

## SUBMISSION COVERSHEET

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The submission contains **NO** confidential material.

Our submission covers Issues Paper 1 - Australia's Future Infrastructure Requirements, AND General.

**I have read and agree to the submission guidelines.**



The Town of Kwinana is on the verge of a significant growth phase, driven by a number of different catalysts including significant residential development, the Latitude 32 industrial development (producing an estimated 10,000 new jobs), the further extension of the Kwinana Freeway and the recent opening of the Perth to Mandurah railway line.

Such high levels of growth obviously provide us with many challenges, not least of which are those related to infrastructure provision, something that is clearly identified within the Council's 10 year financial plans.

The Kwinana Industrial Area is an Industrial Area of national significance that contributes significantly to both State and national GDP. This facility is heavily reliant on its direct connection to road, rail and sea port infrastructure. These services will soon be further expanded through the development of the new Fremantle Ports Outer Harbour Project ('Kwinana Quays') and the James Point Private Port.

The Town of Kwinana has for a number of years, sought to develop partnership arrangements with both the State and Federal Governments in an effort to position Kwinana more appropriately to meet the demands of the future.

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## DETAILS

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### **1. New community infrastructure**

Perth and Australia is growing, but local governments in fast growing residential areas (generally fringe metropolitan) don't have the capacity to cope with community expectations for facilities. The National Growth Areas Alliance was established to research this and lobby the Commonwealth Government and the Town of Kwinana is a member of this group.

The current Town population is fast approaching 30,000 and with Kwinana's Eastern Residential Intensification Concept area, we are a fast growing local government with estimated population growth of 6.5% per annum for the next 15 - 20 years. Some 35,000 new residents are expected to move to Kwinana by 2021 (i.e. over the next 13 years). As outlined in our 10 year financial forecasts, several new community facilities costing many millions of dollars will be required to be constructed over this relatively short period of time.

### **2. Developer Contributions**

WA is one of last states of the nation to introduce a developer contributions. This potential is currently progressing through a public consultation phase via the Department of Planning and Infrastructure, and when it is established, will assist local governments by contributing to the funding requirements of new community infrastructure like libraries, community centres, infant and youth services facilities, etc. Such funding will minimise the rate burden to residents, which would otherwise be required to fund loan repayments equivalent to the loan value of the collected developer contributions.

The Rudd Government has registered its concerns about housing costs and has allocated some \$500m to address this matter. Prime Minister Rudd has registered his concerns about the use of developer contributions as they act to increase land/house sale prices.

### **3. Jandakot Underground Water Pollution Control Area**

This 'line on the map' dictates the extent that residential development can progress in an easterly direction, into the presently rural zoned land. The principle is to protect the underground water resource by only permitting uses consistent with minimal or zero contamination potential. A study to reassess the appropriateness of this boundary is required so as to maximise use of the Kwinana Freeway and the Perth-Mandurah Railway. It is thought that for each 100m this line can move to the east within the Town of Kwinana, some 800 - 1000 houses could be built with minimal infrastructure requirements. A movement of 300 metres eastwards would accommodate an additional 10,000 people (approximately) all to within 1km-2km of the Kwinana Freeway and rail line.

#### **4. Mandogalup Residential Cell**

The Mandogalup Residential Cell is located adjacent to the Alcoa settlement ponds. The land area could be used for residential housing (some 4761 lots). Housing would have easy access and use of infrastructure, like the new Perth/Mandurah Railway and the Kwinana Freeway. Housing costs could be kept to a minimum as significant infrastructure is already available. The issue is whether this location can be proved safe and appropriate for development; whether there is any potential to breach the Alcoa State Agreement Act; and when the Metropolitan region Scheme and the Town of Kwinana's Town Planning Scheme can be amended.

#### **5. Department of Housing and Works land**

There is ample Department of Housing and Works land available in Kwinana that could be used for residential housing. At present, some 430 hectares of land (4243 lots) are being developed or currently planned. A further 54 hectares (702 lots) remain undeveloped with no specified timeframe set by the Department of Housing and Works. Housing would have easy access and use of infrastructure like the new Perth/Mandurah Railway and Kwinana Freeway. Housing lot costs could be kept to a minimum if the State Government progresses this land for development.

#### **6. Kwinana Industrial Area and 'Latitude 32'**

The Kwinana Industrial Area (KIA) is Western Australia's premier heavy industry area. Transport infrastructure, like high wide load corridors; roads to cater for heavier and longer vehicles than they were originally designed for; the Rockingham/Fremantle controlled access freeway; port access for the Kwinana Quays and James Point Private Port; gas supply infrastructure and/or diesel/gas reserves (in light of recent Varanus Island explosion); are amongst the critical infrastructure considerations that are required. Latitude 32 is a new 1,400ha industrial area, located contiguous to the existing KIA, and is capable of providing 10,000 new jobs and making a considerable contribution to the state's economic and social benefit. Slow progress is being made with the development of Latitude 32, which is forcing land prices to record levels in the industrial zone and impacting on the ability of businesses to grow and prosper.

#### **7. Agriculture WA (AGWA) Land – Medina Research Station**

The AGWA land, more commonly known as the Medina Research Station, is approximately 180 ha in size and part of which is used by AWGA for agricultural research purposes. This land is bounded by Thomas, McLaughlan, Anketell and Abercrombie Roads and abuts both the KIA and Latitude 32 developments.

This Crown Reserve land is currently zoned "Public Purposes" and most of the land is still natural bush land. AGWA have indicated it only requires 50ha for future operations and that it would be keen to co-operate with LandCorp in facilitating the development of the surplus land.

The location and size of this land is very strategic and important for the following reasons:

- The land abuts the KIA and Latitude 32 developments
- The land also abuts the Watercorp Water recycling Plant
- It is easily accessible by the road networks

Town of Kwinana is keen to work with LandCorp to explore the possibility of this AGWA Precinct being rezoned for light industrial and mixed business uses. There is an obvious shortage of available land for these purposes within the region and the location of this precinct appears suitable.

## **8. Retrofitting Deep Sewerage**

New residential areas have compulsory deep sewage provision. Many of the older suburbs of Perth, of which there several in Kwinana, are still however, utilising independent septic systems for household effluent disposal. This type of disposal impacts negatively on the natural environment and can in a worst case scenario, result in adverse personal health conditions. By any measure, funding to address this environmental/health concern would be warranted.

## **9. Regional Transport**

Being a major industrial precinct for Western Australia, there are a range of regional transport issues that are impacted upon by the Kwinana/Western Trade Coast industrial areas, like -

- concerns about port bottlenecks,
- congestion in freight corridors
- concerns about low level of containers on rail
- concern about level of service for public transport between Fremantle and Rockingham and links to major industry and activity centres
- need to improve East West Links across to the Tonkin Highway including Armadale Road, Mundijong Road Link, Rowley Road, Anketell Road
- New intermodal transport hub within the Western Trade Coast area
- Upgrading Kwinana Freeway to six lanes between Leach Highway and Cockburn Central
- Grade separation on Leach Highway
- East West Road Links
- A partnership between industry and governments on improved transport to the Australian Marine Complex, Jandakot City and the Kwinana Industrial Area
- Support to develop Transit Orientated Development at Canning Bridge, Cockburn Central, Cockburn Coast, Murdoch, Bull Creek, Rockingham and Kwinana