Rail project by 2022, including stations at Hepburn Avenue (connecting to Kingsway Regional Sporting Complex) and Ocean Reef Rd (eastern end of Wangara Industrial Area);
- State Government involvement in the East Wanneroo District Structure Plan(s) preparation (anticipated to occur between 2015 and 2017) to ensure correct route alignment for Stage 2 of the future Max Light Rail extension from Wangara to Joondalup; and
- Reservation of land in the Metropolitan Region Scheme for the Stage 2 extension of the Max Light Rail from Wangara to Joondalup by 2018.



Active Regional Open Space – Reservation, Land Acquisition and Development

THE CITY OF WANNEROO IS ASKING THE WA STATE GOVERNMENT TO RESERVE AND ACQUIRE 155 HECTARES OF LAND IN THE WANNEROO COASTAL SUBURBS AREA (WCS) FOR ACTIVE REGIONAL OPEN SPACE.

Once land is reserved and acquired the City of Wanneroo is then able to plan for, budget and develop the active Regional Open Space.

WHAT IS ACTIVE REGIONAL OPEN SPACE?

Active Regional Open Space is land designated and designed to support structured sports and recreation within a region (generally a minimum population catchment of 50,000 people).

Land for active Regional Open Space is required to be reserved as Parks and Recreation in the WA Metropolitan Region Scheme (MRS) and subsequently should be acquired by the State Government through the Metropolitan Region Improvement Fund (MRIF), under the Planning and Development Act 2005.

THE NEED

Lack of Regional Active Sporting and Recreational Infrastructure

There is currently no active Regional Open Space provision in the entire WCS from Tamala Park to Two Rocks. The only active Regional Open Space located in the North-West Sub-Region (Cities of Wanneroo and Joondalup), catering for 342,000 residents is:

- 50 hectares at Kingsway Regional Sporting Complex (25 kilometres from the southern end of the WCS)
- 35 hectares at Arena Joondalup (7 kilometres from the southern end of the WCS)

Over 1.5 million people use these two facilities per annum. This equates to over 4,100 patrons per day and could potentially increase to 6,300 patrons per day by 2036 (as population growth continues and if no additional facilities are provided). Both facilities are currently close to maximum capacity and could not cater for this increase.

(Source: Arena Joondalup, Annual Report 2012/13 and City of Wanneroo, Facilities Usage Data, 2013)

Rapid Population Growth

The City of Wanneroo is the fastest growing local government area in Western Australia and the fifth fastest growing in Australia. The majority of our growth is expected to occur in the WCS.

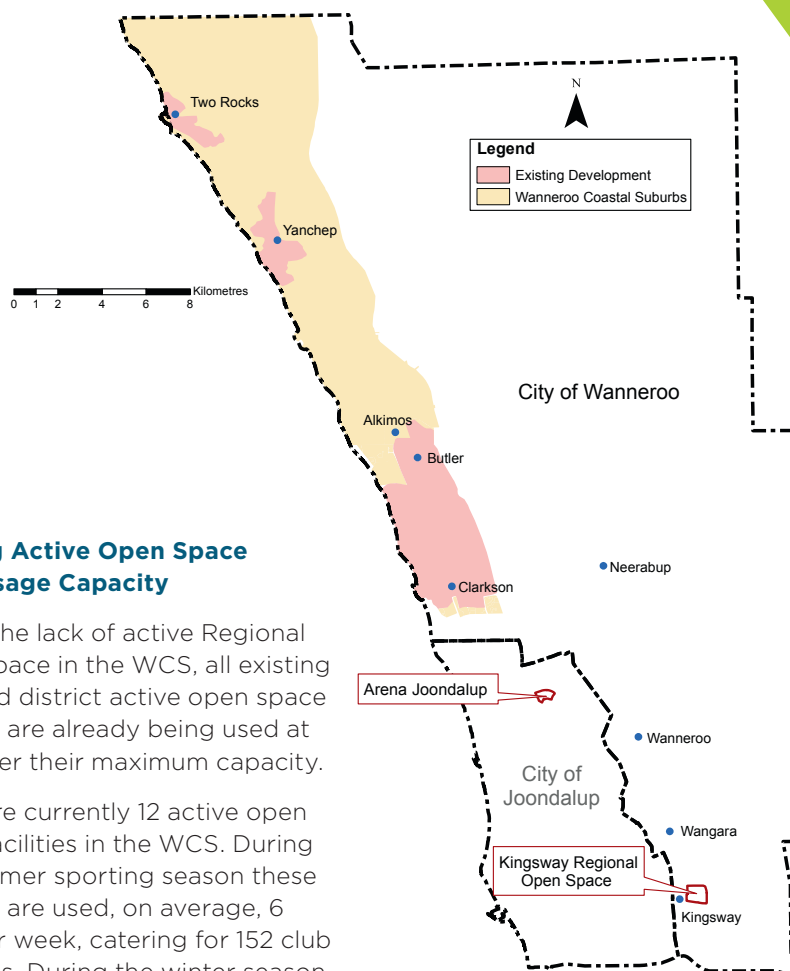
Currently 68,200 people live in the WCS; in the next seven years (by 2021) the population in these suburbs is forecast to increase to 102,000 (an additional 33,800 people, or the equivalent of adding the entire population of Ellenbrook).

By 2036 the population in the WCS is forecast to be 171,000 people (+103,000) and ultimately over 350,000 people are expected to live in these suburbs.

(Source: City of Wanneroo, Population Forecasts, id Consulting, 2013)

Based on these population figures one active Regional Open Space facility is currently required in the WCS and there will be demand for two further facilities in the next 20 years, with potential ultimate demand for up to seven facilities by 2070.





Existing Active Open Space Over-Usage Capacity

Due to the lack of active Regional Open Space in the WCS, all existing local and district active open space facilities are already being used at rates over their maximum capacity.

There are currently 12 active open space facilities in the WCS. During the summer sporting season these facilities are used, on average, 6 days per week, catering for 152 club bookings. During the winter season these facilities are used, on average, 5.4 days per week, catering for 140 club bookings.

(Source: City of Wanneroo, Facilities Usage Data, 2013)

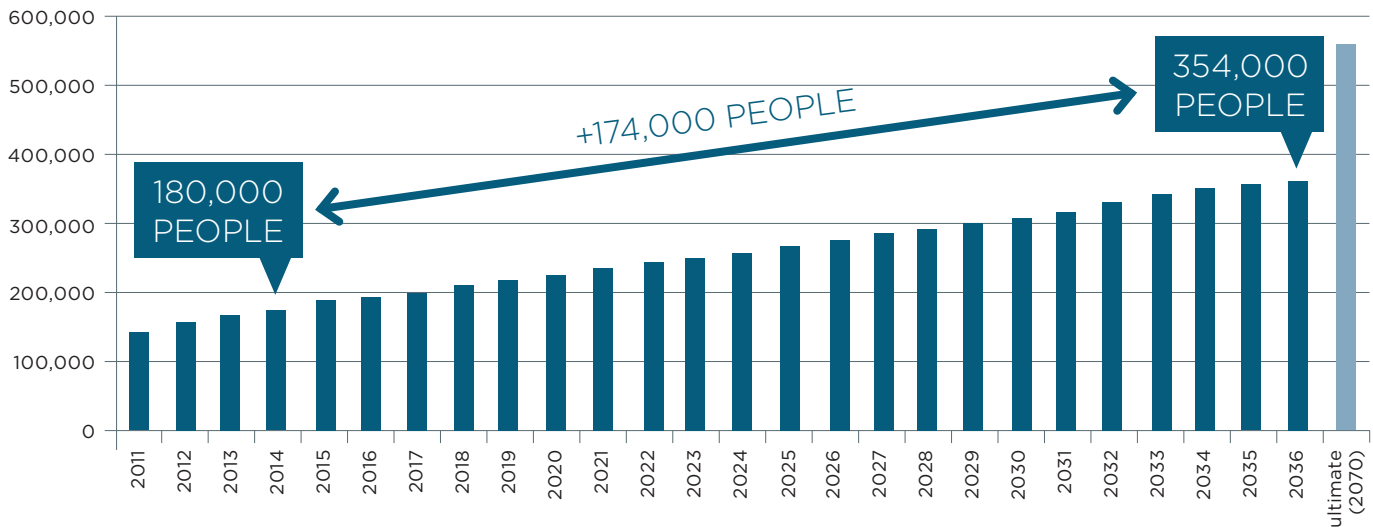
This continual use means the turf is under stress and has no 'recovery' time, facilities and infrastructure require continual maintenance and there is no capacity for future population needs.

THE BENEFITS

Certainty of location and provision of active Regional Open Space in the WCS will have the following benefits:

- Ensure sufficient land is available to cater for future demand;
- Ensure the longevity of existing local and district active open space in the corridor;
- Maximise co-location and shared use opportunities with future education sites, including efficient management structures, shared use of built amenities, car parking and coordinated traffic management;
- Maximise accessibility and connectivity to public transport and the primary road network; and
- Encourage and support active lifestyles and improved physical health and wellbeing.

CITY OF WANNEROO FORECAST POPULATION GROWTH



Source: City of Wanneroo, Population Forecasts, id Consulting, 2013

CONSEQUENCES OF NON-DELIVERY

- Local residents, especially families with young children, will not have access to facilities for active sport and recreation as existing facilities will not be able to cater for the demand;
- The longevity of existing active sport and recreation facilities will be jeopardised due to overuse; and
- Risk of potential negative health effects on the community such as disengagement (particularly youth), isolation and depression which can be commonly seen in outer metropolitan suburbs.

PROJECT AIM

To secure sufficient land in the WCS for active Regional Open Space, key components include:

- Reservation of land for active Regional Open Space in the MRS; and
- Acquisition of land for active Regional Open Space by the State Government through the MRIF.

CURRENT PROJECT STATUS

- The Yanchep Two Rocks District Structure Plan, endorsed by the City of Wanneroo and the Western Australian Planning Commission, designates the location of three future active Regional Open Space areas, totalling 100 hectares of land;
- The Alkimos Eglinton District Structure Plan, endorsed by the City of Wanneroo and the Western Australian Planning Commission, indicates a 50 hectare site for future active Regional Open Space is required to the east of the structure plan area;
- The Northern Coastal Growth Corridor Community Facility Plan, endorsed by the City of Wanneroo, identifies the need for an additional 5 hectare active Regional Open Space site for a Regional Aquatic Centre/Indoor Recreation Centre;
- Land designated for future active Regional Open Space is yet to be reserved in the MRS to be consistent with the endorsed District Structure Plans;

- Land designated for future active Regional Open Space is privately owned and awaiting acquisition by the State Government;
- Land acquisition is required before further planning and delivery of critical regional sporting and recreational infrastructure can be progressed; and
- Local structure planning for the land, including the public open space sites, is happening now and clarity is required on the status of the regional open space sites.

INDICATIVE BUDGET IMPLICATIONS

- \$112.5 million is the indicative cost of acquiring the required 155 hectares for active Regional Open Space in the WCS.

(Source: City of Wanneroo, Northern Coastal Growth Corridor Community Facilities Plan, 2012).

WHAT IS REQUIRED

- State Government to designate 155 hectares, across five sites, in Alkimos, Eglinton, Yanchep and Two Rocks for future regional Parks and Recreation in the North-West Sub-Regional Structure Plan;



- State Government to reserve 155 hectares, across five sites, in Alkimos, Eglinton, Yanchep and Two Rocks as Parks and Recreation in the MRS;
- State Government to budget in the MRIF for the acquisition of 155 hectares for regional Parks and Recreation in Alkimos, Eglinton, Yanchep and Two Rocks;
- State Government to acquire land for regional Parks and Recreation in Alkimos, Eglinton, Yanchep and Two Rocks as follows:

- 35 hectares in Yanchep by 2016 (indicative value \$35 million);
- 50 hectares in Alkimos by 2026 (indicative value \$7.5 million);
- 30 hectares in Two Rocks (north) by 2031 (indicative value \$30 million); and
- 40 hectares in Two Rocks (south) by 2046 (indicative value \$40 million).

- City of Wanneroo to plan for, source funding and develop the active Regional Open Space (indicative cost of development \$120 million - \$30 million per active Regional Open Space).

More than 1.5 million people use Kingsway Regional Sporting Complex and Arena Joondalup every year.

Source: Arena Joondalup, Annual Report 2012/13 and City of Wanneroo, Facilities Usage Data, 2013.



Collaborative Planning for Major Regional Economic Growth

THE CITY OF WANNEROO IS SEEKING TO WORK COLLABORATIVELY WITH THE STATE GOVERNMENT TO FINALISE AND IMPLEMENT MAJOR REGIONAL STRATEGIC PLANS.

The City of Wanneroo's population is growing rapidly and a key challenge is to ensure strong economic growth also occurs in the North-West Sub-Region to provide local employment opportunities, minimise traffic congestion and stimulate the regional economy.

Planning for the delivery of major regional economic growth is critical to maximising opportunities and potential. In this regard the City of Wanneroo is keen to collaborate with all State Government agencies and other regional partners to finalise and implement major regional strategic plans in a coordinated, integrated and prioritised manner.

Typical regional economic growth requirements include:

- Major transport infrastructure – freight connections and passenger infrastructure;
- Education and training institutions; and
- Strategic employment initiatives e.g. Northern Corridor Technology Hub/Park, public/private investment and partnerships and high speed broadband in major business areas.

THE NEED

Rapid Land Development and Population Growth

The City of Wanneroo has been experiencing major residential development and population growth for the past 25 years, increasing from 45,000 to 180,000 residents between 1991 and 2014. This growth

is not slowing down. The current number of building approvals being processed by the City of Wanneroo is at an all time record high and by 2036 our population is forecast to reach 354,000 people (City of Wanneroo, Population Forecasts, id Consulting, 2013).

To date our employment growth is not keeping up with population growth; on average employment within the City of Wanneroo has grown by 1,600 jobs per year over the last ten years (ABS, Census Time Series Data, 2011).

To achieve the 60% employment self-sufficiency target set in Directions 2031 and Beyond, the City of Wanneroo requires an estimated 2,200 jobs per year between 2011 and 2031 (an additional 44,000 jobs in total) (City of Wanneroo, Employment Projections, 2014).

Lack of Coordinated Infrastructure Planning

The WA State Government currently has no framework to coordinate, prioritise and stage regional infrastructure in the North-West Sub-Region (or the whole of Perth) and there have been significant delays in finalising critical strategic planning documents (listed right).

While the City of Wanneroo acknowledges and supports the State Government's preparation of these documents, our community is rapidly growing and regardless of planning timeframes, our economy must also grow.

To maximise our economic potential, collaborative planning for

major regional economic growth in the North-West Sub-Region is required, including a mechanism to influence and prioritise major infrastructure delivery.

The following State Government strategic planning documents are still in draft form:

- North-West Corridor Structure Plan (draft due for release in 2014);
- Public Transport Plan for Perth 2031 (draft released 2011);
- Moving People Network Plan (draft due for release in 2014);
- Perth & Peel Regions Freight and Intermodal Plan (unknown timeline);
- Perth and Peel Economic Development Strategy (unknown timeline);
- Strategic Assessment of Perth and Peel (unknown timeline); and
- Outer Metropolitan Perth and Peel Sub-Region Strategy (draft released 2010).

There is also a lack of clarity on the Infrastructure Coordinating Committee's (ICC) role in prioritising major infrastructure in the North-West Sub-Region. To date the ICC has not provided any clear guidance on the need for major regional economic infrastructure in this sub-region.

In addition there is no representative from the North-West Sub-Region on the ICC. Given the rapid growth occurring in this region this is a significant limitation of the committee.

Under Investment in Infrastructure

The community has told the City that they expect infrastructure provision to match growth. To achieve this, the State Government needs to collaborate with the Federal Government to secure priority funding for agreed priority infrastructure, and Local Government needs to collaborate with the State Government where required to assist with infrastructure delivery.

Evidence for priority funding:

In current dollar terms, the growth will generate additional taxes for Federal, State and Local Government. The main tax base is forecast to double by 2036 as shown in the following estimates:

- Income tax generated will increase by about \$40 million each year from a base of \$773 million in 2010. By 2036, income tax generated by residents of the City will be around \$1.8 billion;
- Stamp duty generated from residential only sales will increase by around \$2.5 million each year from a base of about \$60 million in 2013/14. In 2036, residential stamp duty will generate around \$116 million for that year; and
- Residential rates will increase from \$82 million at 2013/14 to \$162 million in 2036.

(City of Wanneroo projections based on: City of Wanneroo, Rates 2013/14; ABS, National Regional Profile, 2014; Estimated Stamp Duty on Residential Houses between April 2013 and March 2014)

The GST generated by the additional population is also likely to double by 2036. Overall, the Federal Government attracts a significantly greater amount of tax than State and Local Governments. Without an appropriate prioritisation and implementation framework, the State Government and the City of Wanneroo will have lesser ability to attract funding priority than other areas in Australia that have well developed regional planning and implementation frameworks in place.

THE BENEFITS

- Timely identification and delivery of critical infrastructure that benefits the North-West Sub-Region, and State as a whole;
- Maximise economic development opportunities such as the co-location of facilities, attracting major tenants, partnerships, regional alliances and collaboration with all stakeholders;
- Engagement of all levels of government in efficient and coordinated regional planning;
- Meeting community expectations to 'match infrastructure provision with population growth';
- Efficient and effective use of resources – staff time, budget; and
- 'Project Ready' to access funding sources when they become available.

CONSEQUENCES OF NON-DELIVERY

- Continual ad-hoc decisions on major infrastructure elements e.g. Freeway extension;
- No certainty of timing of infrastructure provision;
- Difficult to attract new businesses to the sub-region without appropriate infrastructure and State Government commitment;
- Employment self-sufficiency target in Directions 2031 and Beyond will not be met; and
- Hard to attract Federal Government funding without a robust planning and economic development framework.

PROJECT AIM

To collaboratively finalise and implement major regional strategic plans in a coordinated, integrated and prioritised manner.

CURRENT PROJECT STATUS

- The North-West Corridor Coordinating Committee, disbanded in 2008 after a change in government and did not achieve assigned tasks within the timeframe, including review of the North-West Corridor Structure Plan;
- The ICC has yet to develop an infrastructure prioritisation framework for the Perth metropolitan area;
- The City of Wanneroo and City of Joondalup Councils endorsed a 'Proposal for Regional Governance Framework for the North West Metropolitan Region' in 2010. The State Government has yet to commit to this Framework or suggested an alternative;
- The City of Wanneroo and City of Joondalup are jointly working on a Regional Economic Development Framework;

- Major District Structure Plans (DSP) in the City of Wanneroo, including the Alkimos Eglinton DSP, Yanchep Two Rocks DSP and East Wanneroo DSP, have all been adopted by the Western Australian Planning Commission, and land development is progressing rapidly; and
- The WA State Government has been developing a number of key strategic planning documents which directly influence and impact the North-West Sub-Region (including the Strategic Assessment of Perth and Peel), however, the timeframe for completion of these documents is unknown.

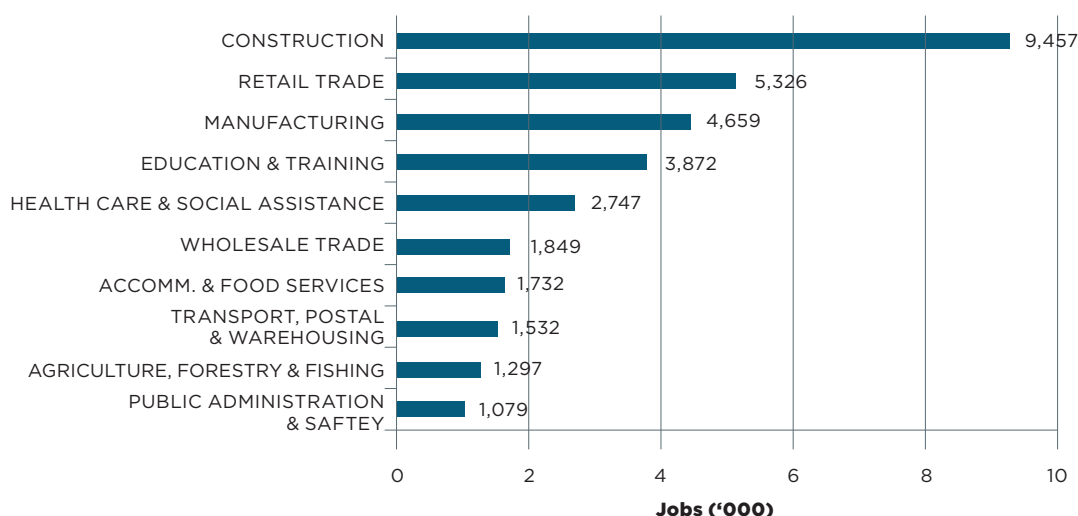
INDICATIVE BUDGET IMPLICATIONS

- Staff resourcing commitment across State Government agencies and Local Government; and
- Up to \$200,000 as a consultancy budget for the State Government to develop a Prioritisation and Implementation Framework for the North-West Sub-Region.

WHAT IS REQUIRED

- Develop a framework to identify and plan for major regional economic infrastructure in the North-West Sub-Region by 2015;
- Clearly articulate the role of the ICC on the planning and provision of major regional economic infrastructure in the North-West Sub-Region by 2015;
 - Depending on the articulated role of the ICC, include North-West Sub-Region representation on the ICC.
- Finalise major planning strategies such as the Draft Public Transport Plan for Perth 2031, the North-West Corridor Structure Plan and the North-West Sub-Region Economic Development Framework by 2017;
- Develop a prioritisation and implementation framework for major regional economic infrastructure for the North-West Sub-Region by 2017; and
- Jointly advocate to the Federal Government for funding contributions to major regional economic infrastructure.

TOP 10 INDUSTRIES BY EMPLOYMENT - CITY OF WANNEROO



Source: Australian Bureau of Statistics, 2011 Census of Population and Housing.







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